

**CITY OF DUARTE
PLANNING COMMISSION
MINUTES
October 7, 2019**

**Planning Commission
Commissioners**
Paula Watson-Gardner, Chair
Tina Heany, Vice-Chair
George K. Farra
Sara Vasquez
Wally Wolff

1. CALL TO ORDER AND NOTATION OF ANY ABSENCES:

Chair Watson-Gardner called the meeting to order at 7:05 p.m. The following were in attendance:

PRESENT: Watson-Gardner, Heany, Farra, Vasquez and Wolff (arrived 7:07 p.m.)
ABSENT: None
STAFF: Hensley, Golding, Baldwin, Contreras and Hernandez

2. PLEDGE OF ALLEGIANCE:

Vasquez led the Pledge of Allegiance.

3. APPROVAL OF MINUTES: June 17, 2019

Farra moved to approve the minutes of June 17, 2019. Seconded by Heany. Motion approved 5-0-0-0.

4. ORAL COMMUNICATIONS ITEMS NOT ON THE AGENDA:

Chairperson Watson-Gardner opened Oral Communications for items not on the Agenda. Seeing none Chairperson Watson-Gardner closed the item.

5. PUBLIC HEARINGS:

A. Site Plan and Design Review 17-10: New 16-Unit Multiple-Family Development at 928 Huntington Drive

(Attachments: [Staff Report SPDR 17-10](#) and [PC Resolution 19-02](#))

Nick Baldwin, Associate Planner, presented the staff report for the request from the applicant, Gantcho Batchkarov to construct a new three-story 16-unit apartment building with subterranean parking. He answered questions from the Commission and acknowledged the attendance of the applicant.

Farra inquired about the architectural design of the building. Baldwin explained the final design outcome of the building was after several design revisions and discussions between the City and Architect.

Farra inquired about parking at the project and commented that there was limited parking in the complex. Baldwin explained the parking layout and stated code parking requirements were met. He also stated there would be a parking management plan in place to be used by management company at project completion.

Chairperson Watson-Gardner opened commission discussion.

Farra inquired if there was a covenant in place to prevent loud nuisances at the complex, specifically in the rooftop terrace. Baldwin responded there was not a covenant but that there are noise restrictions in place within the Duarte Municipal Code as well as requirements addressing noise within the project's condition of approvals.

Heany requested clarification on whether the project was condos or apartments because project plans indicated condos. Baldwin clarified the error and confirmed the project is apartments.

Chairperson Watson-Gardner opened Public Comments.

Gantcho Batchkarov, Architect of the project provided additional details on the design of the building, parking concerns, and roof deck and garden activities.

Farra inquired about the compatibility of the building design with the neighboring city. Mr. Bathkarov elaborated on the design and additional details on the building.

Hensley clarified the parking management plan and property owner responsibility requirements.

Chairperson Watson-Gardner closed Public Comments.

Chairperson Watson-Garden called for a motion of the project. Heany moved, and Watson-Garden Seconded to approve Site Plan and Design Review 17-10 and Resolution PC 19-02. The motion was approved 5-0-0-0.

B. Conditional Use Permit 19-03 and Site Plan and Design Review 19-36: A request to construct and operate a new five-story, 115,022 square-foot, 150-room hotel (New Hope Village) on approximately four acres at the northwest corner of the City of Hope campus, 1500 Duarte Road

(Attachmentss: [Staff Report CUP 19-03_SPDR 19-36](#), [PC Resolution 19-03](#) and [PC Resolution 19-04](#))

Jason Golding, Planning Division Manager presented the Staff Report and PowerPoint presentation discussing various components of the project, description of the project as proposed by the City of Hope, staff's analysis and key issues discussed during the planning review process.

Farra requested a background history of the approval process for the project by the Planning Commission and amendments by City Council. Golding provided a detailed explanation of the City of Hope Specific Plan approval process.

Golding concluded his presentation recapping Staff's recommendation that Planning Commission reviews the information provided and adopt: PC Resolution 19-03 and 19-04. He indicated City of Hope representatives including their development team and architects were available for any questions.

Chairperson Watson-Gardner opened Commission inquiries.

Farra commented on the background history of the project, concerns and approval process. He asked about the possibility of the City of Hope hotel opening to the general public. He also inquired about whether the Wyndham Hotel was aware of the City of Hope's Hotel plan and what the City of Hope's stance was on the Wyndham project because he was concerned about future conflicts.

Hensley commented on Farra's concerns regarding potential conflicts between the Wyndham Hotel project and the City of Hope's Hotel and stated they were two stand-alone projects.

Golding also commented that the City of Hope hotel is a unique project as it has been designed primarily for patient care and that the location takes advantage of the proximity to the hospital and other services. Farra acknowledged those elements but stated the City's website records indicate that the City of Hope is relying on the Wyndham Hotel project. He requested that be corrected and that the correct information be made before the public hearing for the Wyndham Hotel.

Heany inquired if the City of Hope would be hiring a management firm to run the hotel or if it would be managed internally. Golding stated that a management firm would manage the hotel.

Chairperson Watson-Gardner opened Public Comments.

Steve Hernandez, spoke on the matter and the issue of traffic within the project area. He requested City address train delay issues at Buena Vista Avenue and Duarte Road.

Golding addressed the concern of traffic, discussed the requirement of a new traffic signal light before the opening of the hotel to mitigate the circulation of traffic turns and movement addressing the particular intersections. Hensley elaborated on the traffic analysis, additional signal lights, EIR mitigation, and management plan.

DJ Moore, Esq. from Latham and Watkins spoke on behalf of the City of Hope. He thanked the planning staff for the detailed and thorough consideration and presentation of the

project. He addressed the question concerning the Wyndham Hotel and stated the City of Hope does support the Wyndham Hotel project in the City of Duarte. He stated the City of Hope Hotel is unique and explained the special services that the hotel will be providing to patients, their families, and a campus that differs from a regular hotel.

Terry Lee and Sherry Ho, Wyndham Hotel representatives, stated they have been working on their project for more than two years. Mr. Lee indicated they are knowledgeable of the market in which the City of Hope has a strong demand for rooms to service their patients and doctors. He stated that there is also demand in the area for a regular hotel to serve guests, which are currently being sent to outside cities instead of Duarte. He indicated he is in support of the City of Hope Hotel project and that he hopes they can work together so both hotels may succeed. Ms. Ho elaborated on the support given to the development of the City of Hope's Hotel, the pleasure to work as a team, and the goal to boost the economy in the City of Duarte. She reiterated the submittal of their entitlement package was on September 10th and stated they are excited for the development of their hotel along with working together and receiving support from Staff, Planning Commission, and City Council to make the City stronger and more beautiful.

Farra requested Public Comments to be recorded in detail in the written minutes.

Chairperson Watson-Gardner closed Public Comments.

Chairperson Watson-Gardner called for a motion on the CUP 19-03 and Site Plan and Design Review 19-36. Farra moved to approved for both items and Seconded by Heany. The motion was approved 5-0-0-0.

6. ITEMS FROM DIRECTOR:

Hensley commended and thanked the City of Hope for submitting the most completed sets of plans for the project. And provided development updates to the Commission.

7. ITEMS FROM COMMISSIONERS:

There was discussion about some of the development projects among the Commissioners and Hensley.

8. ADJOURNMENT: Monday, October 21, 2019

Chairperson Watson-Gardner adjourned the meeting at 8:28 p.m.

Craig Hensley, Secretary



PLANNING COMMISSION STAFF REPORT

Date: October 21, 2019

Project: Site Plan and Design Review 18-31

Subject: New Single-Story 6,580 square foot commercial building with 33-space surface parking lot

Location: 2137 Huntington Drive

Applicant: Pison Netsawang

SUMMARY

The applicant, Pison Netsawang, is proposing to demolish the existing building on the property at 2137 Huntington Drive and construct a new single-story, 6,580 square-foot commercial building with a 33-space parking lot. The building is designed as professional and medical offices with three tenant spaces. The Community Development Department approved a redesign of the existing building on August 9, 2018 (Site Plan and Design Review Case 2018-31). The new design is very similar to the earlier proposal.

New commercial buildings require a recommendation from the ARB and final approval from the Planning Commission. On October 14, 2019, the Architectural Review Board recommended approval of the project with conditions, for the Planning Commission's consideration.

BACKGROUND

The applicant submitted plans for a remodel of the existing building, and site improvements, on July 7, 2018. Following consideration by staff, the remodel was approved by staff, under the direction of the Community Development Director, on August 9, 2018, subject to conditions. The applicant subsequently reconsidered this design and submitted plans to demolish the existing building and construct a new 6,580 square foot commercial building on the site. The new building is a very similar design and uses many of the same exterior finishes as the earlier remodel proposal. At the public meeting of October 14, 2019, the Architectural Review Board moved to recommend approval of the project to the Planning Commission, subject to conditions (discussed below).

PROJECT DESCRIPTION

The applicant is proposing to demolish the existing building on the property at 2137 Huntington Drive and construct a new single-story, 6,580 square-foot commercial building with a 33-space parking lot. The building is designed as professional and medical offices with three tenant spaces.

The proposed building is in a contemporary architectural style with the following components:

- Single-story construction with an overall height of 25 feet to the top of the tallest (southerly) parapet, 20 feet to the intermediate parapet. Mechanical equipment will be screened by the parapets. The building is 15 feet from the back of the sidewalk.

- Exterior finish is a combination of smooth plaster in off-white (Dunn Edwards “Cool December”) and beige (Dunn Edwards “Cliff View”) with accents (Dunn Edwards “Courtyard Green”) and trim (Dunn Edwards “Cocoa”). A ceramic tile with a “reclaimed wood” pattern and subtle color variation was proposed around the upper walls of the southerly tenant space, and behind the sign locations on the other walls. The ARB recommended that this material be replaced with another material as discussed below. Most of the lower walls will be covered in brick. Exterior finishes and materials are the same as previously approved by the City. Exterior lighting is provided by down-light fixtures located on the walls.
- Horizontal metal awnings protect the entry doors to the tenant spaces.
- The new parking lot will provide one entrance from the street near the west side of the site (two existing driveways will be closed). Lighting will be distributed throughout the parking lot with a variety of cut-off light standards. Landscaping will be provided throughout the parking lot and balance of the site. A trash enclosure will be provided in the northwest corner of the site.

ANALYSIS

Staff generally supports the design of both the proposed building and site plan. The building is largely consistent, using the same materials, as the previously approved design for the building remodel. Since the previous project consisted of a remodel to an existing building, it required review and approval only from the Department Director. The following are other topics that have been further analyzed.

- One issue is how the simulated distressed wood ceramic tile used on the southerly portion of the building will end or be finished at the corners. To address this, the ARB added a condition recommending that the distressed wood material be made of wood composite, wood or other material approved by staff.
- Staff believes that the southern-most parking space near the building appears too close to the street. The ARB recommended that the space be deleted and replaced with landscaping. To make up for the loss of this space, the ARB recommended that staff will address the issue of parking demand at the time building permits are pulled to ensure that the proposed use and design of the building meets the available parking.
- The ARB recommended that the trash enclosure be moved north to the required rear setback and that the parking lot be reconfigured to enable the landscaping along Huntington Drive to be widened 3 or more feet.
- The Board also added a condition to provide a 26-foot gap between the last parking space and the trash enclosure. The gap will enable possible future connection of this parking lot to the site to the west when that property is improved. A related condition requires an agreement for potential future access between the subject site and the property to the west. This condition would facilitate site circulation between the properties and permit secondary street access to Bradbourne Avenue, in the event it is needed in the future.
- The ARB also recommended the following conditions: awnings be cleaned at least every 6 months; the applicant provide an easement to enable construction of an ADA-compliant sidewalk abutting the site; and that the applicant provide an easement to allow for the encroachment of the existing bus shelter onto the property.

- A conceptual landscape plan has been provided. Staff recommends as a condition of approval that a detailed landscape plan be provided demonstrating compliance with standards for number of trees and shrubs and screening shrubs along the street. In addition, staff recommends a condition that the applicant provide 6 bicycle parking spaces as required by Code.

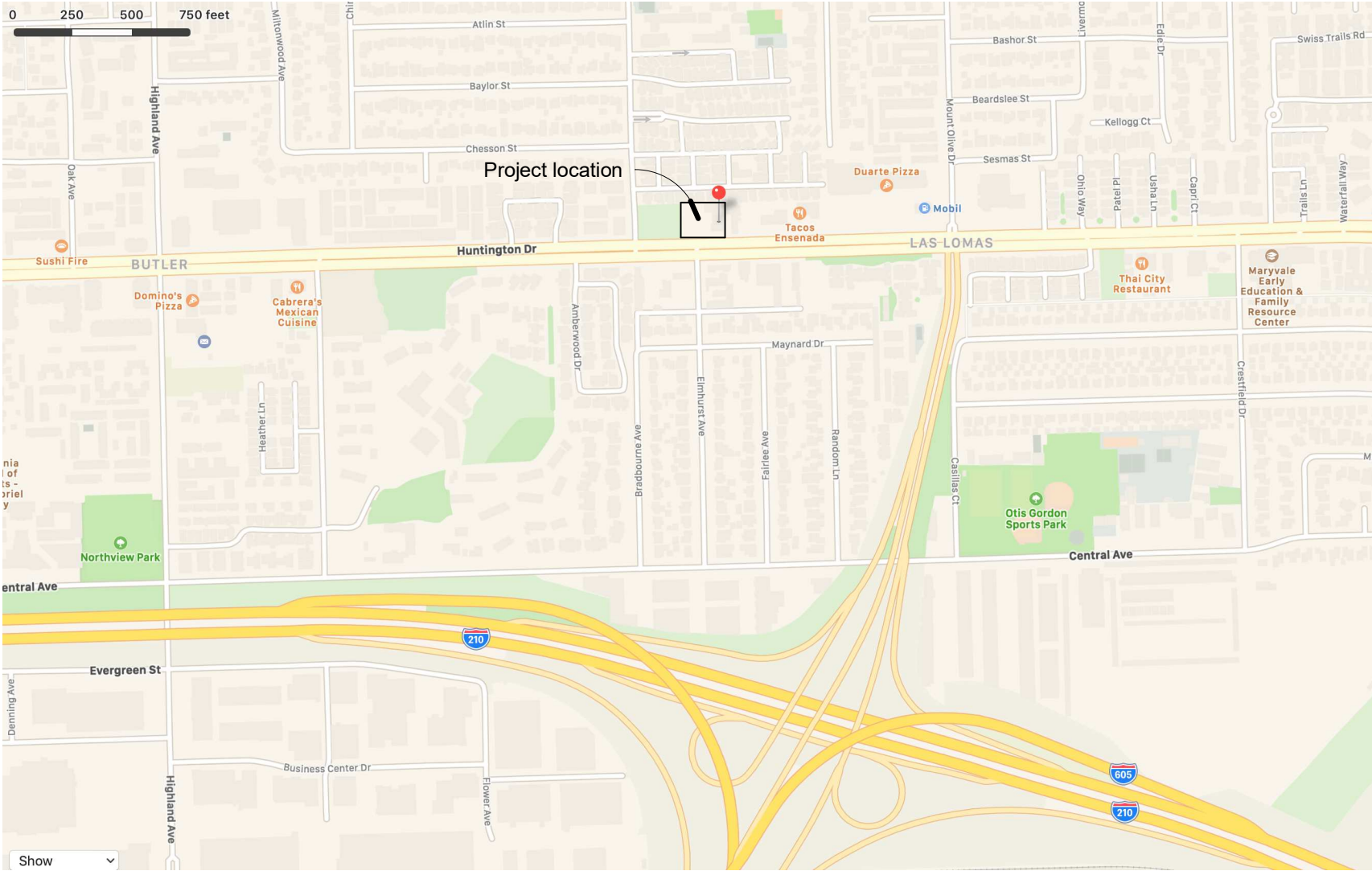
RECOMMENDATION

Based on the information provided in this report and the recommendation from the Architectural Review Board on October 14, 2019, Staff recommends the Planning Commission adopt PC Resolution 19-05, approving the revised plans for Site Plan and Design Review Case 2018-31, subject to conditions of approval.

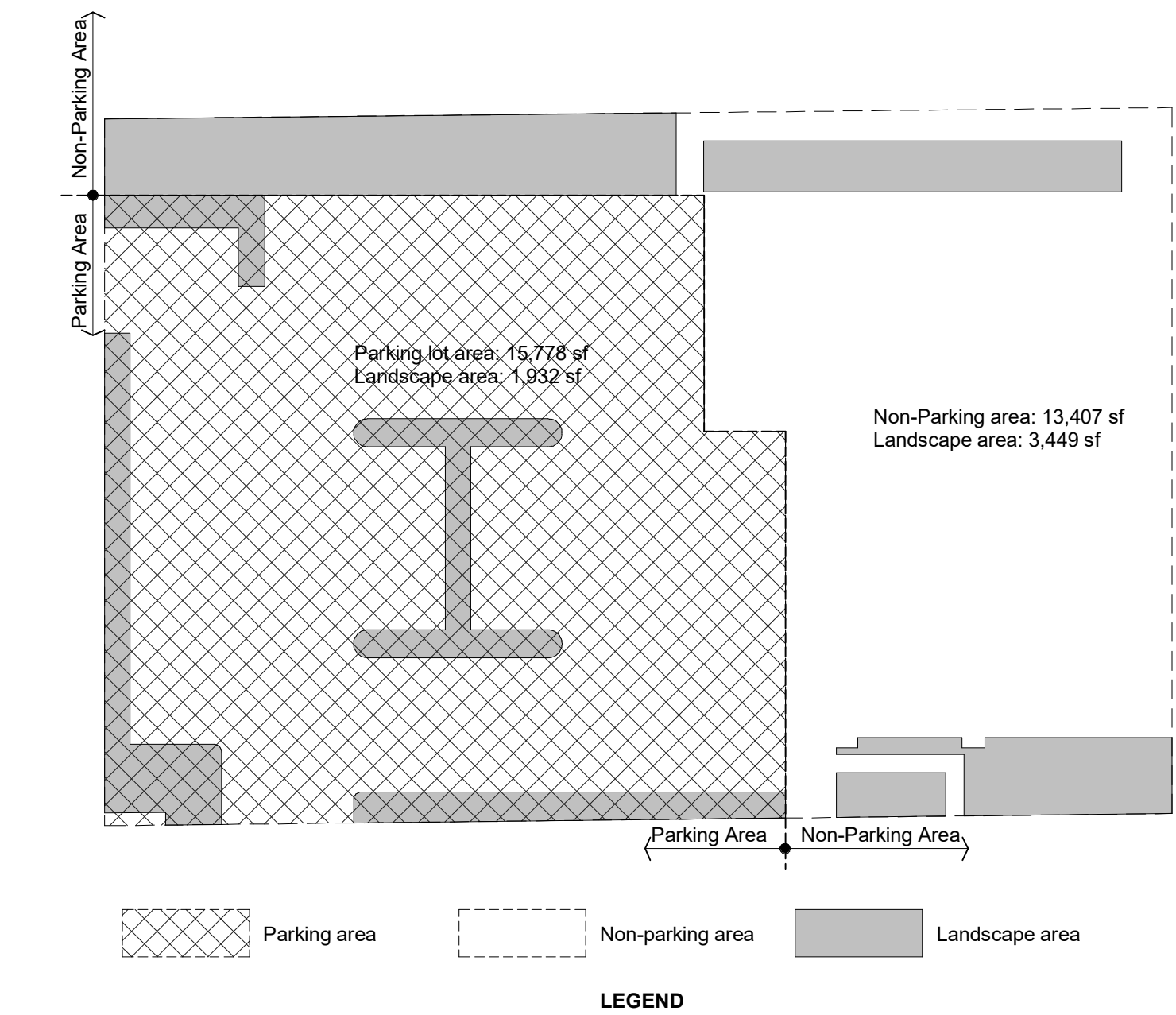
ATTACHMENTS

Exhibit A - Project Plans
Exhibit B - PC Resolution 19-05

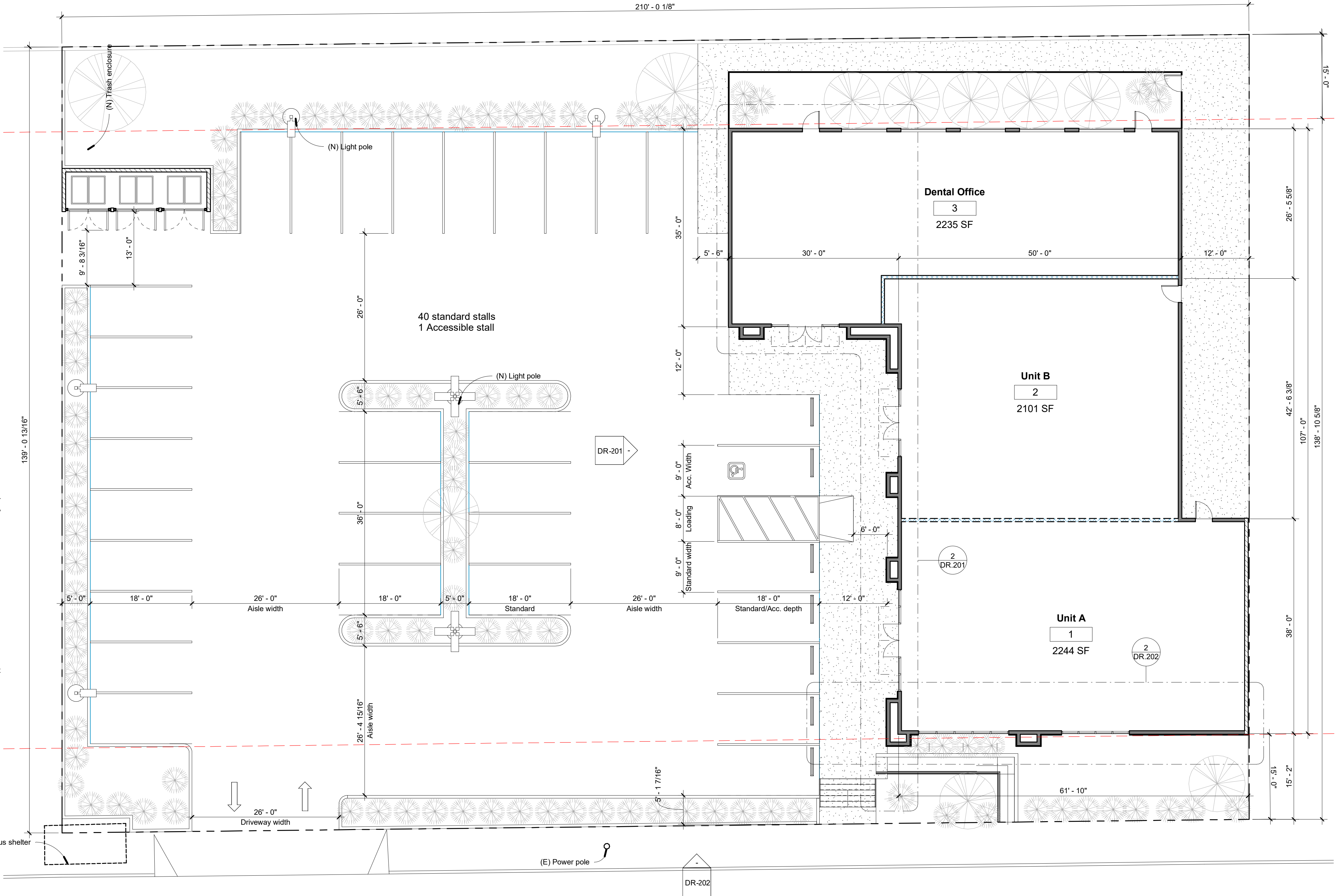
Vacinity Map



<u>Site Information</u>			<u>Landscape Requirement</u>		
Address:	2137 E. Huntington Dr. Duarte, Ca. 91010		Parking lot landscape (19.38.200):		
Assessor parcel number:	8529-010-022		- Minimum of 10% of the parking lot area shall be landscape		
Lot area:	29,289 Sf.		- Trees shall be planted and maintained in all parking lots at a minimum ratio of one tree per every six parking spaces		
Zoning:	C-G (General Commercial)		- Minimum planting size for trees shall be 15 gallons. Trees planted within 10' of street, sidewalk, pave trail, or walkway shall be deep-rooted species or shall be separated from paved spaces by a root barrier to prevent physical damage to public improvements. A minimum distance of 15' is required between the center of the trees to street light standards, water meters, back-flow prevention systems, sewer cleanouts, and fire hydrants.		
<u>Development Standard</u>			- Minimum plant size for shrubs shall be 5 gallons		
Height:	50' - 0" Max.				
Front:	15' - 0" Setback				
Side:	0' - 0"				
Rear:	15' - 0" (Abutting residential zone)				
<u>Project Data</u>					
Building area:	Dental Office	2,235 sf	Parking lot area:	15,838 sf	
	Unit A	2,101 sf	Landscape area required:	1,584 sf.	
	Unit B	2,244 sf	Landscape area provided:	2,098 sf.	
	Total building area	6,580 sf			
			Nonresidential landscape (19.40.070):		
			- A minimum of 15 percent of the parcel area shall be landscaped, exclusive of the parking lot area and any landscaping required within the parking lot.		
<u>Parking Requirement (19.38.050)</u>			- The minimum plant size for trees shall be 15 gallons, unless otherwise specified by the provisions of this Chapter. Trees planted within 10 feet of a street, sidewalk, paved trail, or walkway shall be a deep-rooted species or shall be separated from paved surfaces by a root barrier to prevent physical damage to public improvements. A minimum distance of 15 feet is required between the center of trees to street light standards, water meters, back-flow prevention systems, sewer cleanouts, and fire hydrants		
Building (1/200) 6,580/200 = 32.9			- The minimum plant size for shrubs shall be five gallons		
Total parking 33 stall (Required)			- Groundcover, including turf, shall be planted in a manner to provide 100 percent coverage within one year of initial planting.		
Parking:	Accessible (9 x 18)	1 stall	Non-parking area:	13,461 sf	
	Standard (9 x 18)	32 stall	Landscape area required:	2,020 sf	
	Total parking stalls	33 stall (Provided)	Landscape area provided:	3,449 sf	



2 Required Landscape Key Plan
1" = 30'-0"

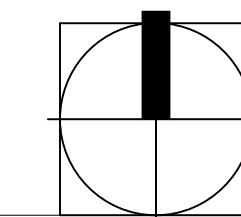
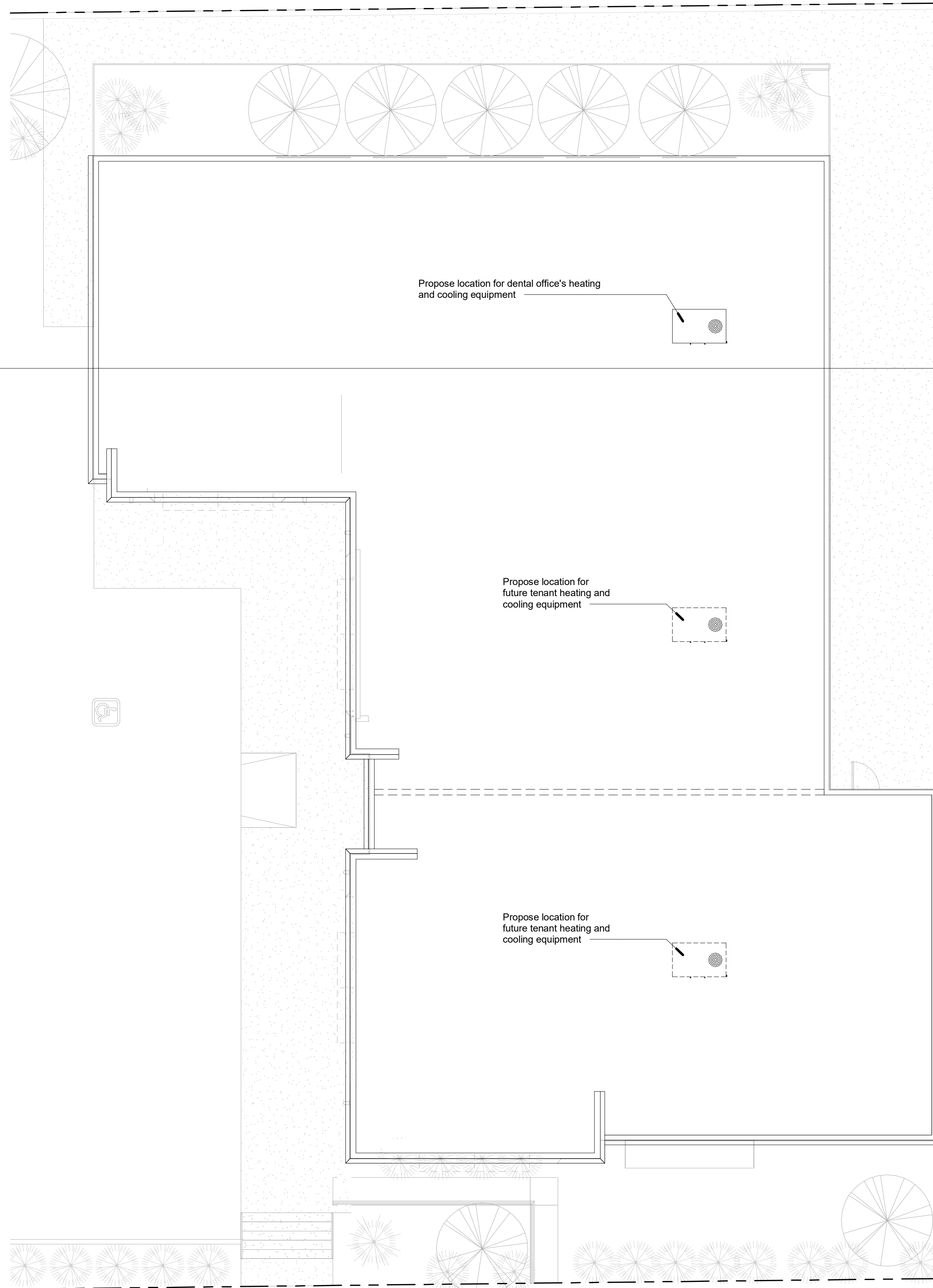


1 Conceptual Site Plan
1" = 10'-0"

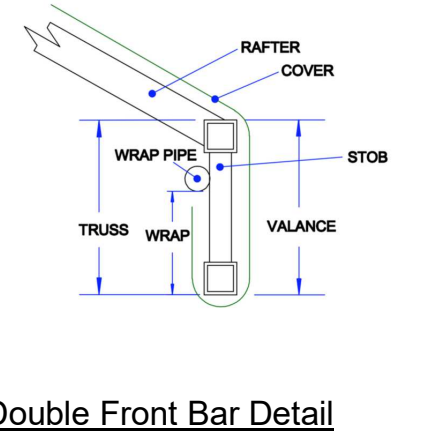
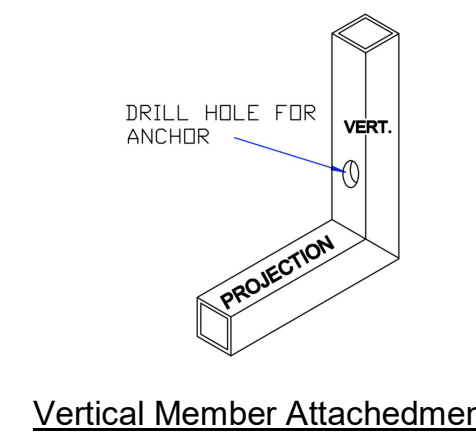
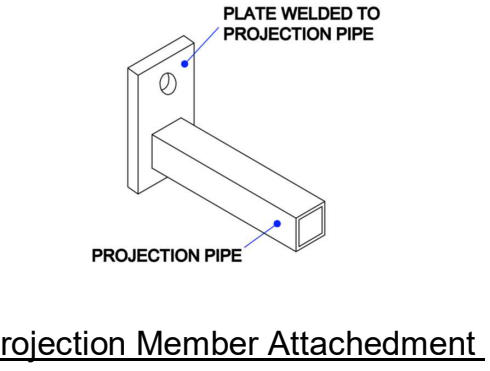
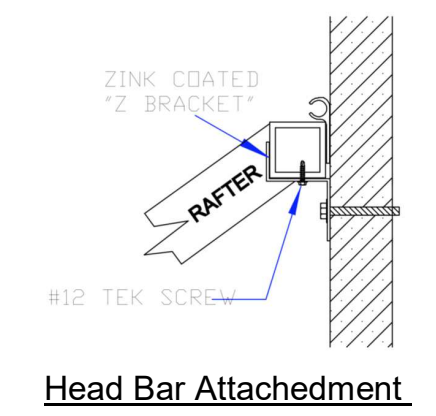
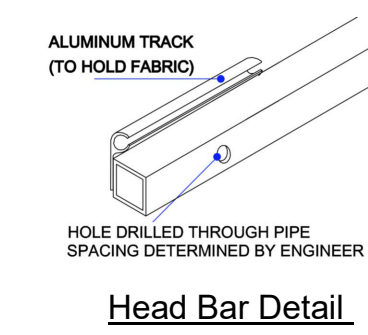
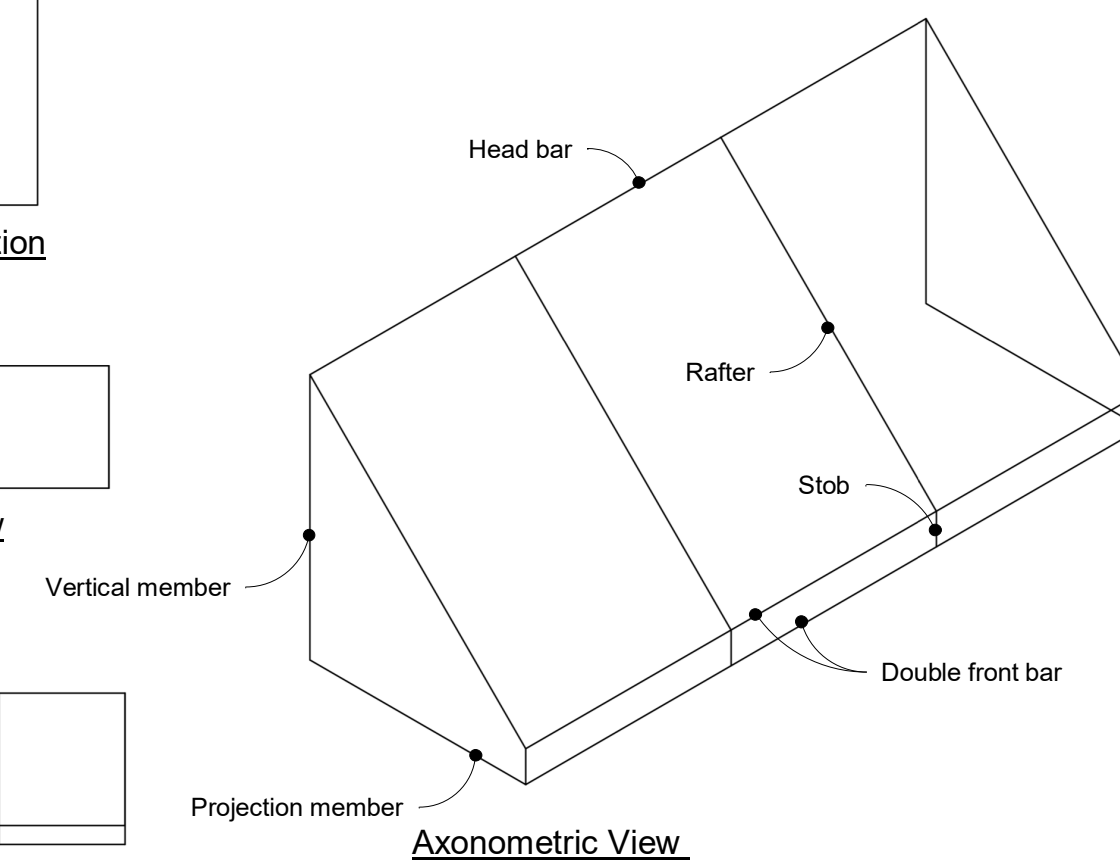
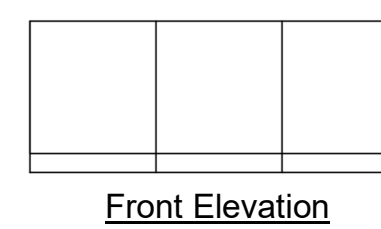
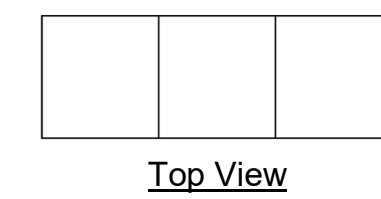
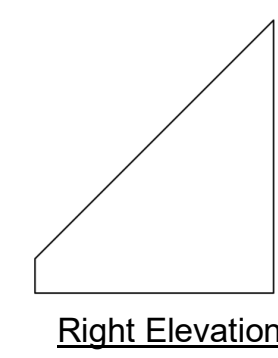
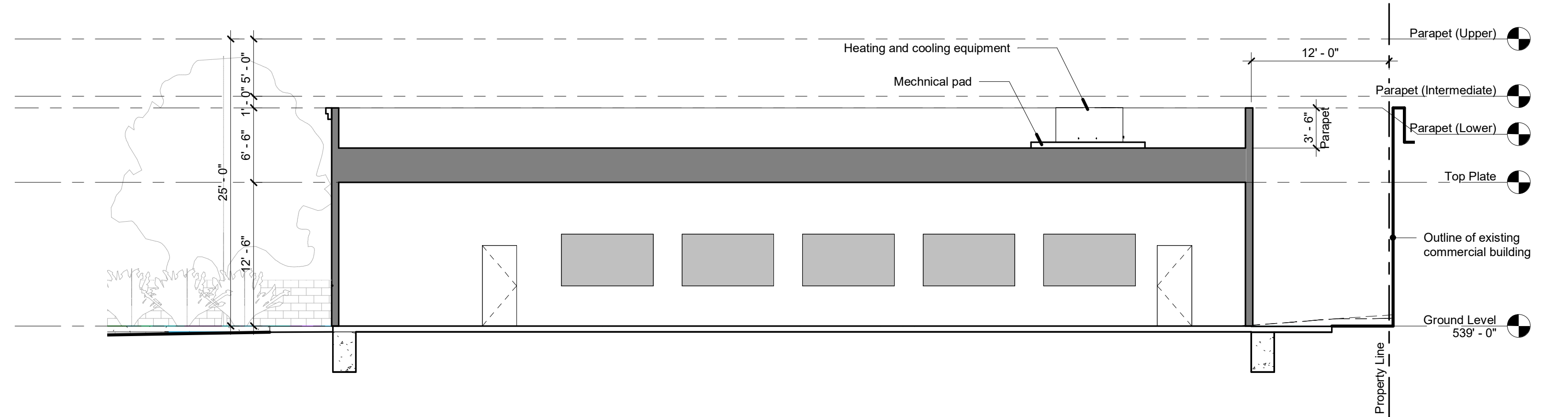
1 Conceptual Roof Top Equipment Plan
1/8" = 1'-0"

2
DR-102

DR-201



2 Building Section 1
1/8" = 1'-0"



THIS DRAWING AND THE DESIGNS, ARRANGEMENTS, DEPICTIONS, IDEAS AND OTHER INFORMATION CONTAINED HEREIN CONSTITUTE UNPUBLISHED WORK OF FIGURE 8 GROUP, INC., AND SHALL REMAIN PROPERTY OF FIGURE 8 GROUP, INC., IN PERPETUITY. NO PART THEREOF SHALL BE REPRODUCED, COPIED, DISCLOSED, DISTRIBUTED, SOLD, PUBLISHED OR OTHERWISE USED IN ANYWAY WITHOUT THE ADVANCED EXPRESS WRITTEN CONSENT OF FIGURE 8 GROUP, INC., VISUAL CONTACT WITH THE ABOVE DRAWINGS, OR ANY PART THEREOF, SHALL CONSTITUTE CONCLUSIVE EVIDENCE OF ACCEPTANCE OF THESE RESTRICTIONS.



figure8 group, inc.

1311 East Las Tunas Drive | San Gabriel | California | 91776

Huntington Dr. Commercial Plaza

2137 E. Huntington Dr., Duarte Ca. 91010

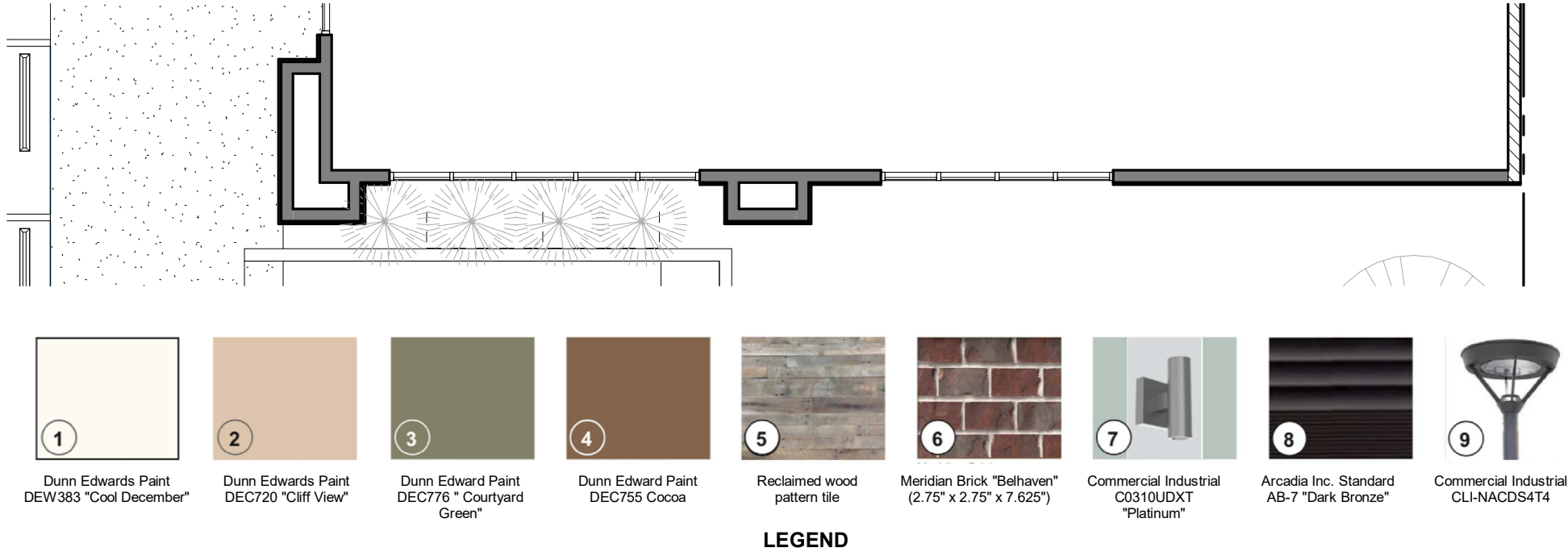
DR.200

2019 03
10/1/2019 6:51:51
PM

THIS DRAWING AND THE DESIGNS, ARRANGEMENTS, DEPICTIONS, IDEAS AND OTHER INFORMATION CONTAINED HEREIN CONSTITUTE UNPUBLISHED WORK OF FIGURE 8 GROUP, INC., AND SHALL REMAIN PROPERTY OF FIGURE 8 GROUP, INC., IN PERPETUITY. NO PART THEREOF SHALL BE REPRODUCED, COPIED, DISCLOSED, DISTRIBUTED, SOLD, PUBLISHED OR OTHERWISE USED IN ANYWAY WITHOUT THE ADVANCED EXPRESS WRITTEN CONSENT OF FIGURE 8 GROUP, INC., VISUAL CONTACT WITH THE ABOVE DRAWINGS, OR ANY PART THEREOF, SHALL CONSTITUTE CONCLUSIVE EVIDENCE OF ACCEPTANCE OF THESE RESTRICTIONS.



THIS DRAWING AND THE DESIGNS, ARRANGEMENTS, DEPICTIONS, IDEAS AND OTHER INFORMATION CONTAINED HEREIN CONSTITUTE UNPUBLISHED WORK OF FIGURE 8 GROUP, INC., AND SHALL REMAIN PROPERTY OF FIGURE 8 GROUP, INC., IN PERPETUITY. NO PART THEREOF SHALL BE REPRODUCED, COPIED, DISCLOSED, DISTRIBUTED, SOLD, PUBLISHED OR OTHERWISE USED IN ANYWAY WITHOUT THE ADVANCED EXPRESS WRITTEN CONSENT OF FIGURE 8 GROUP, INC., VISUAL CONTACT WITH THE ABOVE DRAWINGS, OR ANY PART THEREOF, SHALL CONSTITUTE CONCLUSIVE EVIDENCE OF ACCEPTANCE OF THESE RESTRICTIONS.



1 Conceptual South Elevation
1/8" = 1'-0"

THIS DRAWING AND THE DESIGNS, ARRANGEMENTS, DEPICTIONS, IDEAS AND OTHER INFORMATION CONTAINED HEREIN CONSTITUTE UNPUBLISHED WORK OF FIGURE 8 GROUP, INC., AND SHALL REMAIN PROPERTY OF FIGURE 8 GROUP, INC., IN PERPETUITY. NO PART THEREOF SHALL BE REPRODUCED, COPIED, DISCLOSED, DISTRIBUTED, SOLD, PUBLISHED OR OTHERWISE USED IN ANYWAY WITHOUT THE ADVANCED EXPRESS WRITTEN CONSENT OF FIGURE 8 GROUP, INC., VISUAL CONTACT WITH THE ABOVE DRAWINGS, OR ANY PART THEREOF, SHALL CONSTITUTE CONCLUSIVE EVIDENCE OF ACCEPTANCE OF THESE RESTRICTIONS.

1 Office Plan
1/8" = 1'-0"

figure8 group, inc.

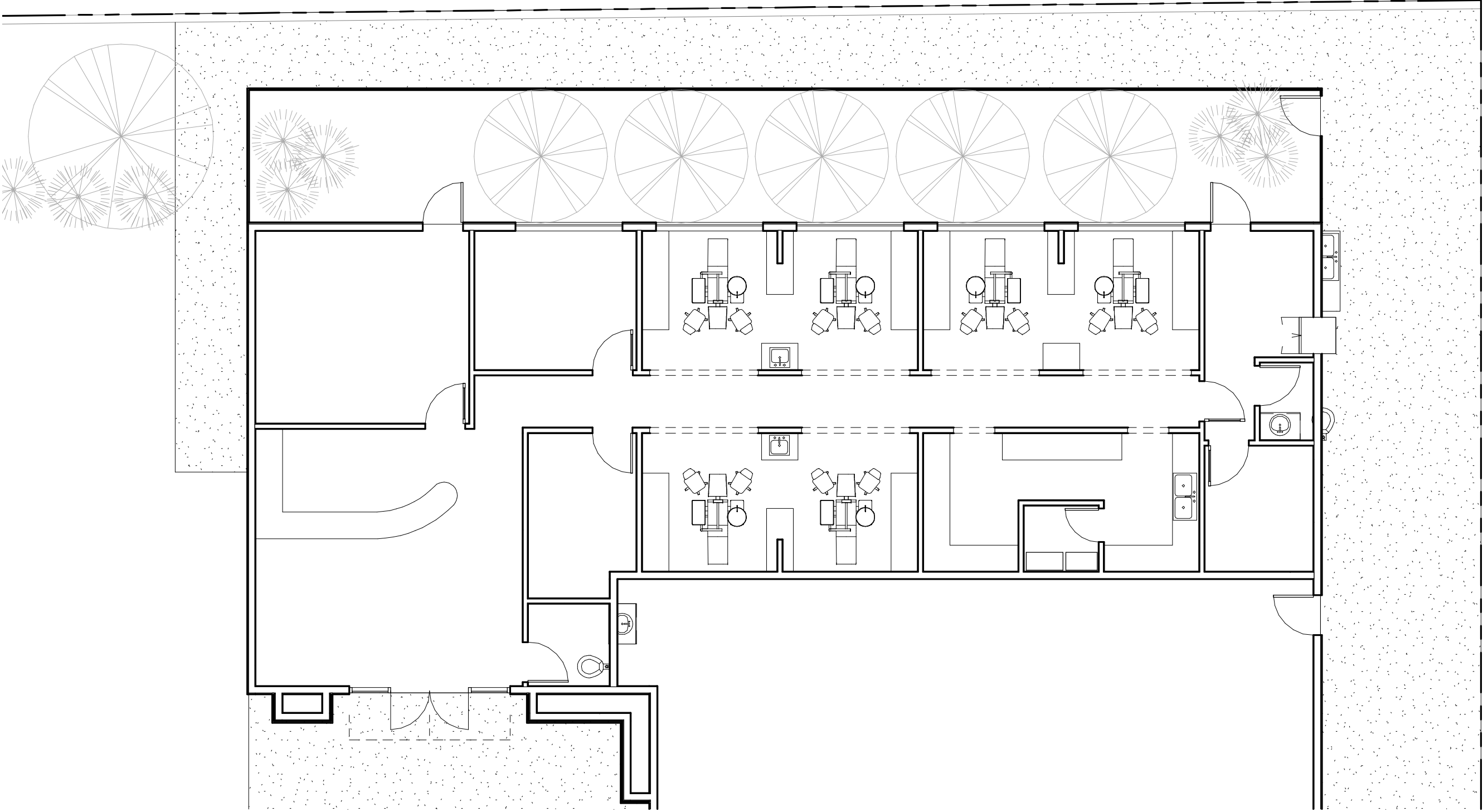
1311 East Las Tunas Drive | San Gabriel | California | 91776

Huntington Dr. Commercial Plaza

2137 E. Huntington Dr., Duarte Ca. 91010

DR.203

2019 03
10/1/2019 6:52:27 PM



THIS DRAWING AND THE DESIGNS, ARRANGEMENTS, DEPICTIONS, IDEAS AND OTHER INFORMATION CONTAINED HEREIN CONSTITUTE UNPUBLISHED WORK OF FIGURE 8 GROUP, INC., AND SHALL REMAIN PROPERTY OF FIGURE 8 GROUP, INC., IN PERPETUITY. NO PART THEREOF SHALL BE REPRODUCED, COPIED, DISCLOSED, DISTRIBUTED, SOLD, PUBLISHED OR OTHERWISE USED IN ANYWAY WITHOUT THE ADVANCED EXPRESS WRITTEN CONSENT OF FIGURE 8 GROUP, INC., VISUAL CONTACT WITH THE ABOVE DRAWINGS, OR ANY PART THEREOF, SHALL CONSTITUTE CONCLUSIVE EVIDENCE OF ACCEPTANCE OF THESE RESTRICTIONS.



1. Paving at all unit entrance should include enhanced paving such as colored concrete
2. All hardscape areas to be ADA accessible and made of ADA approved materials
3. All paved areas should be sloped to drain at 1% except where accessibility requirements preclude it
4. Building frontages facing the street should be landscaped
5. landscape areas adjacent to neighboring residential uses should provide buffer from parking lot lighting and increase residential privacy
6. Plant material should integrate sustainable design approaches
7. Landscaping should include a climate-adapted plant palette,
8. Ground cover at landscape areas should be combination of drought tolerant planting and mulch
9. Irrigation system shall be operated automatically using an electric controllers and low-voltage remote control valves and rain sensors.
10. Irrigation system shall use water conserving methods and water-efficient technologies such as drip emitters, evapotranspiration controllers, and moisture sensors.

1 Conceptual Landscape Plan
1" = 20'-0"

RESOLUTION PC 19-05

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF DUARTE DETERMINING THAT THE PROPOSED DEMOLITION OF THE EXISTING COMMERCIAL BUILDING AND CONSTRUCTION OF A NEW BUILDING AND ASSOCIATED SITE IMPROVEMENTS LOCATED AT 2137 HUNTINGTON DRIVE MEETS THE REQUIRED FINDINGS UNDER DUARTE DEVELOPMENT CODE SECTION 19.122.050(E) AND CONFORMS TO THE APPLICABLE STANDARDS IN DUARTE DEVELOPMENT CODE SECTIONS 19.122.040 & 19.44.020 AND THUS APPROVES SITE PLAN AND DESIGN REVIEW CASE 2018-31, SUBJECT TO CONDITIONS

WHEREAS, the applicant is requesting approval to demolish the existing commercial building and construct a new 6,850 square-foot commercial building and additional site improvements that include an upgraded parking lot and circulation, new parking lot light standards, and new landscape throughout the property located at 2137 Huntington Drive; and

WHEREAS, Table 7-2 listed in Section 19.122.030.B of the Duarte Development Code requires a recommendation from the Architectural Review Board and approval from the Planning Commission for all new (non-residential) structures; and

WHEREAS, on October 14, 2019, the Architectural Review Board reviewed the plans for Site Plan and Design Review Case 2018-31 and recommended approval to the Planning Commission subject to conditions; and

WHEREAS, the Planning Commission of the City of Duarte ("Planning Commission") has considered the project proposal, which provides, among other provisions, for the construction of a new 6,850 square-foot single-story commercial building and associated site improvements at 2137 Huntington Drive; and

WHEREAS, the Planning Commission has considered the analysis and recommendation provided in the staff report and all of the information, evidence and public testimony received at the public meeting held on October 21, 2019.

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

SECTION 1. That the Planning Commission approves Resolution PC 19-05 with conditions of approval "Exhibit B-1" for the construction of a single-story commercial building of 6,850 square feet located at 2137 Huntington Drive.

SECTION 2. All of the facts set forth in the Recitals of this Resolution are true and correct and incorporated herein by this reference.

SECTION 3. The Planning Commission finds and determines as follows, findings for Site Plan and Design Review, as set forth in DDC Section 19.122.050 (E), as the proposed development is:

1. Consistent with the General Plan and is in compliance with all applicable provisions of the Duarte Development Code and all other City ordinances and regulations;

The project conforms to the goals and objectives of the General Plan and the regulations of Chapter 19.12 (Commercial Zones), including the intent and purpose, permitted uses, and other development standards. The use is also consistent with the Commercial land use designation by providing neighborhood retail and service uses serving the daily needs of the nearby residential areas.

2. To be constructed on a parcel that is adequate in shape, size, topography, and other circumstances to accommodate the proposed development:

The project will consist of a 6,850 square-foot commercial building constructed on an existing parcel that is roughly 29,289 square feet. The project will also include improvements to the parking and circulation, and landscape improvements all of which can be accommodated on the project site. Furthermore, the new building meets the development standards of the Duarte Development Code.

3. In compliance with the applicable criteria specified in Subsection 19.122.040(D), and the site is suitable for the proposed development:

- a. *Compatibility. The project will create an enhancement to the property and surrounding community. The project meets the requirements of the C-G zone and has been designed to be compatible with design, scale and proportion of the surrounding developments.*
- b. *Architectural Design and Detail. The project has been designed with unique elements that complement area. A variety of materials, including faux wood, brick, metal awnings, and plaster help define the architectural design and create a visual enhancement along Huntington Drive. Furthermore, the project is consistent with the design guidelines outlined in the Duarte Development Code.*

- c. *Landscape, Lighting, Parking, Signs, and Other Design Details.*

- *Equipment and Utilities. All new service and utilities will be installed in a manner that screens them from the public right-of-way. New equipment will be installed on the roof or ground-mounted to the rear or side of the property, or underground, and screened from the public right-of-way. New roof-mounted equipment will be screened behind parapet walls that are an integral part of the building's design.*
- *Fences/Walls. A wall/fence plan will be required for review and approval.*
- *Landscaping. The project includes new landscape improvements around the perimeter of the proposed parking lot and the outdoor dining patio. All landscape proposals will require separate review and approval to ensure the landscape areas have been designed to meet the intent and purpose of Chapter 19.40 (Landscaping) of the Duarte Development Code, and will complement the project by providing a welcoming appeal along Huntington Drive.*
- *Lighting. The project includes new parking lot lighting and exterior wall-mounted light fixtures. The exterior lighting will require separate review and approval to ensure compliance with the performance standards for outdoor lighting outlined in the Duarte Development Code. The exterior lighting will be required to meet the energy efficiency requirements and contain a decorative design that complements the architectural style of the property. A separate review and approval will be required.*
- *Parking. The project provides sufficient parking to meet requirements for office and retail commercial use of the site, as outlined in the Duarte Development Code. The project will improve the on-site parking by creating a new parking lot with appropriate drive aisles. There are no foreseeable issues with parking.*
- *Signs. The project does not include the approval of any signs. All new signs will require*

separate review and approval through a comprehensive sign program to ensure compliance with the Duarte Development Code.

4. Designed and arranged to provide adequate consideration to ensure the public health, safety, and general welfare, and to prevent adverse effects on neighboring property.

The site is sufficient in size and shape to accommodate the proposed use and operation. The project site is in the C-G zone surrounded by commercial uses. The new commercial building is suitable for the property and will not create any adverse impacts to the neighborhood.

SECTION 4. The Planning Commission approves ARB Site Plan and Design Review Case 2018-31 based on the findings listed in Section 3 and the conditions of approval listed in "Exhibit B-1".

APPROVED, AND ADOPTED by the Planning Commission of the City of Duarte at a regular meeting held on the 21st day of October 2019.

Paula Watson-Gardner
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 regular meeting of the Planning Commission of the City of Duarte held on October 21, 2019, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

Craig Hensley, Community Development Director

EXHIBIT B-1
Conditions of Approval
ARB Site Plan & Design Review Case 18-31
Construction of a Commercial Building at 2137 Huntington Drive

1. The recommended conditions of approval are for the construction of a 6,580 square-foot commercial building and surface parking lot. The construction of the building, trash enclosure and parking lot shall be in substantial compliance with all components of the approved plans.
2. The parking lot shall be revised as follows:
 - a. The southerly parking space nearest the building shall be replaced with landscaping.
 - b. The trash enclosure shall be relocated to the north to the landscape setback line.
 - c. A 26-foot gap shall be left between the northern-most parking space along the westerly row of parking and the new location of the trash enclosures to enable potential future drive-aisle connection to the property west of this site.
 - d. The parking spaces along the north side of the parking lot shall be shortened to 16 feet with the landscaping adjusted to allow a 2-foot overhang.
 - e. The landscape planters near the center of the lot shall be narrowed to the extent feasible
 - f. The landscape strip along Huntington Drive shall be widened to the extent feasible.
 - g. The landscape plan shall be revised to accommodate these changes.
3. The site plan shall be revised to include 6 bicycle parking spaces.
4. All awnings shall be cleaned at least every 6 months. In the event awnings become faded, worn, ripped, damaged or deteriorated, the owner shall repair or replace the awnings, as directed by the Planning Division.
5. The cladding material used on the building façade, identified as “reclaimed wood pattern tile” shall be substituted for wood, fiber cement, wood composite/engineered wood or other material, to the satisfaction of the Community Development Director or designee. Corner pieces, specifically designed for the cladding product, shall be used where necessary.
6. The applicant shall provide an easement to the City to provide an ADA-compliant sidewalk abutting the property.
7. The applicant shall provide an easement to the City to accommodate the encroachment of the existing bus shelter onto the property.

8. Upon request of the adjacent property or as otherwise required by the City of Duarte, the property owner shall participate in a reciprocal easement agreement or other City-approved mechanism, to allow shared vehicular and/or pedestrian access between the adjacent property to the west and the subject property, at a location to be approved by the Planning Division. Any future access or easement agreement shall be executed by the parties, at their cost, and may include the incorporation of items of mutual concern, including, but not limited to: maintenance, insurance, and other language; subject to City Engineer approval, prior to recordation. The easement and/or agreement shall be recorded with the County recorder, a copy of the recorded document shall be provided to the Community Development Department.
9. Any exterior trash enclosures, ground-level mechanical and utility screening, and similar screening elements shall require final approval from the Planning Division prior to permit issuance. The size of the trash enclosure is subject to modification, based upon future building uses and projected waste demand, in accordance with specifications required through the City's waste hauler and applicable codes. The trash enclosure design shall be in substantial compliance with the architectural style, design elements, and colors/materials, of the primary buildings.
10. Landscape improvements are not included with this approval. All landscape and irrigation improvements shall require separate review and approval prior to installation to ensure compliance with the landscape guidelines outlined in Chapter 19.40 of the Duarte Development Code. Separate review fees may apply.
11. All exterior lighting shall require final approval from the Planning Division prior to issuance of building permits, which, at minimum, shall include: exterior, architectural building-mounted lighting; and parking lot standards or approved alternative. Lighting fixtures shall be of high quality and decorative form and shall be designed to prevent offsite glare. A lighting plan with a photometric analysis prepared by licensed engineer or approved equivalent shall be provided to the Planning Division for review and approval. The lighting plan shall include cut-section drawings, manufacture brochure, illumination levels/lighting distribution, and any additional information as needed. Separate review fees may apply.
12. All elevations shall be reviewed and approved by the Planning Division prior to permit issuance. Final review shall include approval of the color palette, placement of colors, and all finished building materials, including but not limited to the type, color, and/or placement of all stucco, trims, cornices, tile, among others. All finished building materials incorporated into the building design shall be of high quality and high durability, and shall take into consideration locations that may be more vulnerable to damage or potential maintenance concerns.
13. All windows and doors, including commercial storefronts, shall require final approval from the Planning Division prior to permit issuance. A separate window and door plan with an accurate window and door schedule shall be provided to the Planning Division for review prior to submitting to Building and Safety plan check. The schedule shall list the window and door types and their locations. The plan shall include all necessary details on the type, color, and material of all proposed windows

and doors; sections/detail drawings depicting the use of trims, moldings, mullions, and storefront systems (including kick plates where appropriate).

14. A fence and wall plan shall be submitted to the Planning Division for review prior to installation. Fences/gates shall contain a decorative design using a high-quality material such as wrought-iron. All walls shall be constructed to provide security and separation between adjacent properties. Final approval of the location, height, design etc. of all fences and walls shall be required by the Planning Division.
15. Installation of new signs shall require separate review and approval from the Planning Division and shall comply with the sign standards outlined in Chapter 19.42 of the Duarte Development Code.
16. The project shall provide undergrounding of new and existing power and telephone lines within the street right-of-way adjacent to the property being developed, as related to and further discussed in Chapters 16.30.010 & .020 of the Duarte Municipal Code. The City Engineer may allow for the payment of an in-lieu fee for the undergrounding of said lines, depending upon the scheduling of undergrounding projects within the vicinity, and in coordination with local utility companies. As an alternative, the property owners may enter into, subject to the approval of the City Engineer, a reimbursement or other recorded legal agreement that requires future in-lieu payment (in future dollars) when an underground utility project is deemed ready by the City Engineer.
17. Prior to the issuance of a permits, the applicant shall submit a Low Impact Development (LID) plan to the Community Development Director for review. The LID plan shall be prepared by a California registered civil engineer, architect, or landscape architect knowledgeable about storm-water management issues, and shall comply with Section 6.15.140 of the Duarte Municipal Code. All LID work must be completed prior to occupancy.
18. The property owner/developer may be required to replace the sidewalk adjacent to the project site on Huntington Drive for the full extent of project site boundaries (from east PL to west PL), including the curb and gutter as needed, including any damages as a result of construction. The sidewalks shall be constructed with concrete, integrally colored concrete. A sidewalk repair plan shall be provided to the Public Works Division for review prior to work beginning. Contact the Public Works Division for more information.
19. A drainage plan and grading plan shall be submitted to the Public Works Division for review prior to beginning any drainage and/or grading activity. The grading plan shall address all grading issues and required improvements on the property, including the opening and/or closure of driveway approaches from Huntington Drive. Contact the Public Works Division for more information.
20. The property owner shall obtain an encroachment permit from the Public Works Division for any encroachments into and/or over the public right of way. A plan showing any proposed encroachments, including height/clearance and the distance

of the encroachment, shall be provided to the Public Works Division for approval prior to issuance of building permits.

21. Follow the list of Best Management Practices (BMP's) of the National Pollution Discharge Elimination System (NPDES), including recommendations from the City grading inspector.
22. The project is considered a level one (1) project, according to Chapter 19.52 (Sustainable Development Practices) of the Duarte Development Code. The project will be reviewed for minimum compliance with the requirements outlined in this chapter, including but not limited to: solar access protection, energy efficient outdoor lighting, landscaping efficiency, etc.
23. The project shall comply with all the regulations of the C-G Commercial General zone, including the intent and purpose, permitted uses, development standards, and any other applicable sections from the Duarte Development Code and Duarte Municipal Code.
24. This project is subject to the requirements of Chapter 6.10 of the Duarte Municipal Code, Diversion and Demolition Waste. Prior to the issuance of any permits, the applicant shall submit a Construction and Demolition Diversion Plan and required security deposit. Contact the Planning Division for more information.
25. Any revisions to the site plan, elevations, colors, and materials in addition to those listed as conditions of approval, shall be reviewed and approved by the Planning Division prior to installation; such changes may require review and approval from the Architectural Review Board.
26. Mechanical equipment and related ducts, vents and other apparatus, including HVAC, shall be screened from public view. Vents, pipes, caps, hoods, and other roof penetrations that must be installed on the roof shall be painted or finished to match the roof color. Ground mounted equipment shall be shielded from public view by landscaping and/or screen walls, subject to approval from the Planning Division.
27. All landscape areas shall be permanently landscaped and irrigated, as shown on approved plans, and be regularly maintained.
28. All utilities for direct service to the project shall be installed underground and concealed from view.
29. Plans and all required plan check fees shall be submitted to the Community Development Department for Building & Safety plan check prior to construction. Approval from Building & Safety shall be obtained prior to the issuance of permits. Construction drawings, including the site plan, elevations, and colors shall be consistent and in substantial compliance with the conceptual approval and any required conditions of the Planning Commission.

30. Prior to issuing permits, any required school fees shall be paid directly to Duarte Unified School District and proof of payment provided to the City. Contact Duarte Unified School District at (626) 599-5000 for more information.
31. The property owner shall contact and cooperate with the City's waste disposal company, Burrtec Waste, to create a sufficient disposal schedule that will ensure waste generated on the property is hauled off site in a timely and sanitary manner.
32. Any and all correction notice(s) generated through the plan check and/or inspection process is/are hereby incorporated by reference as conditions of approval and shall be fully complied with by the owner, applicant, and all agents thereof.
33. Building permits for this project must be issued within one-year from the date of final approval and may be extended in compliance with Section 19.130.070 of the Duarte Development Code.
34. The property owner, contractor, and all representatives shall comply with applicable City noise ordinances. Construction activities, deliveries and haul-off will only be permitted from 7:00 a.m. to 7:00 p.m., Monday through Saturday, excluding Federal holidays. No construction related idling of engines or other disturbances shall occur outside of noted work hours.
35. A final inspection shall be made by the Planning Division prior to final sign-off of any building permits to ensure that all conditions have been met.
36. The decision of the Planning Commission may be appealed to the City Council within 15 days from the date of approval. Said appeal must be in writing and filed with the Community Development Department (DDC 19.144). The written appeal shall include reasons for the appeal and the applicable fee.
37. That by acceptance of the approval of the project by the City, the applicant shall defend, indemnify and hold harmless the City of Duarte and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers and employees to challenge, set aside, void or annul the approval of the project or from any other action pertaining to this application or the granting of approval which may be brought within the time period provided for such actions or challenges under applicable law.



PLANNING COMMISSION STAFF REPORT

Date: October 21, 2019

Project: Amendment to the Duarte Station Specific Plan (Zone Change 19-01) and Draft Subsequent Environmental Impact Report (DEIR); General Plan Amendment 19-01; Municipal Code Amendment 19-02

Subject: Amendment to the Duarte Station Specific Plan to provide new development requirements; Draft Subsequent Environmental Impact Report; General Plan Amendment to Revise the Land Use Element to address the Specific Plan changes; and a Municipal Code Amendment to Chapter 19.22 of the Duarte Development Code to update the Specific Plan table

Applicant: City Initiated in Partnership with Duarte Partners LLC

SUMMARY AND BACKGROUND

There are several items before the Commission that are included in this report: an amendment to the current Duarte Station Specific Plan (DSSP); a Draft Subsequent Environmental Impact Report to the former EIR for this specific plan area; a General Plan Amendment for revisions to the Land Use Element; and a Code Amendment to the Development Code to adjust Table 2-15 adding recent specific plans to the list of specific plans. Also, associated with these cases, but separate items, are Vesting Tentative Tract Map #82518 and two Site Plan and Design Review cases (19-37 & 19-38) for two residential buildings with 344 and 275 units.

The original DSSP was adopted by the City Council in 2013 and provided for the development 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. At the time, the proposed development limits were optimistic, considering the market. Since the time of the adoption of the specific plan, market and other conditions have changed, including: the opening of the Duarte/City of Hope Gold Line station directly to the south of the project area, a rapidly expanding housing market, a declining office market, an increased focus on housing production at a State level and the desire of one of the major land owners to sell its property for development.

The 19.08 acre, Duarte Station Specific Plan area is directly to north of the Gold Line station, and is comprised of four properties, three industrial parcels and the Metro parking area. The site is, generally, at the northwest corner of Duarte Road and Highland Avenue (Figure 1).



Figure 1

In mid-2018, Woodward Aviation, one of the main landowners in the plan area, went through a proposal process to select a developer that it would work with, in partnership with the City, to develop its property and any adjacent property with property owner interest. Duarte Partners, LLC was chosen to move the project forward. Duarte Partners, LLC and the City have met with the other two property owners in the plan area, Metro and the owner of the two other industrial buildings in the plan area, to gain cooperation on an amendment to the specific plan that would create a more feasible development density for the plan area both in the short term and the long term.

The proposed revision to the specific plan changes the mix of uses and the overall project density. The amended plan would allow: 90 units per acre (the EIR evaluates up to 1,400 units), 100,000 square feet of office and 12,000 square feet of commercial. The plan would also provide specific standards to allow existing industrial buildings to be renovated into creative office, R & D, biotech and other office use, often called adaptive reuse. The specific plan also continues to allow hospitality as a conditional use.

This project also includes a Subsequent EIR to the EIR prepared for the 2013 project. This EIR evaluates the project with these new development thresholds. It also includes mitigation

measures for significant impacts identified through the environmental analysis, in addition to providing a list of unavoidable significant impacts that must be considered by the approval bodies.

Development of Phase 1a of the project site is also a part of the project that is before the Commission, which includes a Tentative Tract Map to split the 7.75 acre parcel that is the current location on 1700 Business Center Drive into two lots (Figure 1 – Lot 2); and two separate Site Plan and Design Review Cases, one from MBK Homes for a 344 unit residential project and the other from Mill Creek Residential for a 275 residential units. Phase 1b is not submitted for the approval process at this time as the City, MJW Investments and the developer, Jamboree Housing, are working with Metro on a proposal to integrate the current parking into a parking structure that would also serve as an intergenerational, subsidized housing project of between 60 and 70 units.

PROJECT SETTING

The DSSP area consists of three industrial parcels and the Metro owned parking for the Gold Line station and is approximately 19 acres in size. This area was initially chosen because of its proximity to the Gold Line Station and the presence of older industrial buildings that would make transition to other uses easier.

One primary goal in the preparation of the DSSP is the ability for property owners to keep existing land uses and buildings currently on-site, while incentivizing them to respond to market factors that may make future TOD development attractive to them. The location was also an advantage because of proximity to the City of Hope and Lewis Business Park, the locations of the majority of jobs in the city.

There has been little physical change in the DSSP since its original adoption with only the addition of the Metro parking lot and the related improvement of the Woodward parking lot.

ANALYSIS

The proposed general plan amendment and amendments to the specific plan will allow the plan area to develop in a different way that under the current plan while still maintaining the goal of a transit village. Since the plan adoption in 2013, the development market has changed significantly. The need for residential has increased and the market for office had reduced, State housing policy has placed a greater responsibility on cities to meet housing needs, the Gold Line Station has opened and plans are in process to extend the Gold Line east from Azusa to Claremont, the Town Center Specific Plan has been approved directly to the north of the plan area, and the City of Hope Specific Plan was adopted allowing a significant build out of its campus.

General Plan Amendment 19-01

In the 2007 General Plan, the concept of a Gold Line Specific Plan was included. At that time, the thought was that the project would include 120 units of multiple-family residential, 100,000 s.f. office space, and up to 500 parking stalls for the Gold Line. This was an extremely low buildout for a 19-acre area and probably some of the reason there was not development at the time.

The 2013 adoption of the first Duarte Station specific plan was accompanied by a General Plan amendment that allowed 475 high-density residential uses, 250 hotel rooms, 400,000 square feet of office, and 12,000 square feet of commercial uses.

This general plan amendment adjusts the buildout estimate to 90 units per acre (the EIR evaluates up to 1,400 units), 100,000 square feet of new office, and 12,000 square feet of commercial.

The proposed changes are as follow to the Duarte General Plan, Land Use Element text:

Specific Plan Areas

(remove=strikeout; new=bold)

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 the 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. **The area was again amended in 2019 by General Plan Amendment 19-1.***

~~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 a 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. **The Amended Duarte Station Specific Plan provides the development potential of up to 90 d.u./acre, 100,000 square feet of new office development and 12,000 square feet of commercial development on the plan area properties.***

Specific Plan Amendment (Zone Change 19-01)

The draft specific plan amendment uses a similar format to the original specific plan but adds several elements to address development of the site. The most significant difference between the existing specific plan and the amended plan is the mix and density of uses. The specific plan would allow up to 90 units per acre of residential development, 100,000 square feet of new office and 12,000 square feet of commercial. The plan also proposed a creative approach to public space by planning a 33' wide pedestrian promenade along the west side of Highland Avenue. This idea has been in the works for some time and the City has already received a Measure M competitive grant that would fund some of the improvement of this area.

Another highlight of the amended plan is its approach of the portions of the plan area that will not be part of early phase development. The plan provides options for these current industrial buildings in the short term if transition to residential is not the desire. The plan allows adaptive reuse of industrial buildings as creative office, R & D, biotech, general office and commercial as long as it is accompanied by aesthetic upgrades such as façade and landscape improvements. Adaptive reuse is a term that defines a process of taking an old building and using it for a different use that it was originally designed for. Chapter 3.5.5 sets forth specific designs standards for adaptive reuse of industrial buildings. A transition in use along with aesthetic upgrades to industrial buildings in the area would be a significant advantage to the area, so the process has been designed to promote this type of development.

The focus of the plan is to create a transit village that has a focus on mixed use, residential development. To accomplish this, the plan creates several elements to guide building layout and design. These include, for example: frontage standards (3.4.2) that require that new buildings

follow four basic types for building frontage (shopfront, flex, forecourt or frontyard/porch); building setback standards that focus on a pedestrian environment (Table 3-4 in specific plan); a focus on the Highland Frontage and the front door for the development (3.4.1.A); and incentives for creative design, such as an incentive for rooftop open space.

The proposed plan maintains its strong focus on design with a detailed set of design guidelines and well thought out development standards to ensure quality growth of the area. The plan revisions also create very flexible standards that are intended to allow changes over time.

The plan also implements a public art component (5.3.2) that will require each development project to either pay a public art fee equal to one quarter of one percent (0.25%) of the building valuation for public art or to provide a piece of public art. The primary intent of this art would be to further improve the Highland Promenade. Section 5.3.1 creates the ability for the creation of a maintenance district to maintain amenity spaces such as the Highland Promenade.

Municipal Code Amendment 19-02

Chapter 19.22 of the Duarte Development Code addresses Specific Plan Zones. More specifically, Table 2-15 provides a listing of all adopted Specific Plans. In adopting this amended specific plan, the table needs to be updated, but it also requires an update from the last few specific plans that have been adopted. The proposed changes, noted in Bold, will bring the Table up to date.

TABLE 2-15 SPECIFIC PLANS		
No.	Specific Plan	Adoption Date (Adoption Mechanism)
1	Huntington/Highland	7/27/1982 (Res. No. 82-26)
2	Las Lomas	10/26/1982 (Res. No. 82-41)
3	Huntington/Buena Vista	7/11/1989 (Per City Council)
4	Highland Avenue	12/12/1989 (Per City Council)
5	Westminster Gardens	11/27/1990 (Ord. No. 675)
6	Mountain/Evergreen	11/27/1990 (Ord. No. 676)
7	Rancho Verde	10/27/1992 (Ord. No. 695)
8	Las Brisas	12/13/1994 (Ord. No. 714)
9	Las Posadas	12/10/1996 (Ord. No. 729)
10	Buena Vista Villas	8/12/1997 (Ord. No. 732)
11	Encanto Parkway	4/14/1998 (Ord. No. 735)
12	Citrus Collection at Duarte II	Preliminary 1/26/1999 ¹
13	Spanish Oaks Villas	7/16/2001 (Ord. No. 758)
14	Andres Duarte Terrace	5/27/2003 (Ord. No. 769)
15	Duarte Gardens	6/27/2006 (Ord. No. 784)
16	Mountain/Central	10/14/2008 (Ord. No. 811)
17	Rose Garden at Santa Teresita	6/28/2011 (Ord. 829)
18	Duarte Station	12/10/2013 (Ord. 843) XX/XX/2019 (Ord. XXX) - 2019 Amendment
19	Town Center	9/27/2016 (Ord. 868)
20	City of Hope	10/23/2018 (Ord. 885)

Note: 1. Citrus Collection at Duarte II was not formally adopted; however draft Ordinance 98-0-7 provides preliminary



standards.

The final City Council action date and Ordinance number will be adjusted at the time of City Council action on the Municipal Code Amendment.

Draft Subsequent EIR

The Subsequent EIR process is used when there are substantial changes to a project that necessitate a new evaluation of the possible impacts. The properties impacted by the specific plan have not changed but the development scenario has changed. The table on the next page provides an overview of the existing conditions, existing specific plan and the proposed amended specific plan.

The proposed Draft Subsequent EIR addresses the proposed impacts of the development scenario that may be possible with the proposed specific plan amendment. The development scenario that was chosen was done so because it is the preferred condition but also since it represents a conservative level of analysis.

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

The DEIR is organized into the following sections: Executive Summary, Introduction and Purpose, Project Description, Cumulative Analysis, Environmental Analysis, Alternatives, Other CEQA Considerations, Effects Found Not to be Significant, Significant Environmental Effects, and References.

The main substantive change between the existing specific plan and the proposed amendment is the potential build out in the plan area. The 2013 EIR addressed a proposed buildout of: 475 residential units, 400,000 square feet of office, 250 hotel rooms and 12,000 square feet of commercial. This Subsequent Draft EIR addresses a buildout of up to 1,400 residential units, 100,000 square feet of new office, and 12,500 square feet of commercial (split 50% restaurant

and 50% retail). The overall trip generation of the new buildout scenario is less than the trip generation with the 2013 analysis. Table 5.4-11 addresses forecasted trip generation and indicates 6,209 daily trips. The 2013 EIR indicated 7,259 daily trips. So, the traffic impacts of the new proposed buildout results in 1,050 fewer average daily trips. Even with the reduced trips, mitigation is still warranted and there are still significant unavoidable impacts as there were with the 2013 EIR.

Section 5.0 of this SEIR 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.

The SEIR must also describe any significant impacts that can be mitigated but not reduced to a level of insignificance. The impacts listed below could not be feasibly mitigated and would result in a significant unavoidable impact if the Duarte Station Specific Plan were approved.

TRAFFIC

- Project and cumulative project impacts at the following intersections:
 - Buena Vista Street/Duarte Road

AIR QUALITY

- Plan Consistency - exceedance of growth assumptions in the SCAQMD 2016 AQMP

NOISE

- Project short-term construction noise impacts

Although the Draft SEIR 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 impacts are common with even moderate sized projects such as the proposed DSSP amendment.

The significant impacts of the DSSP that have not been reduced to a level of insignificance will have been substantially reduced in their impacts by the imposition of mitigation measures. The process to address this is for the City Council find that the significant unavoidable adverse impacts of the DSSP are clearly outweighed by the economic, social and other benefits of the project and adopt a Statement of Facts and Findings and Statement of Overriding Considerations.

Related Issues

A proposed Tentative Map and site plan and design review cases for two buildings, 344 and 275 units are will also be considered by the Commission at this meeting. This is the part of the first phase of development and is located on Parcel 2 (Figure 1). The balance of the first phase, is located on Parcel 4 (Figure 1).

Staff will also be recommending to the City Council that it consider the renaming of Business Center Drive west of Highland, since the 1700 building is the only property west of Highland that is addressed as Business Center Drive.

RECOMMENDATION

The proposed specific plan amendment and subsequent EIR will create the framework for a development project that will be a significant advantage to the Duarte. It assists the City in meeting its regional housing needs, provides quality housing options near regional transit and local employment centers and creates standards to ensure that development in the areas is quality. The specific plan ensures that any development in the plan area will have a sense of place and that the development will blend into the existing local development fabric.

Staff recommends the Planning Commission review and comment on the proposed project, gather public testimony and recommend approval to the City Council of the following actions:

1. PC Resolution 19-06 recommending certification of the project's Draft Subsequent Environmental Impact Report and Mitigation Monitoring and Reporting Program;
2. PC Resolution 19-07 - General Plan Amendment 19-01;
3. PC Resolution 19-08 - Zone Change 19-01 (Amendment to the Duarte Station Specific Plan); and
4. PC Resolution 19-09 - Municipal Code Amendment 19-02.

Respectfully Submitted,

Craig Hensley, AICP
Community Development Director

Jason Golding
Planning Manager

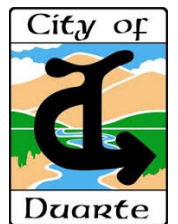
EXHIBITS

- A. Draft Duarte Station Specific Plan
- B. Draft Subsequent Environmental Impact Report (via thumbdrive to commissioners)
- C. PC Resolution 19-06 - Draft Subsequent Environmental Impact Report and Mitigation Monitoring and Reporting Program;
- D. PC Resolution 19-07 - General Plan Amendment 19-01;
- E. PC Resolution 19-08 - Zone Change 19-01 (Amendment to the Duarte Station Specific Plan); and
- F. PC Resolution 19-09 - Municipal Code Amendment 19-02.



Duarte Station

Specific Plan



Adopted December 10, 2013
Ordinance 843
AMENDMENT DRAFT
August 2019

DRAFT Duarte Station Specific Plan Amendment

Adopted December 10, 2013

Ordinance 843

DRAFT August 2019

Prepared For:

City of Duarte

2013 Specific Plan Prepared By:

RBF Consulting
The Dahlin Group
Economic and Planning Solutions

2019 Amendment Prepared By:

MIG, Inc.
Fehr & Peers

Acknowledgements

2013 Specific Plan City Council

Liz Reilly, Mayor
Tzeitel Paras-Caracci, Mayor Pro Tem
John Fasana
Margaret Finlay
Sam Kang

Planning Commission

William Lawrence, Chairperson
Ron Phadnis, Vice Chairperson
Ana Lisa Hernandez
Sheryl Lefmann
Shauna Pierce

City Staff

Craig Hensley, Community Development Director
Jason Golding, Senior Planner

Metro

2019 Specific Plan Amendment City Council

Tzeitel Paras-Caracci, Mayor
Samuel Kang, Mayor Pro Tem
John Fasana, Councilmember
Liz Reilly, Councilmember
Margaret Finlay, Councilmember
Bryan Urias, Councilmember
Toney Lewis, Councilmember

Planning Commission

Paula Watson-Gardner, Chair
Tina Heany, Vice-Chair
George K. Farra
Sara Vasquez
Wallace J. Wolff

City Staff

Craig Hensley, Community Development Director
Jason Golding, Planning Manager

The costs associated with the preparation of the 2013 Duarte Station Specific Plan and Environmental Impact Report (EIR) were funded primarily through a grant from Metro, the Los Angeles County Metropolitan Transportation Authority. The City of Duarte would like to thank Metro and their Staff for approving funding for the creation of the Duarte Station Specific Plan and related EIR through the Transit Oriented Development (TOD) Planning Grant Program. Metro support has been paramount to the success and completion of these land use planning and environmental documents.

TABLE OF CONTENTS

Section 1 - Introduction

1.1	Executive Summary.....	1-1
1.2	Project Setting.....	1-3
1.2.1	Location.....	1-3
1.2.2	Surrounding Uses.....	1-3
1.2.3	Baseline Uses (2019).....	1-7
1.2.4	Zoning and General Plan.....	1-7
1.2.5	Background.....	1-9
1.2.6	Relationship to Governing Documents.....	1-10
1.2.7	Required Approvals.....	1-11
1.2.8	Specific Plan Organization.....	1-11

Section 2 - Development Plan

2.1	What Is Transit-Oriented Development?.....	2-1
2.2	Specific Plan Vision, Goals and Objectives.....	2-1
2.2.1	Vision Statement.....	2-1
2.3	Sustainable Design.....	2-3
2.4	Land Use Program.....	2-4
2.4.1	Context.....	2-4
2.4.2	Development Concept.....	2-5
2.5	Illustrative Site Plan and Planning Principles.....	2-5
2.6	Phasing.....	2-11
2.6.1	Phasing Overview.....	2-12
2.6.2	Phase I.....	2-12
2.6.3	Future Phases.....	2-12

Section 3 - Development Standards and Design Guidelines

3.1	General Provisions.....	3-1
3.1.1	Applicability.....	3-1
3.1.2	Severability.....	3-1
3.1.3	Determination of Unlisted Uses.....	3-1
3.1.4	Definitions.....	3-1
3.1.5	Interpretation.....	3-2

3.1.6	Existing Users.....	3-2
3.2	Allowable Land Uses	3-2
3.3	General Development Standards.....	3-4
3.3.1	Building Setbacks.....	3-4
3.3.2	Building Heights.....	3-4
3.3.3	Ground Floor Design	3-4
3.3.4	Parking.....	3-6
3.3.5	Open Space	3-7
3.4	Frontage Standards.....	3-8
3.4.1	Frontage Class Standards	3-8
3.4.2	Façade Type Standards	3-25
3.5	Design Standards and Guidelines.....	3-30
3.5.1	Site Planning.....	3-30
3.5.2	General Building Design.....	3-32
3.5.3	Design Guidelines by Building Type.....	3-41
3.5.4	Design by Façade Type.....	3-47
3.5.5	Adaptive Reuse Design	3-48
3.5.6	Landscape, Hardscape, Furnishings, and Lighting Design	3-51

Section 4 - Infrastructure and Services

4.1	Circulation Plan.....	4-1
4.1.1	Regional Access	4-1
4.1.2	Transit.....	4-1
4.1.3	Perimeter Roads	4-1
4.1.4	Internal Circulation	4-2
4.2	Infrastructure Plan.....	4-4
4.2.1	Domestic Water Service.....	4-4
4.2.2	Sanitary Sewer Service.....	4-6
4.2.3	Drainage Plan	4-8
4.2.4	Grading	4-10
4.2.5	Public Services	4-10

Section 5 - Administration and Implementation

5.1	Administration.....	5-1
5.1.1	Purpose and Overview	5-1
5.1.2	Applicability	5-1

5.1.3	Adoption	5-1
5.1.4	Enforcement.....	5-1
5.1.5	Interpretation	5-1
5.1.6	Appeals	5-2
5.1.7	Specific Plan Modifications and Amendments	5-2
5.2	Implementation	5-4
5.2.1	Mitigation Monitoring and Reporting Program	5-4
5.2.2	Implementation Mechanisms.....	5-4
5.2.3	Subsequent Approvals and Plans.....	5-6
5.3	Maintenance Responsibility and Project Financing.....	5-7
5.3.1	Maintenance Responsibility	5-7
5.3.2	Public Art.....	5-8
5.3.3	Financing Mechanisms	5-8

Section 6 - Appendix

6.1	General Plan Consistency Analysis.....	6-1
6.1.1	Safety Element.....	6-1
6.1.2	Open Space and Conservation Element.....	6-1
6.1.3	Land Use Element	6-2
6.1.4	Housing Element	6-3
6.1.5	Economic Development Element.....	6-3
6.1.6	Circulation Element.....	6-4

LIST OF FIGURES

Figure 1-1	Regional Vicinity	1-2
Figure 1-2	Local Vicinity.....	1-4
Figure 1-3	Specific Plan Area	1-8
Figure 2-1	Conceptual Illustrative Site Plan	2-6

Figure 2-2	Illustration of Design Principles: Highland Promenade	2-7
Figure 2-3	Illustration of Design Principles: Highland Promenade and Paseo on Primary Rail Frontage	2-8
Figure 2-4	Illustration of Design Principles: Greenbelt on Paseo Frontage	2-9
Figure 2-5	Illustration of Design Principles: Adaptive Reuse Internal Interface	2-10
Figure 2-6	Estimated Development Phases	2-11
Figure 3-1	Frontage Class and Façade Type	3-8
Figure 3-2	Frontage Class Plan	3-9
Figure 3-3	Frontage Class Standards Diagram	3-11
Figure 3-4	Highland Avenue Promenade Concept and Conceptual Site Plan	3-14
Figure 3-5	Conceptual Promenade Theming and Circulation	3-15
Figure 3-6	Conceptual Promenade Design – Part A (Gateway).....	3-16
Figure 3-7	Conceptual Promenade Design – Part B (Foodie Plaza)	3-17
Figure 3-8	Conceptual Promenade Design – Part C (The Hub).....	3-18
Figure 3-9	Conceptual Promenade Design – Part D (The Canopy).....	3-19
Figure 3-10	Conceptual Design for Adaptive Reuse (Parcel 1).....	3-21
Figure 3-11	Conceptual Design for Housing Development (Parcel 1).....	3-22
Figure 3-16	Architectural Character	3-33
Figure 4-1	Circulation Plan.....	4-3

Figure 4-2	Water Plan.....	4-5
Figure 4-3	Sewer Infrastructure Plan.....	4-7
Figure 4-4	Stormwater Infrastructure Plan.....	4-9

LIST OF TABLES

Table 1-1	Baseline Uses.....	1-7
Table 1-2	Approvals.....	1-11
Table 3-1	Land Use Regulations	3-3
Table 3-2	General Development Standards.....	3-5
Table 3-3	Frontage Linear Feet	3-9
Table 3-4	Frontage Class Standards	3-10
Table 5-1	Specific Plan Consistency Checklist	5-5
Table 5-2	Projected Phasing	5-7
Table 5-3	Federal and State Funding Sources.....	5-11

This page intentionally left blank.

SECTION 1.0 INTRODUCTION

1.1 EXECUTIVE SUMMARY

The Duarte Station Specific Plan site is located in the City of Duarte, Los Angeles County (see Figure 1-1, *Regional Vicinity*). The approximately 19-acre site is planned as a Transit-Oriented Development (TOD).

This Specific Plan provides the framework for development around the Metro Gold Line Duarte Station (also referred to as the Duarte/City of Hope Station). The vision for the Duarte Station Area is to create **a vibrant, mixed-use transit village with residential uses, office space, hospitality, and urban green space**. The transit station on the project's southern edge will provide a gateway to the neighborhood, with special attention paid to the public realm by creating a public plaza bordered by local-serving retail uses. This will transform the station area from simply a train stop into an exciting multi-use public gathering place.

The Duarte Station Specific Plan was originally adopted by the City of Duarte in 2013. Because of evolving market conditions, the Specific Plan has been updated to establish land use standards and a form-based code specifically created to optimize development catered to transit-oriented uses and design, promote development feasibility, and respond to contextual challenges and opportunities presented by adjacent uses.

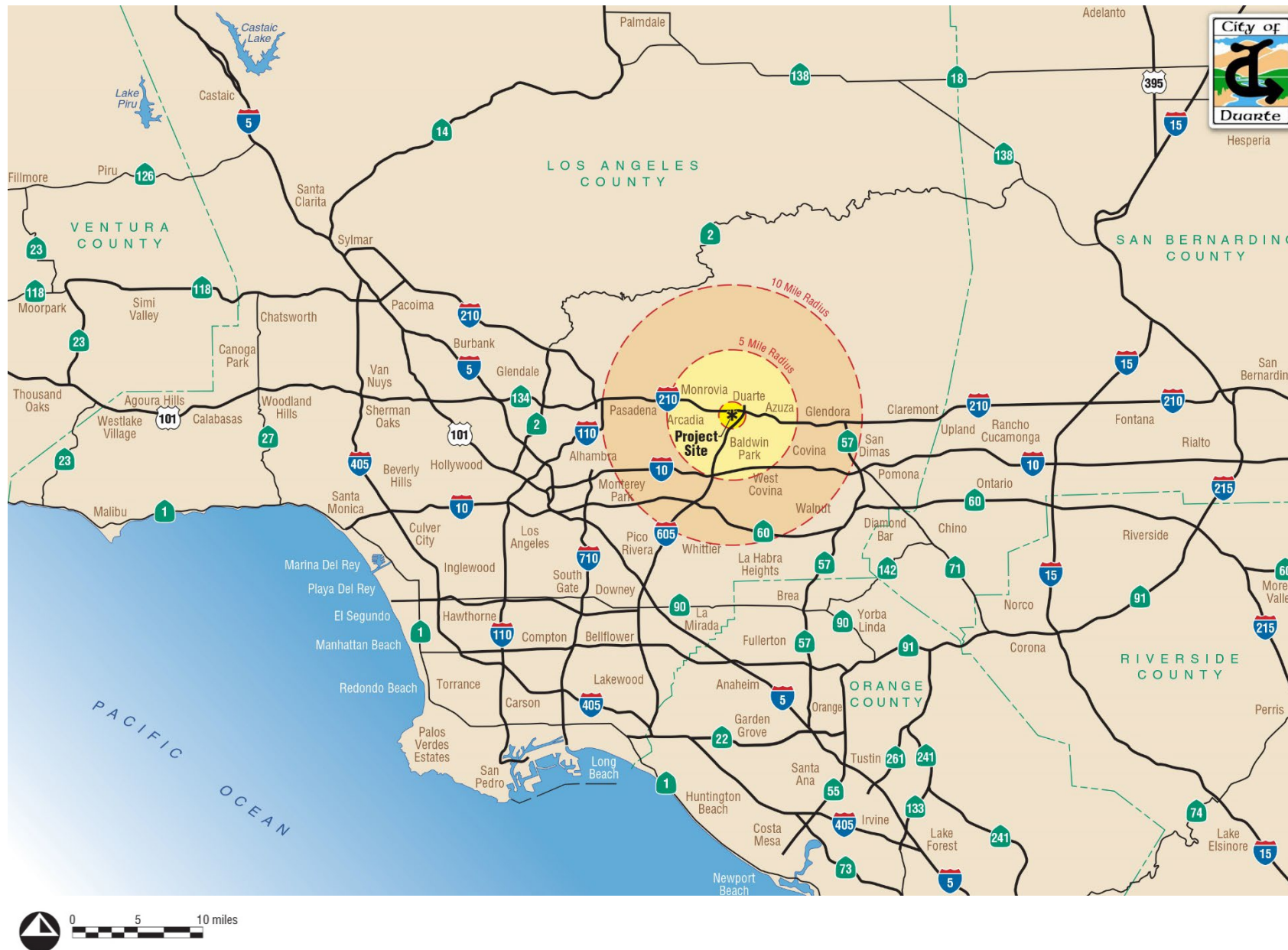
- **General Development Standards.** The Duarte Station Specific Plan allows for a mix of uses and articulates development standards that promote principles associated with successful transit-oriented development, including tailored density, height, open space, and parking standards.

- **Frontage Standards.** Frontages along existing and future rights-of-way will be subject to standards and guidelines specifically created to govern setbacks, façade design, streetscape, building form, and ground floor uses. The Frontage Standards provide a layer of detail and specialized standards particular to the surrounding context of each street and public right-of-way to guide development that encourages a comfortable pedestrian experience.
- **Publicly Accessible Open Space.** An emphasis is placed on publicly accessible open space to define a promenade-style, enhanced linear plaza parallel to Highland Avenue; this will include landscaping, hardscape features, areas for small public activities, and public amenities.



Promenade example: The Porch at 30th in Philadelphia

Figure 1-1: Regional Vicinity



1.2 PROJECT SETTING

1.2.1 Location

The City of Duarte is located in Los Angeles County east of the City of Monrovia, south of the City of Bradbury, and west of the City of Azusa along Interstate 210. Regional access is provided primarily by the I-210 and I-605 freeways (see Figure 1-1, *Regional Vicinity*).

The Duarte Station Specific Plan area is approximately 19 acres in size and consists of four parcels located at the northwest and southwest corners of Business Center Drive and Highland Avenue (see Figure 1-2, *Local Vicinity*).

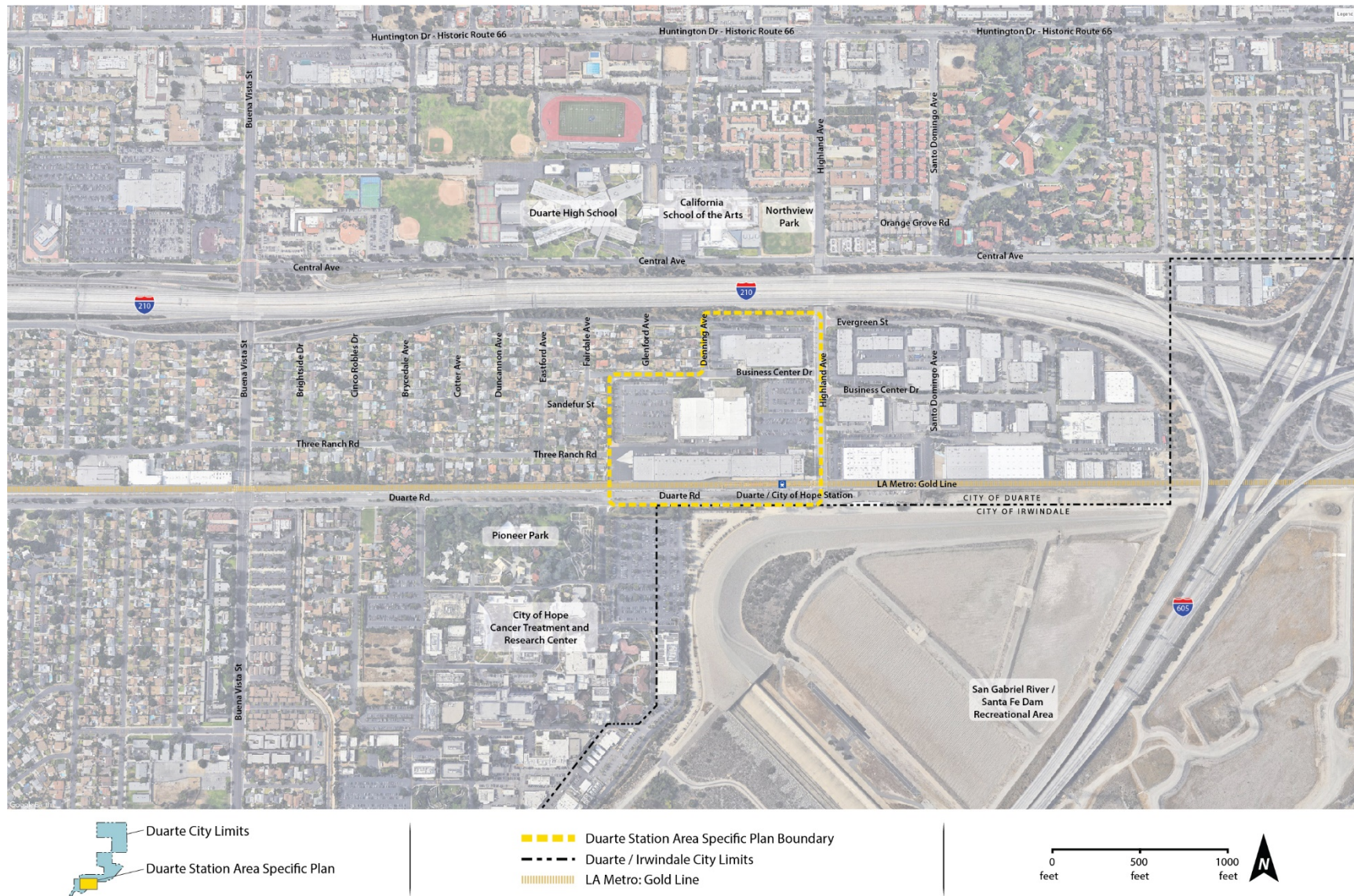
Roadways bordering the parcels are Evergreen Street to the north, Highland Avenue to the east, Duarte Road to the south (including the Metro-owned Gold Line tracks), and Denning Avenue and Three Ranch Road to the west. Business Center Drive traverses the Specific Plan area in an east-west direction. Additionally, the Los Angeles County Metropolitan Transportation Authority (Metro)-owned right-of-way borders the Specific Plan area to the south; these tracks are the critical transportation infrastructure driving factor for the Duarte Station Specific Plan.

1.2.2 Surrounding Uses

The project site is surrounded by the following uses:

- **North:** Evergreen Street and the Foothill Freeway (Interstate 210) immediately bound the site to the north, with single-family residential uses located to the north across Business Center Drive.
- **West:** A single-family residential neighborhood with approximately 200 homes is located south of Evergreen Street, east of Buena Vista Street, north of Duarte Road, and west of the project site.
- **South:** The Metro-owned railroad right-of-way is directly adjacent to the project site. The City of Hope medical research campus is immediately south in Duarte. The Santa Fe Dam Recreational Area, owned by the U.S. Army Corps of Engineers and operated by Los Angeles County Department of Parks and Recreation, is located in the City of Irwindale to the south, across Duarte Road.
- **East:** The Duarte/Lewis Business Center occupies approximately 40 acres to the east, across Highland Avenue, south of I-210 and west of the San Gabriel Freeway (Interstate 605).

Figure 1-2: Local Vicinity





Existing Uses and Context (2019)



Duarte/City of Hope Gold Line Station (2019)

1.2.3 Baseline Uses (2019)

The Specific Plan area consists of four parcels under varying ownership (see Figure 1-3, *Specific Plan Area*). The parcels are developed with a mix of industrial uses totaling approximately 313,955 square feet (as of 2019). Details on building coverage and area of each parcel are presented in Table 1-1 (Baseline Uses). See Section 3: Development Standards for more information on phasing and allowed development.

Table 1-1: Baseline Uses

Parcel	Phase	Gross Acreage	Facilities in 2019 (Sq. Ft.)
Parcel 1	Future Phase	6.60	128,466
Parcel 2	Phase I	7.75	114,599
Parcel 3	Future Phase	3.32	70,890
Parcel 4	Phase I	1.41	0
Total (Gross)	-	19.08	313,955

1.2.4 Zoning and General Plan

1.2.4.A General Plan

The General Plan Land Use Element designates the project area as Duarte Station Specific Plan. The General Plan will be amended in concert with the Specific Plan amendment to achieve consistency with regard to policy language.

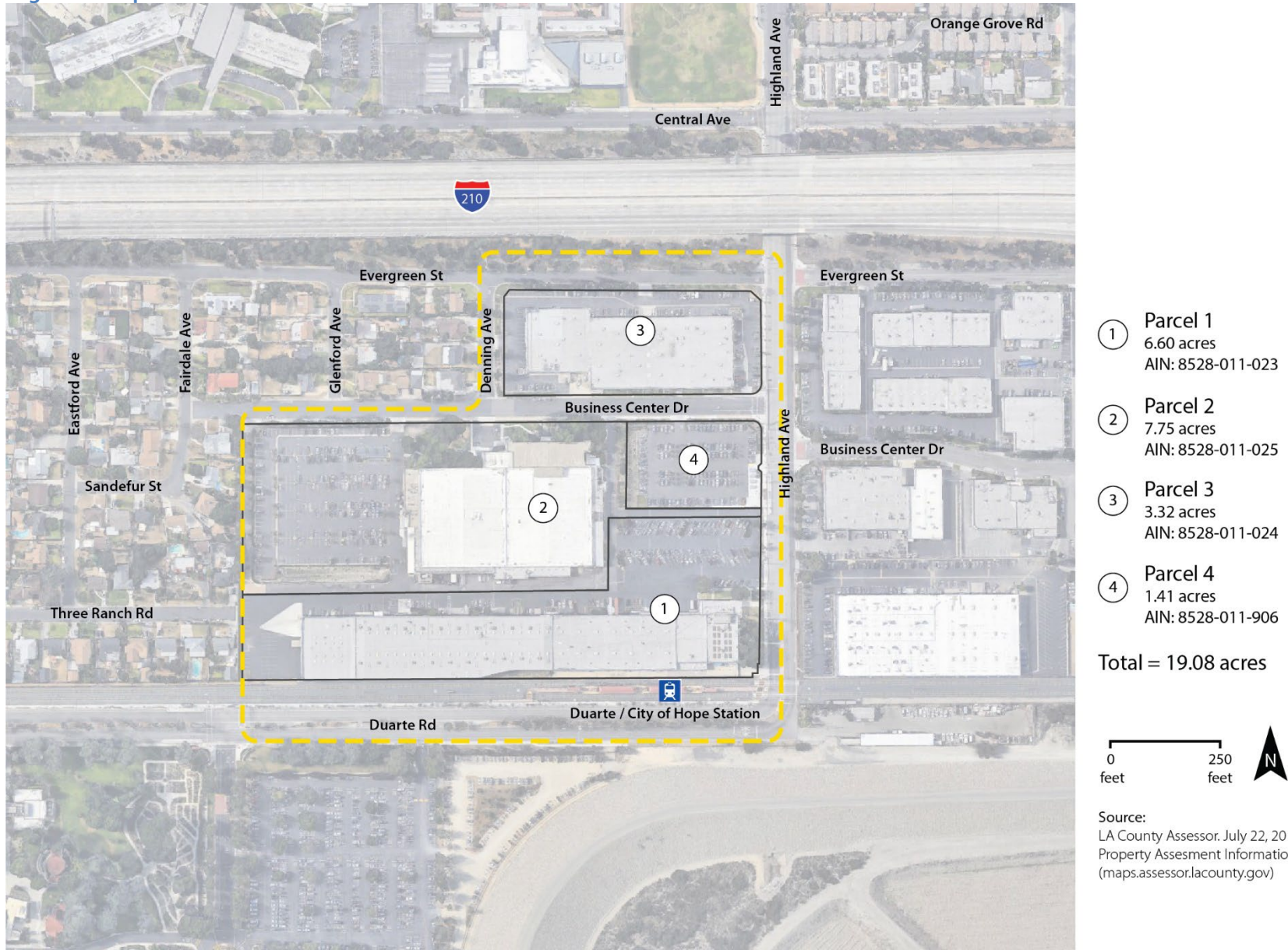
The Housing Element identifies the Duarte Station Development Area Specific Plan as an area that would accommodate new residential multifamily units to meet the City's allotment of regional housing need. The Housing Element (2012 Amendment) states that a minimum of 80 to 100 units will be a part of Phase I of the Duarte Station Specific Plan and suggests that Phase I would be established on Parcels 2 and 4. Details on Phase I, Future Phase, and Subareas are in Section 2 - Development Plan.

The Housing Element was not intended to place a maximum number of units that would be developed in either Area 1 or the balance of the planning area, but to address a minimum number that would allow the City to meet its regional housing need.

1.2.4.B Zoning

The City's Zoning Map designates the project site as Specific Plan #18.

Figure 1-3: Specific Plan Area



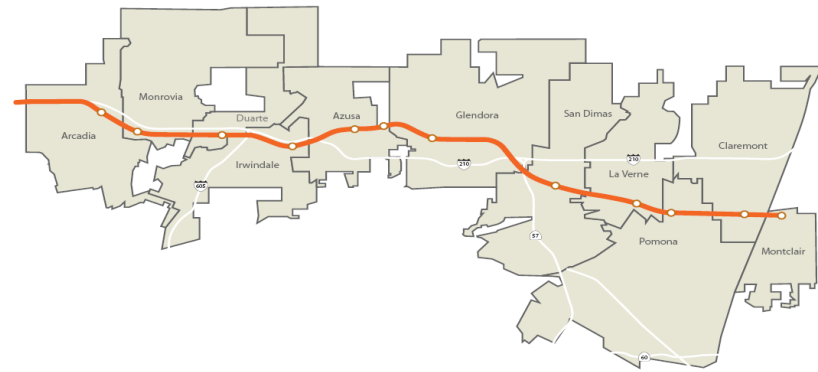
1.2.5 Background

1.2.5.A Planning History: Metro Gold Line

In 2002, the Metro Gold Line Foothill Extension Construction Authority and the San Gabriel Valley Council of Governments initiated an Alternatives Analysis Study to extend rail service eastward from Pasadena. With the participation of cities along the rail right-of-way, the study was intended to be a screening process where a full range of alternatives were narrowed down to arrive at a locally preferred alternative for more detailed study. The local mode and alignment preference were chosen, which consisted of extending the Light Rail Transit (LRT) from its terminus in Pasadena along the existing heavy rail right-of-way. A general study was prepared that encompassed 13 adjoining cities along Interstate 210 and the railroad right-of-way, between Pasadena to the west and Montclair to the east. The study areas included the cities of Pasadena, Arcadia, Monrovia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona, and Claremont in Los Angeles County; Upland and Montclair were included in San Bernardino County. Station locations were chosen through discourse with each city along the proposed route. Meetings with the cities took place during both the Alternatives Analysis process and the EIS/EIR Process. All lands within 1,000 feet on either side of the rail were declared as the study corridor, and an EIR was finalized and certified in February 2007 for the preferred corridor plan shown in Figure 1-4.

Metro continues to expand light rail services throughout the region. The Gold Line Foothill Extension reached Duarte in 2016 with service to the Metro Gold Line Duarte Station. As part of a second phase of rail construction, the Foothill Gold Line will extend to Montclair an additional 12.3 miles and add stations in the cities of Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair. When the regional connector in Downtown Los Angeles is constructed, the Gold Line will transition to become an extension of the Blue Line, linking Montclair to Long Beach in one easy ride.

Figure 1-4: Metro Gold Line



1.2.5.B TOD Corridor Framework

In 2005, the Metro Gold Line Foothill Extension Construction Authority began working with the City of Duarte to review the preliminary construction plans for the LRT. At that time, the Authority introduced the idea of Transit-Oriented Development (TOD) to cities along the LRT corridor and the benefits it may present to communities. The idea of TOD resonated with the City Council, and the City began to contemplate the integration of TOD into the City's land use documents. In August 2007, the City Council adopted a comprehensively updated General Plan that included re-designation of approximately 19 acres of industrial land uses near the future Duarte Station as the Duarte Station Specific Plan designation. In 2007 and 2008, the City also participated in a Caltrans Community-based Transportation Grant. The grant was sponsored by the San Gabriel Valley Council of Governments and produced a TOD visioning study for the project site based upon significant public outreach, a joint City Council and Planning Commission workshop with over 150 residents in attendance, and a summary presentation before the City Council in April 2008. A consultant team provided market research, created urban design schemes, researched transportation issues, and provided recommendations for each individual station along the extension. The

study found that the Foothill Extension Corridor presented truly a unique opportunity to accommodate population growth while providing new job centers and thoughtful compact development.

The City requested evaluated the possibilities and feasibility of a village concept north of the proposed station area and south of Interstate 210. The urban concept focused on developing compact mixed uses while providing opportunities for growth in office, retail, and hotel land uses. In 2008, the Duarte Gold Line Station Area Vision Report evaluated the potential for a transit-oriented development on a 20-acre site adjacent to the then-proposed Metro Gold Line Station. The goal of this study was to develop an overall vision and guiding principles for future development within the station area and to illustrate possible options for organization of land uses, building placement, and built form on the site. A market study, community outreach, and a traffic analysis were also undertaken during the conceptual planning effort. All of these efforts served as a catalyst for both the City Council and the community to realize a TOD development at the project site.

City staff submitted a Metro Transit-Oriented Development Planning Grant Program. In 2012, the City was awarded Round 1 grant funding that was offered to municipalities along the Expo Line Phases 1 & 2, Crenshaw/LAX corridor, and Gold Line Foothill Extension. The grant award allowed the City to lead the effort to prepare the Duarte Station Specific Plan and EIR. The Specific Plan was adopted in 2013 to reflect then-current development opportunities; this amendment responds to evolving market conditions.

1.2.5.C Specific Plan Amendment (2019)

Between Specific Plan adoption in 2013 and the Specific Plan Amendment in 2019, market forces continued to shift. Statewide, housing production continued to be less than half of the projected need of 180,000 annual new homes, as reported by the California Department of Housing and Community Development. In 2018, the legislature increased incentives and penalties to cities for failing to

meet their housing obligations. At the same time, “creative offices” began to dominate office construction/remodeling market, largely through the reuse and remodeling of existing older (often industrial) buildings.

The City Council approved an amendment to the Specific Plan in 2019 to reflect changing market conditions, with revisions to allowed uses, new regulations for adaptive reuse of existing buildings, and a modified open space plan.

1.2.6 Relationship to Governing Documents

As discussed above, a comprehensive regional and local planning effort has been undertaken to implement a TOD Specific Plan for the Duarte Station. Thus, the Duarte Station Specific Plan incorporates objectives and visioning and reflects the intent of the TOD Corridor Development Assessment and the Duarte Station Areas Vision studies. The Duarte Station Specific Plan is also intended to implement the City of Duarte’s General Plan.

1.2.6.A Specific Plan Authority

The California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457) provides the authority for a city to adopt a specific plan by ordinance (as a regulatory plan) or resolution (as a policy-driven plan). This Specific Plan is both a regulatory and policy document and therefore must be adopted by ordinance. The California Government Code establishes a minimum set of requirements for specific plans, which include text and diagrams that specify all of the following in detail:

- The distribution, location, and extent of the uses of land, including potential open space, within the specific plan area.
- The proposed distribution, location, extent and intensity of major components of public and private transportation,

sewage, water, drainage, solid waste disposal, energy, and other essential facilities to be located within the specific plan area and which are needed to support the land uses described in the specific plan.

- Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
- A program of implementation measures including regulations applicable to projects within the specific plan area and financing measures available to carry out the project.
- A statement of the relationship of the specific plan to the General Plan.

1.2.7 Required Approvals

Implementation of the Specific Plan will require several approvals (see Table 1-2). Subsequent approvals will include site plan/design review and subdivision mapping if needed to create individual lots within the Specific Plan boundaries.

Table 1-2: Approvals

Required Permit/Approval	Approving Agency
Final EIR Certification	City of Duarte City Council
General Plan Text Amendment	City of Duarte City Council
Specific Plan Adoption	City of Duarte City Council

1.2.8 Specific Plan Organization

The Duarte Station Specific Plan is composed of these sections:

- **Section 1 – Introduction.** This section provides background information about the Specific Plan. Since the Specific Plan will be used by a variety of users (such as property owners, City staff, business owners, residents, and elected and appointed officials), a brief background of the Specific Plan area and project setting are included. This section provides a description of the history, purpose, and function of the Specific Plan; it educates the reader on the information contained within the Specific Plan document in the sections that follow.
- **Section 2 – Development Plan.** Section 2 identifies the fundamental components of the Specific Plan, including goals and policies that guide the vision for development of the Specific Plan area.
- **Section 3 – Development Regulations and Design Guidelines.** Section 3 provides development standards and design guidelines for proposed development in the Specific Plan area. These regulations are presented through a hybrid approach that integrates features of a conventional zoning code and a form-based code. Form-based codes regulate land uses based on form and function and are based on a “human-use” scale. This section contains development standards for architecture and building placement, building form, sidewalks and amenity areas, and public spaces. Regulations are further supported by the Design Guidelines embedded in this section of the plan. The purpose of the Design Guidelines is to identify and establish visual themes that are aesthetically pleasing and will result in a cohesiveness to create a “sense of place” for persons who live, work, or visit the Specific Plan area.

- **Section 4 – Infrastructure and Services Plan.** The Infrastructure and Services Plan section discusses existing conditions and proposed improvements to local circulation, parking, sewer, water, and storm drain systems to serve the Specific Plan area at full build-out. Public and private utility providers are also identified.
- **Section 5 – Implementation and Administration.** The intent of this section is to provide methods for eventual construction and build-out of the Specific Plan. Implementation techniques, tools, and incentives—including efficient entitlement processing standards, phasing, and public and private funding and financing mechanisms—are also addressed.
- **Section 6 – Appendix.** This section includes the General Plan consistency analysis.

SECTION 2.0 DEVELOPMENT PLAN

This section of the Duarte Station Specific Plan outlines the vision and conceptual master plan for development of the Specific Plan area.

2.1 WHAT IS TRANSIT-ORIENTED DEVELOPMENT?

Transit-oriented development, or TOD, has many definitions. As defined in the TOD Corridor Development Assessment study prepared by the Metro Gold Line as part of the early planning for the Foothill Extension:

Transit-oriented development is typically defined as compact development containing a mix of uses within easy walking distance (one-quarter to one-half-mile radius) of transit stations. But a prescribed density or mix of uses can't ensure the success of a transit-oriented development project or guarantee that it will produce more riders for transit. It's become increasingly clear that TOD cannot be defined by physical form alone, and those high-performing projects – whether performance is judged by financial returns or the number of people who flock there – are best defined by performance criteria that can be used as a planning tool to assess how well a project will function.

TOD is not just development near transit stations; rather, it is development that:

- Increases “location efficiency” so that people can walk, bike, and take transit
- Boosts transit ridership and minimizes the impacts of traffic through access to site-adjacent transit

- Provides a mixture of land uses
- Provides value for the public and private sectors, and for both new and existing residents
- Creates a sense of community and of place

2.2 SPECIFIC PLAN VISION, GOALS, AND OBJECTIVES

2.2.1 Vision Statement

The Duarte Station area will become a vibrant, mixed-use transit village with a focus on residential uses; office uses including creative office, biotech, and research and development; hospitality uses; and urban open spaces. The Metro Gold Line Duarte Station on the project's southern edge will act as the gateway to the neighborhood, with special attention paid to the public realm in the immediate vicinity. A promenade/public plaza will run the length of Highland Avenue, bordered by local serving retail uses at the ground-floor level and facilitating a local gathering place. A strong emphasis will be placed on walkability through a pleasant sidewalk environment, where buildings frame the street. The following goals and objectives will guide the intent and future development within the Specific Plan area.

1. Goal: A Mixture of Land Uses

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

2. Goal: An Economically Feasible Development

- a. **Objective:** Provide opportunities for adaptive reuse of existing buildings, and design new nonresidential spaces with flexibility to allow for shifts in market demand and allow options throughout various economic cycles and scenarios.
- b. **Objective:** Create a range of residential unit types that will be accessible to residents of all income levels.
- c. **Objective:** Provide residential opportunities to assist the City of Duarte in meeting its Regional Housing Needs Allocation (RHNA) objectives.
- d. **Objective:** Encourage the development of a hotel to create local jobs, support City of Hope lodging needs, provide community meeting space, and increase tax revenues within the community.

3. Goal: Pedestrian-Oriented Development

- a. **Objective:** Create a development pattern that effectively provides for efficient and comfortable pedestrian movement and connectivity throughout the site.
- b. **Objective:** Give precedence to pedestrians, and foster multimodal transportation with bicycle, pedestrian, and transit access.
- c. **Objective:** Provide supportive commercial uses and an active street frontage on Highland Avenue that facilitate a pedestrian-friendly experience and link to other centers in the city.

4. Goal: Superior Urban Design

- a. **Objective:** Allow for building types that will achieve desired density ranges to establish a critical mass of residents and employees to support the transit station, maximize transit ridership, and support retail spaces and local employment centers.
- b. **Objective:** Minimize setbacks along secondary frontages to allow buildings to frame and activate the street.
- c. **Objective:** Use trees, shrubs, and other landscape and hardscape materials along streets to provide shading, screening, and human scale.
- d. **Objective:** Promote high-quality architectural design to establish a consistent design character that creates an identity in the Duarte Station Specific Plan area.
- e. **Objective:** Establish context-based standards and guidelines that address specific design concerns while also allowing for creativity and flexibility in development projects.

5. Goal: Outdoor Spaces

- a. **Objective:** Provide outdoor spaces—such as an urban green space, public plaza, promenade, or linear park—that provide a transition between the station and the surrounding transit village uses and that facilitates pedestrian movement and public gathering.
- b. **Objective:** Encourage rooftop open space areas to increase the amount and quality of open space while taking advantage of quality views from the site.

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

6. Goal: Awareness of Surrounding Development

- a. **Objective:** Provide opportunities for new goods and services uses to support surrounding residents, students, and employees within and around the Duarte Station Specific Plan area.
- b. **Objective:** Provide for appropriate transitions with adjacent existing lower-intensity residential uses through height limits, setbacks, articulation and modulation requirements, design guidelines, and landscape requirements.
- c. **Objective:** Upgrade the existing streetscape infrastructure and solidify pedestrian connections between the Specific Plan area, Duarte Station, and critical areas of interest around the site.
- d. **Objective:** Consider the future needs of the City of Hope as part of land use planning.

7. Goal: Sustainable Development Practices

- a. **Objective:** Encourage transit-oriented development that supports multimodal opportunities and adhere to Levels of Sustainable Development Practices, as prescribed in Chapter 19.52 of the City's Development Code.
- b. **Objective:** Ensure that construction and demolition waste is disposed of in accordance with all City regulations and standards.

- c. **Objective:** Consider building layout, siting, and building design to not preclude alternative energy production on site.
- d. **Objective:** Maximize energy efficiency through local and state standards, indoor environmental quality, energy-efficient lighting, building orientation, shading, and implementation of LEED principles (or similar) and/or attaining LEED Certification.
- e. **Objective:** Reduce heat island effect through site planning and selection of landscape and hardscape materials.
- f. **Objective:** Incorporate water-efficient design features such as permeable surfaces, collection devices, biofiltration devices, green rooftops, cisterns, berms and swales, and/or green rooftops.
- g. **Objective:** Include drought-tolerant and climate-appropriate landscape within the Specific Plan area.

2.3 SUSTAINABLE DESIGN

Sustainable design refers to design and construction practices that significantly reduce or eliminate the negative impacts of development on the environment and its inhabitants. The City of Duarte has established sustainable development practices in the Duarte Development Code (DDC) to encourage conservation of natural resources, increased energy efficiency, and the use of sustainable practices in the development process. A sustainable design approach can be defined by a variety of green building practices and the availability of pedestrian-oriented amenities. The essential components that make up a successful sustainable development have been identified by the U.S. Green Building Council (USGBC). The USGBC recognizes that the layout and design of the built environment influences the way residents and visitors experience a neighborhood, and it can impact their quality of life and sense of community.

All new construction within the City and this Specific Plan are required to apply sustainable development practices identified in the DDC. The design guidelines and implementation approach provided are aimed at meeting the following objectives:

- Encourage development within and near existing communities or public transportation infrastructure to reduce vehicle trips and induce pedestrian activity.
- Promote neighborhoods that are physically connected to each other to foster community and connectedness beyond the individual project.
- Encourage design of projects that incorporate high levels of internal connectivity and connections to surrounding development to promote a variety of travel options.
- Provide direct and safe connections for pedestrians, bicyclists, and drivers to key components of a project, local destinations, and neighborhood centers.
- Encourage the design and construction of buildings to utilize green building practices.
- Encourage the design and construction of energy efficient buildings to reduce air, water, and land pollution and environmental impacts from energy production and consumption.
- Achieve enhanced energy efficiency by creating the optimum conditions for the use of passive and active solar.
- Use recycled and other environmentally friendly building materials whenever possible.
- Encourage incorporation of low impact development (LID) and best management practices (BMPs) to treat stormwater on site and infiltrate rainwater as much as possible rather than diverting it into storm drains.
- Reduce the impact of heat islands by providing shade structures and trees that can produce large canopies to provide shade. In addition, choose roof paving materials that possess a high level of solar reflectivity.

Development applications are required to identify the level of development (project size) and the corresponding required sustainable development practices. Projects at each level shall comply with the provisions identified in Table 3-20 of the DDC, Chapter 19.52, *Sustainable Development Practices*.

2.4 LAND USE PROGRAM

2.4.1 Context

In evaluating the site for development opportunities, a number of items were considered, including the following:

- Existing conditions related to drainage, circulation, land use, transit, and infrastructure;
- The location and orientation of the Metro Gold Line Duarte/City of Hope Station, as well as Gold Line mitigation requirements from previous environmental analysis;
- Stakeholder input from City of Hope regarding future off-campus needs and from existing landowners;
- Past studies related to the site by Metro and the Duarte Station Area Plan (March 2008), including input from community meetings and area residents;
- Existing market information and development interest; and
- Existing General Plan assumptions.

Past community meetings, as part of the 2008 Vision Plan, resulted in the reduction of the Specific Plan area. The reduced (adopted) Plan area no longer includes the existing residential areas surrounding the site. A scoping meeting was held on April 22, 2013 to provide the community with information about the planning process and to solicit comments on the proposed project. In keeping with community input, setbacks and height reductions are required between proposed new uses and existing residential uses, as outlined in the project's Development Regulations.

A scoping meeting was held on Monday, March 25, 2019 to provide information on the proposed Specific Plan Amendment and receive community input.

2.4.2 Development Concept

The Specific Plan establishes the general type, parameters, and character of the development to foster an integrated TOD compatible with the surrounding area. The Specific Plan's proximity to freeways, major streets, and light rail infrastructure makes the Duarte Station Specific Plan an ideal place to expand the types and intensities of uses that support City goals for the area and are consistent with the City's desire to incentivize economic development in Duarte.

The development concept for the Duarte Station Specific Plan provides flexibility for all property owners to respond to market conditions and develop a mixed-use transit village that revitalizes the Specific Plan area through the provision of multiple complementary land uses. Allowable land uses consist of residential, office/research and development, hospitality, and commercial/retail spaces. Circulation and movement through the Specific Plan area are another important component of success. Options to ensure adequate connections include streets, publicly accessible pedestrian mews, promenades, and linear parks.

Allowing flexibility among land uses will generate the greatest benefits for the City of Duarte. Office uses could be located within new or existing buildings and will help establish an employment center. Neighborhood retail, service, or restaurant uses will serve the residents and employees of the area. Residential units within walking distance of the station will provide the riders necessary to support the Metro system. Studies have shown that residential units within walking distance of stations provide the greatest number of riders compared to other land uses.

2.5 Illustrative Site Plan and Planning Principles

Although there are a number of ways the land use program could be implemented at the site design level of detail, certain elements and principles are required. The following components shall be included in any site plan that implements the requirements of this document:

- Landscaped buffers at existing residential interface
- Pedestrian linkages to neighborhoods, services, and the Duarte Station
- Efficient and effective design that prioritizes pedestrians
- Public access connections to the station platform linking on-site sidewalks, Gold Line parking, and station plaza area
- Plaza space and open spaces as a transition and gathering areas
- Architectural design that provides visual interest and placemaking for the Duarte Station Specific Plan area

The components of this Specific Plan (Land Use, Development Regulations, and Design Guidelines) include both required elements and encouraged conditions that allow for a broad range of interpretive design solutions intended to guide phased development over the 10+ year period of the Specific Plan. Depending on the development program and market and site conditions, different approaches to satisfying and meeting the Specific Plan criteria will be used.

Figure 2-2 illustrates elements that implement some of the key policies in this Plan, with more detail presented in Figures 2-3 through 2-6. The combined examples provided in the illustrations show opportunities for creating a pedestrian-friendly environment. Proper pedestrian circulation, connectivity, location of amenities, and safety will encourage walking and transit use and help the project accomplish the City's vision for creating a vibrant, mixed-use transit village.

Figure 2-1: Conceptual Illustrative Site Plan

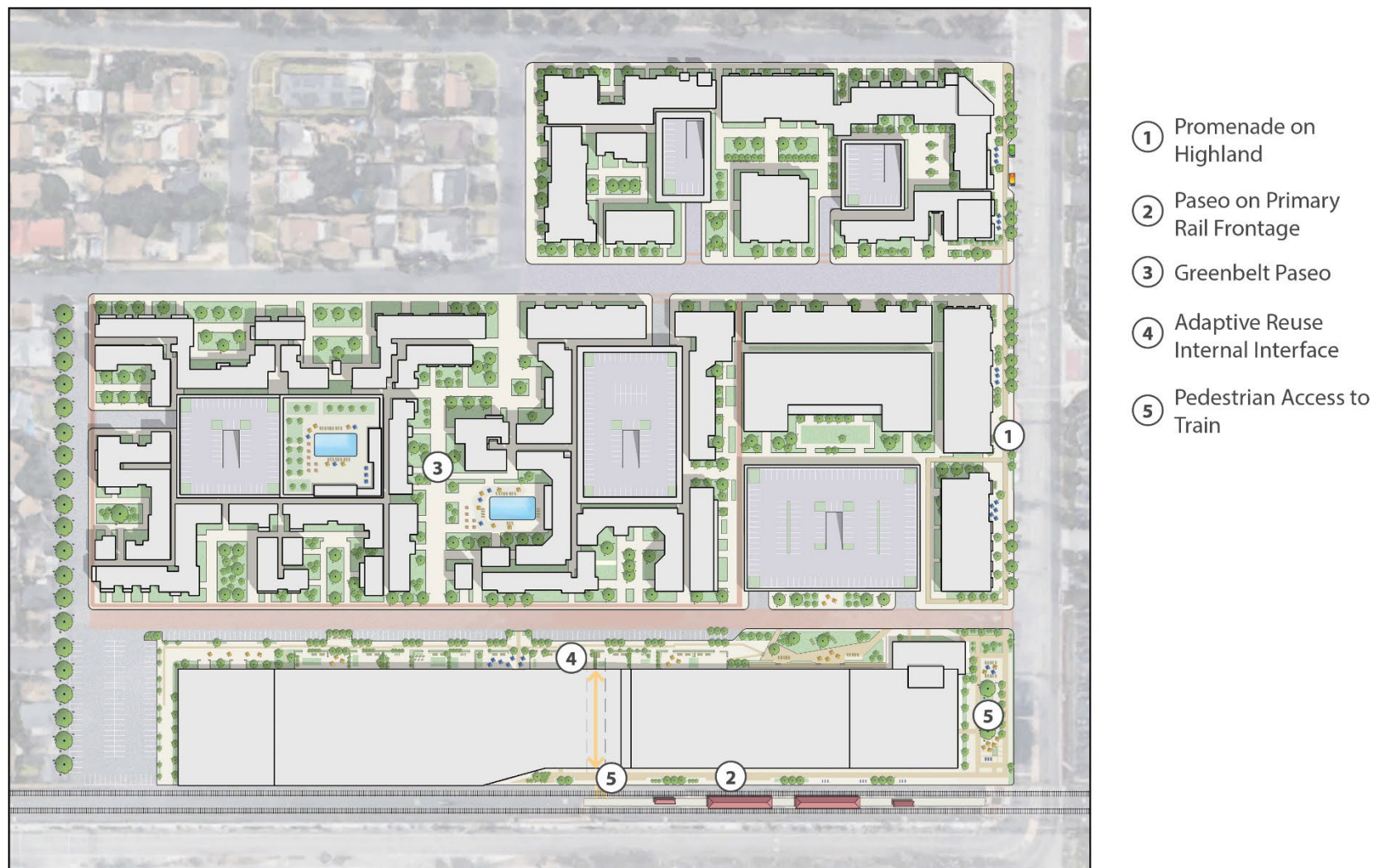
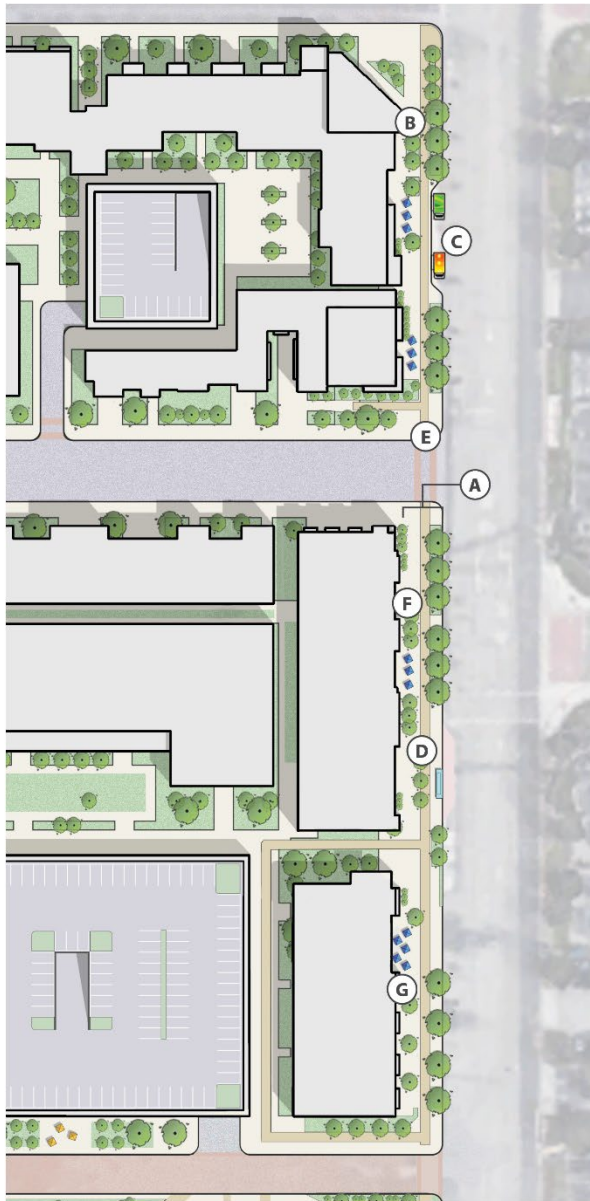
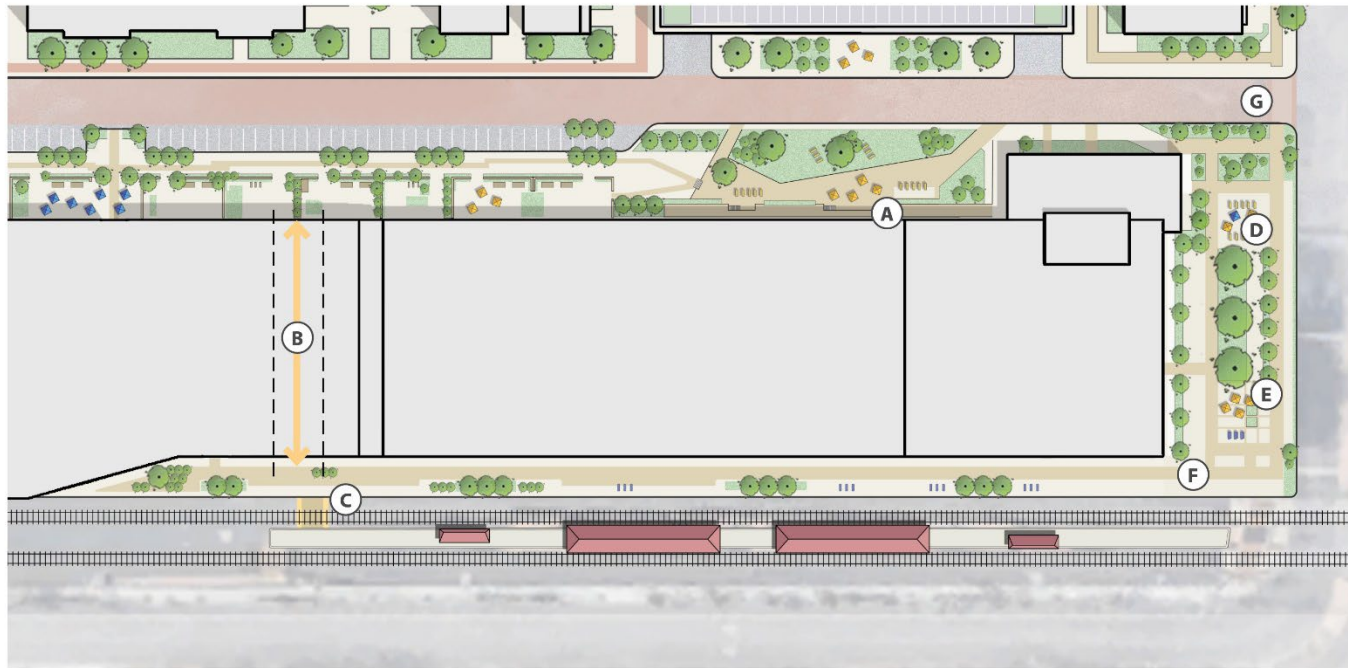


Figure 2-2: Illustration of Design Principles: Highland Promenade



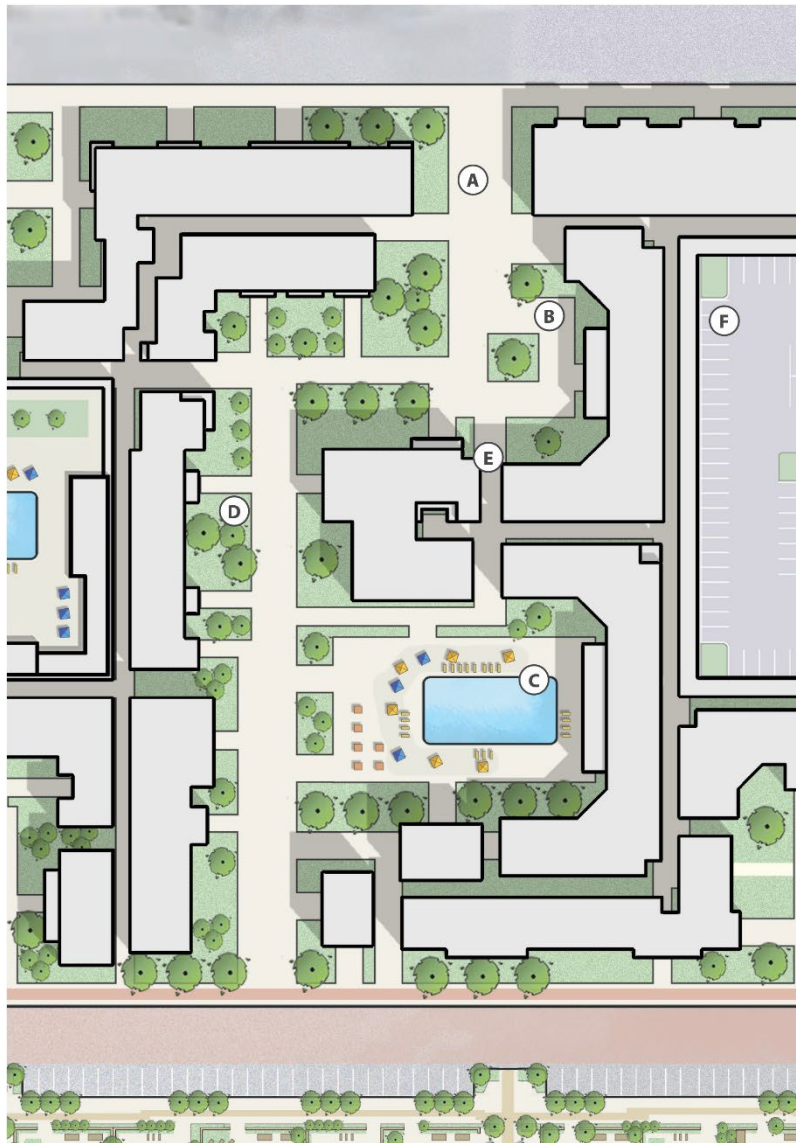
- Ⓐ 25' pedestrian and streetscape zone along Highland
- Ⓑ Landscaping and streetscape amenities, including planting in tree grates, widened sidewalk and enhanced landscape/plaza space with decorative paving
- Ⓒ Turnout for food truck gathering and passenger loading zone
- Ⓓ Enhanced bus stop and passenger loading zone
- Ⓔ Material changes to demarcate walk paths and pedestrian crossings
- Ⓕ Shopfront entries on Highland Ave to activate the space
- Ⓖ Outdoor dining and street furniture to help create a distinct identity for the Promenade

Figure 2-3: Illustration of Design Principles: Highland Promenade and Paseo on Primary Rail Frontage



- Ⓐ Well-lit and landscaped paseo with pedestrian amenities
- Ⓑ Potential future pedestrian connection through frontage structure
- Ⓒ Direct and unobstructed public pedestrian connection to and from the west end of the station platform
- Ⓓ Public gathering space with ample seating, shade, and landscaping
- Ⓔ Decorative hardscaping and public art installation
- Ⓕ Clear and demarcated pedestrian connections to and from the rail station
- Ⓖ Highly-visible pedestrian crossings at driveways and streets

Figure 2-4: Illustration of Design Principles: Greenbelt on Paseo Frontage



- Ⓐ Quasi-public pedestrian paseo
- Ⓑ Mini-plazas and gathering spots with amenities located in areas along paseo
- Ⓒ Pool area with amenities for residents
- Ⓓ Enhanced landscaping
- Ⓔ Pedestrian pathways provide breaks between buildings
- Ⓕ Shared/consolidated parking, reducing vehicular/pedestrian conflict

Figure 2-5: Illustration of Design Principles: Adaptive Reuse Internal Interface



- Ⓐ Well-landscaped building entrance areas, buffered from driveway and parking
- Ⓑ Gathering space with attractive design, landscaping, hardscaping, and amenities such as outdoor seating, coworking spaces, and outdoor games
- Ⓒ Personalized frontages to individual businesses, which could include elevated decks or landscaping to support outdoor coworking space
- Ⓓ Material variation for walkpaths, access drives, and pedestrian crossings
- Ⓔ Pedestrian connections to Highland Promenade
- Ⓕ Pedestrian connections to Station platform (west) and rail frontage paseo

2.6 PHASING

While the Specific Plan provides direction and regulatory framework for projects in the Duarte Station Area, development can still take years and is subject to changes in market forces, investment, and other variables.

Phasing assumptions are subject to change based on evolving market conditions and private development decisions. Regardless of order of development, all projects approved shall further the vision, goals, and objectives of the Specific Plan.

Figure 2-6: Estimated Development Phases



2.6.1 Phasing Overview

Implementation of this Specific Plan is anticipated to be carried out in at least two, and likely three phases. Phase I is anticipated to begin in 2020. Future Phases are anticipated to follow Phase I's catalytic development.

All phases will be subject to overarching objectives of the Specific Plan, and it is critical that development occurring in each phase align with the Specific Plan framework, including the planning, design, and construction of amenities within the public realm that reflect the goals and objects of the Plan.

2.6.2 Phase I

Phase I presents the most immediate opportunity for potential development and represents a critical first step in the realization of the Duarte Station Specific Plan. Phase I is sited between the other two subareas within the plan area and has frontage along Highland Ave and significant frontage along neighboring single-family residential neighborhoods west of the site. Business Center Drive runs along the northern boundary of the Phase I area.

Because of its siting and positioning relative to the other parcels, the streetscape along Highland Avenue and proximity to less intense residential uses, Phase I provides ample possibilities to make progress toward fulfilling numerous goals and objectives. The following objectives have been deemed high priority for development within Phase I:

Internal Connectivity and Open Space: Plan and design for a landscaped linear pedestrian greenway corridor that provides accessibility and relief for pedestrians, residents, and patrons.

Urban Design and Site Planning: Establish a streetscape and building configuration pattern that sets the template for future

development and creates a development pattern conducive to walkability and accessibility.

Streetscape Frontages: As the keystone site in the specific plan area, establish design and a framework for the development of safe, attractive, and functional streetscaping along frontages. Establish the Highland Avenue Promenade design concept.

Residential and Commercial Mixed Uses: Offer a mix of housing opportunities and ensure exposure and viability of commercial uses within the project site (with priority positioning on Highland Avenue).

2.6.3 Future Phases

The intent for the Future Phase area is to create a great amount of use flexibility to allow for the area to transition over time with a focus on compatibility with early phase buildout. Short term, adaptive reuse to creative office, research and development, biotech office, neighborhood commercial, restaurant and other similar uses are strongly encouraged. Future project phases will be represented by the two remaining parcels within the project area, north and the south of Phase I. Combined, Future Phases make up a significant portion of the frontages along Highland Avenue, the Metro right-of-way, and Evergreen Street. The Evergreen Street frontage is visible from Interstate 210, giving this section of the project area exposure to passing traffic at upper story levels.

Future phases may include a variety of uses, including residential, plus modest amounts of supportive commercial, office and/or research and development, and hotel uses. Signage and iconic, eye-catching design align with opportunities to make the Duarte Station Specific Plan area identifiable and impressionable to patrons, passersby, and residents.

The following overarching objectives are referenced to ensure the core principles of the Specific Plan are adhered to, as well as ensuring that

development that occurs within future phases is compatible and complements the Phase I stage:

Linkages and Open Space: Design pedestrian connections and linkages that align with those built in the Phase I project, and enhance connections to the Metro Gold Line Duarte Station and the Town Center, creating a complete network of open space pockets and walk paths that are logical and functional.

Context: Take cues from and further the development pattern established by Phase I development.

Mix of Uses: A variety of uses are allowed. Where commercial uses are provided, be additive and symbiotic with Phase I uses to appeal to a wide audience of patrons and visitors. Residential uses should offer a mix of housing styles and types. Hospitality uses should consider surrounding uses in site design and development. Office and research and development uses may be located in existing or new structures and should be sensitive to residential uses nearby.

Streetscape Frontages: Further the streetscaping objectives of Phase I, and ensure that safe and functional streetscaping is designed and built, focused especially along highly utilized areas of Highland Avenue and implementing the Highland Avenue Promenade design concept.

Design and Visibility: Capitalize on the high visibility of future phase parcels by utilizing high-quality design, architecture, materials, and signage in construction to create an impressionable experience.

Adaptive and Creative Reuse: Encourage the adaptive reuse and remodeling of existing buildings for new modern uses through implementation of parking incentives and clear design guidelines.



*Top: Example of activated streetscape promenade in Philadelphia, PA
Bottom: Example of high-quality mixed-use design in Glendale, CA*

This page intentionally left blank.

SECTION 3.0

DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

This Section describes allowed land uses, site planning, and building design standards and guidelines for the Specific Plan area. The regulations are organized by General Development Standards and Frontage Classes, with an additional level of regulation applying to individual Façade Types within Frontage Classes. The organization of these standards and guidelines within these categories provides a tailored approach to ensure building form and design reinforce the vision while allowing for creativity and flexibility in development projects. These regulations govern new construction, as well as alterations, additions, and changes of use.

To create a vibrant, thriving, and special community, the Development Standards are “form based” to create a predictable public realm by establishing guidelines and regulations that focus primarily on the physical form of the environment. By addressing the relationships between building façades and the public realm, the form and mass of buildings in relation to one another, and the experience of the pedestrian at the ground floor through an integrated package of requirements for public realm and building design, the Standards and Guidelines help create a unique character for the Specific Plan area.

The circulation framework for internal pathways is suggestive; locations may be adjusted, though the pathway should respect and connect to the existing surrounding context. Pathways may consist of streets, publicly accessible pedestrian walkways, or an alley if it best serves the final development program, as long as it meets the intent of the Specific Plan.

3.1 GENERAL PROVISIONS

3.1.1 Applicability

Upon adoption by ordinance, this Specific Plan will constitute the zoning for the Duarte Station Specific Plan area. Subsequent development plans or agreements, tract or parcel maps, site plans, or any other action requiring ministerial or discretionary approval must be consistent with the Development Regulations contained in this Chapter.

3.1.2 Severability

In the event that any regulation, condition, program, portion, or policy of this Specific Plan or the application thereof to any person or circumstance is held to be invalid or unconstitutional by any court of competent jurisdiction, such portions shall be deemed separate, distinct, and independent provisions and shall not affect the validity of the remaining provisions of this Specific Plan or applications thereof which can be implemented without the invalid provision.

3.1.3 Determination of Unlisted Uses

Identification of any land use not specifically covered by the provisions contained herein shall be per the Duarte Development Code (DDC) Section 19.04.040 – *Uses not classified*.

3.1.4 Definitions

Unless otherwise specified below, terms used in this document shall have the same definitions provided in the DDC Chapter 19.160, “Definitions.”

“Live/Work.” A live/work unit is defined as a residential unit consisting of both a commercial/office and a residential component occupied by the same resident. Live/work can also include a development where living and work spaces are divided and work spaces are available for use by residents of the same building.

3.1.5 Interpretation

Any ambiguities related to the implementation of this Specific Plan shall be determined as described in the DDC. Such interpretations shall take into account the stated goals and intent of this Specific Plan. Any interpretation made by the Community Development Director or designee may be appealed to the Planning Commission.

3.1.6 Existing Users

3.1.6.A Legacy Uses

Sites within the Specific Plan area that contain uses that are not otherwise consistent with the Specific Plan are deemed “Legacy Sites.” Uses that are currently allowed within the M-1 zoning designation are determined to be Legacy Uses, provided those uses existed at the time of adoption of the Specific Plan (December 10, 2013). Legacy Uses shall be permitted to continue on Legacy Sites until such time as they are abandoned. A Legacy Use on a Legacy Site is deemed abandoned when: (1) any Legacy Use on the Legacy Site has been discontinued for a continuous period of one year or more, (2) when the owner of a Legacy Site affirmatively indicates in writing that it has abandoned Legacy Uses on the Legacy Site, and/or (3) the owner of a Legacy Site redevelops the site with a non-Legacy Use. For a multi-tenant building on a Legacy Site, individual tenant spaces that are vacant for more than one year shall not be deemed a discontinuance under this section.

At any time prior to abandonment, uses in buildings on Legacy Sites may be expanded by an amount not to exceed five percent of the building square footage of the subject Legacy Site that existed as of the date of the original adoption of the Specific Plan (December 10, 2013)¹. If a Legacy Site is expanded, reconstructed, or repaired in accordance with this paragraph, it shall be subject to site plan and design review as outlined in Section 5 (Administration and

¹ The Specific Plan was comprehensively amended **MONTH DATE**, 2019. Existing building square footage of Legacy Uses shall be based on the existing conditions as of adoption of the original Specific Plan in 2013.

Implementation) of this Specific Plan, and shall be subject to the development standards set forth for properties in the Industrial Zone, as specified in the DDC.

It is the intent of this Specific Plan that Legacy Uses on Legacy Sites be allowed until such time as market conditions cause the property owners to wish to redevelop the Legacy Site with Non-Legacy Uses.

3.1.6.B Adaptive Reuse of Existing Buildings

Buildings existing at the time of adoption of this Specific Plan (December 10, 2013) may be adapted to allow for new uses consistent with Table 3-1 (Allowable Uses). See also Section 3.5.5 (Adaptive Reuse Design Guidelines) for design requirements and incentives for the adaptation of existing structures for new allowed uses.

3.2 ALLOWABLE LAND USES

The Duarte Station Specific Plan allows for a variety of land uses. Uses expressly permitted are identified in Table 3-1 (Allowable Uses). Uses listed as permitted are subject to site plan/design review. Uses listed that require a Conditional Use Permit or Minor Conditional Use Permit require special consideration either due to potential impacts on the neighborhood or design. Certain uses are allowed only on the ground floor along public frontages (indicated with GF in Table 3-1).

A broad range of allowable uses promotes a compact, urban transit-oriented development. To provide flexibility, a variety of uses are allowed, with an additional level of use regulation specified within the Frontage Class Standards in Section 3.3 to encourage a lively pedestrian experience. Additional uses may be allowed, provided they meet the intent and the vision of the Specific Plan, subject to interpretation by the Community Development Director or designee.

Table 3-1: Land Use Regulations

Uses or Activity	Use Regulation	Notes
P - Permitted; C - Conditional Use Permit required; M – Minor Use Permit; GF - Use allowed on the ground floor only; NP – Not Permitted		
Residential		
Multifamily dwelling units such as stacked flats, apartments, and condominiums, with associated parking, with a minimum density of 40 du/ac and maximum density of 90 du/ac	P	
Single Family and Multifamily dwelling units, less than 40 du/ac, where the density average of the project is at least 40 du/ac	P	
Live/Work units	M	Refer to Section 3.4: Frontage Standards
Retail/Services		
Convenience uses such as small-scale food sales, delicatessens, bakeries, florists, general retail uses	GF	Refer to Section 3.4: Frontage Standards
Eating and Drinking Establishments, located on the ground floor	GF	Refer to Section 3.4: Frontage Standards
Eating and Drinking Establishments, located on upper floors or rooftop	M	
Vendor Carts	M	
Alcohol Sales - Off-sale, On-sale, and Accessory Only	C	Refer to DDC Section 19.60.030
Personal services "General" such as barber shops, hair and nail salons, dry cleaning establishments.	GF	Refer to Section 3.4: Frontage Standards
Personal services "Restricted"	NP	
Professional services such as mailing, duplicating and printing	GF	
Studio: Art, Dance, Martial Arts, Music, Yoga, Fitness less than 2,000 sf	GF	
Studio: Art, Dance, Martial Arts, Music, Yoga, Fitness more than 2,000 sf	M	
Office Uses		
Office - Business or Corporate, Creative, and Related Services	P	Refer to Parking Standards and Adaptive Reuse Guidelines
Medical Services, including medical and dental offices, physical therapy, medical laboratories	GF	
Research and Development, including biotechnology, chemistry, and other similar exploratory sciences (not associated with primary manufacturing), including research laboratories per DDC	M	Refer to Parking Standards and Adaptive Reuse Guidelines
Transportation, Communication, and Infrastructure Uses		
Public and Private Parking Lots and Structures (not associated with principal use)	M	
Utilities, such as substations	C	
Wireless Communication Facilities	M	Wireless facilities shall be regulated per DDC Section 19.60.190.
Service Uses - Restricted		
Lodging, including hotels and extended stay facilities	C	
Uses operating between the hours of 12am and 6 am	C	Refer to DDC Section 19.60.110
Day Care, General	C	
Drive Through (any use)	NP	
Note: For Use Definitions, refer to DDC Chapter 19.160 (Definitions)		

3.3 GENERAL DEVELOPMENT STANDARDS

The Duarte Station Specific Plan provides a framework to transform the plan area into a vibrant, transit-oriented development district. The development standards and guidelines are tailored specifically to that vision.

Table 3-2 (General Development Standards) outlines development standards for the entire planning area. In addition to stated setback standards, Building and Fire Codes in effect at the time of building permit shall take precedence. Design guidelines (Section 3.4) are also included. Where the Specific Plan is silent, the DDC and Municipal Code shall regulate.

3.3.1 Building Setbacks

Building setbacks, along with the façade type and architectural articulation, help define the character of the public realm, especially at the pedestrian level. The required setbacks are designed to take into consideration the streets that the setbacks are adjacent to, the intensity of proposed land uses, proposed building mass and scale, and the surrounding context and edge conditions. The setbacks are measured from the back of the walk, right-of-way, or the property line, whichever is applicable, unless otherwise noted. Building setbacks are regulated by Frontage Type (see Section 3.4).

3.3.2 Building Heights

Building heights are designated to take into consideration the proposed intensity and type of development and the surrounding context and edge conditions. Building height shall be measured from the adjacent finished ground level to the top of plate of the uppermost floor.

Portions of the building that extend above the primary building mass, such as dormers, roof-top cupolas, roof deck trellises, gazebos, and other special features, may be allowed to exceed height limits, as indicated in Table 3-2.

3.3.3 Ground Floor Design

The design of the ground floor is of utmost importance to provide an attractive and comfortable environment for pedestrians. Good design establishes an attractive image and character for the area that makes it desirable for businesses and residents. Standards are established to ensure that goals for pedestrian scale are achieved (see Section 3.3: Frontage Standards). Principles of ground floor design include:

- Buildings must face the street, and primary building entrances must be oriented towards the street. Side entries from entry plazas are allowed.
- The façades facing major streets shall not have blank walls, service entrances, or other features that are detrimental to the pedestrian experience. Architectural design, modulation, and interest should be articulated on all sides of the building.
- Special standards and guidelines are established for the design of buildings with ground floor commercial space along certain frontages. Minimum floor-to-ceiling heights ensure that the space will serve the needs of retail and restaurant uses that may locate in the space during the lifetime of the building.
- Floor elevations of building frontages need to be at the sidewalk level, and the use of awnings, change in material, and architectural articulation should be used to create a pedestrian-scaled public realm regardless of the overall scale and mass of the building.

Table 3-2: General Development Standards

Land Use	Standards and Provisions	Additional Regulations
Density/Intensity Standards		
Residential Density (du/ac) ¹	Maximum: 90 du/ac Minimum: 40 du/ac	Density limit not including any affordable housing using State-authorized density bonuses
Height Standards		
Maximum Building Height	120 feet max. height except within 100 feet of R-1 zone height is limited to 90 feet	
Building Height Projections	Architectural features are allowed to project up to a maximum of 10 feet above the maximum allowed height, subject to Design Review. Architectural features include rooflines (balustrades, pediments, statuary, dormer windows, cross gables), masts, towers, turrets, eaves, rafters, non-habitable building façade, skylights or roof windows. Elevator, mechanical equipment, and equipment penthouses are not subject to height limits as long they meet the screening design guidelines.	
Setback Standards		
Setbacks	See Table 3-3 for setback requirements, governed by Frontage Standards.	
Parking Standards		
Off Street Parking Standards: Residential	Studio/1-Bedroom: 1 per unit 2-Bedroom: 1.8 per unit 3-Bedroom: 2 per unit Guest spaces: Projects over 150 units: 0.15 per unit; projects 149 units or less: 0.2 per unit	See Section 3.3.4 (Parking)
Off Street Parking Standards: Nonresidential	Per DDC Section 19.38.050 (Off-Street Parking Space Requirements)	See Section 3.3.4 (Parking)
Off Street Parking Standards: Nonresidential Adaptive Reuse	Parking Study and Adaptive Reuse Parking Management Plan required	See Section 3.3.4 (Parking)
Tandem Parking: Residential ²	Allowed if both spaces are shared by the same unit	See Section 3.3.4 (Parking)
Tandem Parking: Nonresidential ²	Allowed if supported by a Parking Management Plan	See Section 3.3.4 (Parking)
Bike parking	Per California Green Building Code (CalGreen) requirements	
Open Space and Landscape Standards		
Residential Group Open Space	Minimum 200 sf per residential unit required. Private open space is not required for each unit. However, if provided, it may be deducted from the total open space requirement. Each square foot of private open space and/or rooftop common open space shall be considered equivalent to two square feet of group open space and may be so substituted.	See Section 3.3.5 (Open Space)
Landscape and Lighting Concept Plans	Landscape Concept Plan, Hardscape, and Lighting Plan (ground-mount site and building lighting) submittal required with site plan review.	See Section 3.5.6 (Landscape Guidelines)
Non-Residential Group Open Space	15% of net lot area or as determined by an approved Group Open Space Plan.	See Section 3.3.5 (Open Space)
Sign Standards		
Signs	See Section 3.5.2.F (Signage)	
Notes: 1. Density regulations applicable to market-rate units with no affordability restrictions only. To achieve a density of 70 to 90 units per acre on properties fronting Highland Avenue, projects must dedicate property for the publicly accessible promenade along Highland Avenue. 2. Maximum allowable number of tandem parking spaces to be determined during the project approval process.		

3.3.4 Parking

3.3.4.A Residential Parking Management Plan

In addition to meeting the minimum parking requirements, all residential and mixed-use projects shall be required to adopt a Residential Parking Management Plan that shall be subject to City approval by the Community Development Director or designee. The plan shall require that the property owner: 1) monitor the number of residents vehicles to ensure that the number of resident vehicles does not exceed the number of available parking spaces; 2) manage the use of guest and all commercial, community, or additional spaces; and 3) annually report compliance with the parking management plan to the Community Development Department.

3.3.4.B Parking Space and Drive Aisle Dimensions

Parking spaces in surface lots shall comply with DDC Section 19.38.110 and Section 19.38.120. Parking lots in structures or underground parking garages shall comply with DDC Section 19.38.110 and Section 19.38.120 with the following exceptions for 90-degree spaces and associated drive aisles:

- 90-degree spaces not located adjacent to a wall: 9 feet by 17 feet
- 90-degree spaces located adjacent to a wall: 10 feet by 17 feet
- 90-degree spaces drive aisle: 26 feet minimum
- No compact spaces permitted

3.3.4.C Parking for Adaptive Reuse

The development and repurposing of existing structures to adaptive reuse is highly encouraged. As such, parking strategies must be tailored to provide for flexibility across various uses and development types. For adaptive reuse of an existing structure to a new nonresidential use allowed by this Specific Plan, the number of required spaces shall be determined by a parking study prepared or approved by the City, and an Adaptive Reuse Parking Management

Plan shall be required. In general, the required number of parking spaces shall be the same as the number of spaces that existed on the site on **MONTH DATE, 2019**, and shall be maintained and not reduced unless otherwise supported by a Parking Management Plan. Existing truck loading spaces may be modified for tandem vehicle parking and alternative outdoor amenities, subject to determination via a parking study that adequate parking remains available. Other creative parking strategies and solutions are encouraged to reduce the need for additional parking. The parking requirement shall be determined by the Community Development Director or designee or the final decision-making body if associated with an entitlement package subject to Planning Commission or City Council review.

3.3.4.D Parking for Affordable Housing

Affordable housing often requires less parking than market-rate developments, with many tenants non-drivers, especially in senior housing developments. As such, the number of required parking spaces for affordable housing developments shall be determined on a case-by-case basis to ensure the economic feasibility of affordable housing projects. The parking requirement shall be determined by the Community Development Director or designee or the final decision-making body if associated with an entitlement package subject to Planning Commission or City Council review.

3.3.4.E Parking Determination

An increase or decrease in the parking requirements may be determined by the Community Development Director or designee in particular circumstances where these requirements are inadequate for a specific project. These cases shall be determined through a parking study, subject to the following conditions: The City shall maintain the right to select a consultant, which will be paid for by the applicant; and the study shall have been undertaken and completed by a traffic engineer registered by the State of California and shall bear the stamp of that engineer.

3.3.5 Open Space

All new development shall provide open spaces with ample amenities to serve onsite users. Minimum open space requirements may be met through private, common, and/or public and quasi-public open spaces. See Table 3-1 for required open space per residential unit and nonresidential development requirements

3.3.5.A Residential Private Open Space Requirements

Private usable open space located at ground level shall have a minimum area of 100 square feet and a rectangle inscribed within it shall have no dimension less than eight feet. The minimum area of above ground-level space shall be 50 square feet, and a rectangle inscribed within it shall have no dimension less than five feet. Private usable open space shall be adjacent to, and not more than four feet above or below the floor level of the dwelling unit served, or located on a rooftop with private access via the unit. For projects that do not meet the Group Open Space standards, other creative strategies to provide open space and amenities may be considered on a project by project basis, if approved as a Minor Modification with a Substantial Conformance determination (see Section 5.1.7).

3.3.5.B Group Usable Open Space Requirements (Residential and Nonresidential)

Group usable open space shall have a minimum area of 300 square feet, and a rectangle inscribed within it shall have no dimension less than 15 feet. Required usable open space may be located at grade or as rooftop open space. Group open space areas shall not include parking or driveway areas, but may include setback areas provided it provides amenities and is integrated into the overall project design.

3.3.5.C Public and Quasi-Public Open Space

Required open space may be designed to be accessible to the public, such as plazas, courtyards, or other similar publicly accessible open space areas. Public and quasi-public open space shall be accessible and fully visible from the public right-of-way.



Examples of amenities in group open space and public open space areas
Top: Bay Meadows Residences in San Mateo, CA
Bottom: Boulder, CO Pearl Street Mall promenade

3.4 FRONTAGE STANDARDS

The Duarte Station Specific Plan Frontage Standards are form-based regulations that have been developed to foster a strong streetscape environment that promotes walkability and outdoor-oriented public and quasi-public use. Well-designed and constructed frontages strengthen the pedestrian experience and promote functionality, vitality, and a sense of place. Additionally, these standards aim to ensure that future development maintains a strong and identifiable visual presence along major streets and the Metro Gold Line.

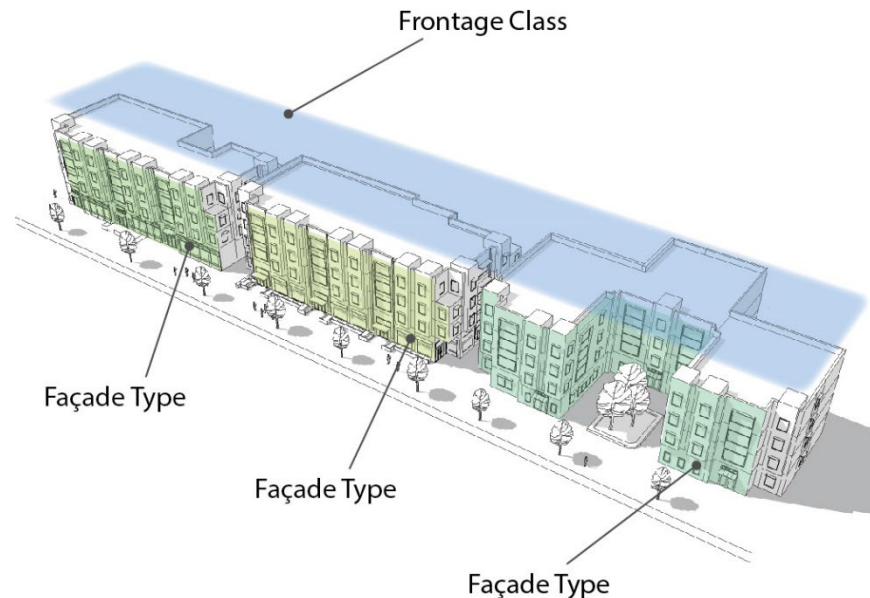
Standards are uniquely tailored for the various Frontage Classes:

- Highland Frontage
- Secondary Frontage
- Rail Frontage - Primary
- Rail Frontage - Secondary
- Internal Frontage
- Neighborhood Frontage

“Frontage Class” describes a specific category of building row or frontage facing a right-of-way and is classified and regulated based on the spatial and environmental context of that immediate area.

Within each Frontage Class, multiple Façade Types (specific design styles of façades) may be allowed. Figure 3-1 demonstrates the regulatory structure of “Frontage Class” and “Façade Types.”

Figure 3-1: Frontage Class and Façade Type



3.4.1 Frontage Class Standards

Table 3-4 (Frontage Class Standards) contains provisions that govern design, use, and other form-based code applicable to the Frontage Classes. Additionally, Figure 3-3 (Frontage Class Standards Diagram) provides illustrations that demonstrate the interpretation of these standards.

Figure 3-2: Frontage Class Plan

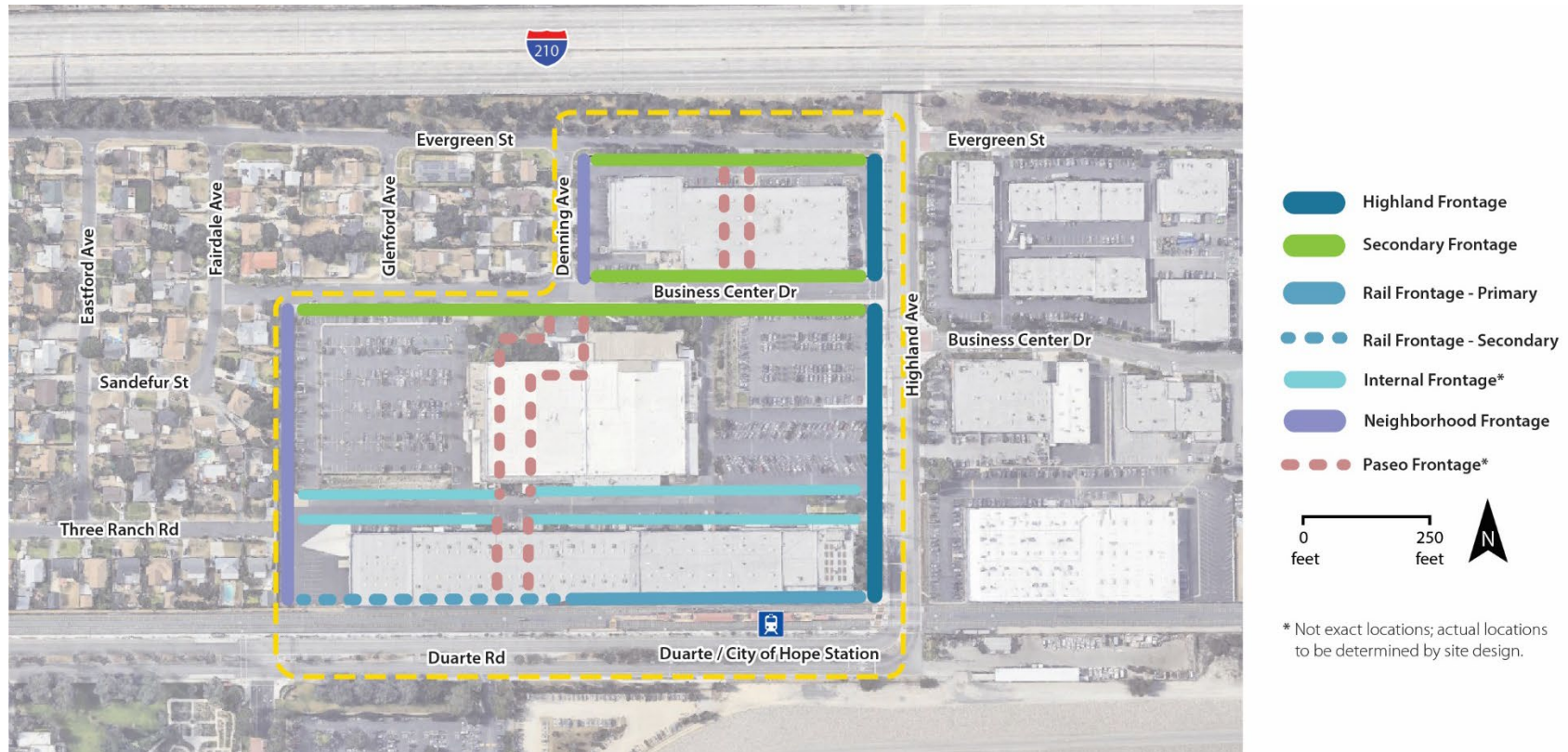


Table 3-3: Frontage Linear Feet

Frontage Class	Linear Feet	% of Total
Highland Frontage	835	10%
Secondary Frontage	2,310	26%
Rail Frontage (primary and secondary)	1,180	13%
Internal Frontage	2,085	24%
Neighborhood Frontage	835	10%
Paseo Frontage	1,510	17%
Total (estimate)	8,755	100%

Table 3-4: Frontage Class Standards

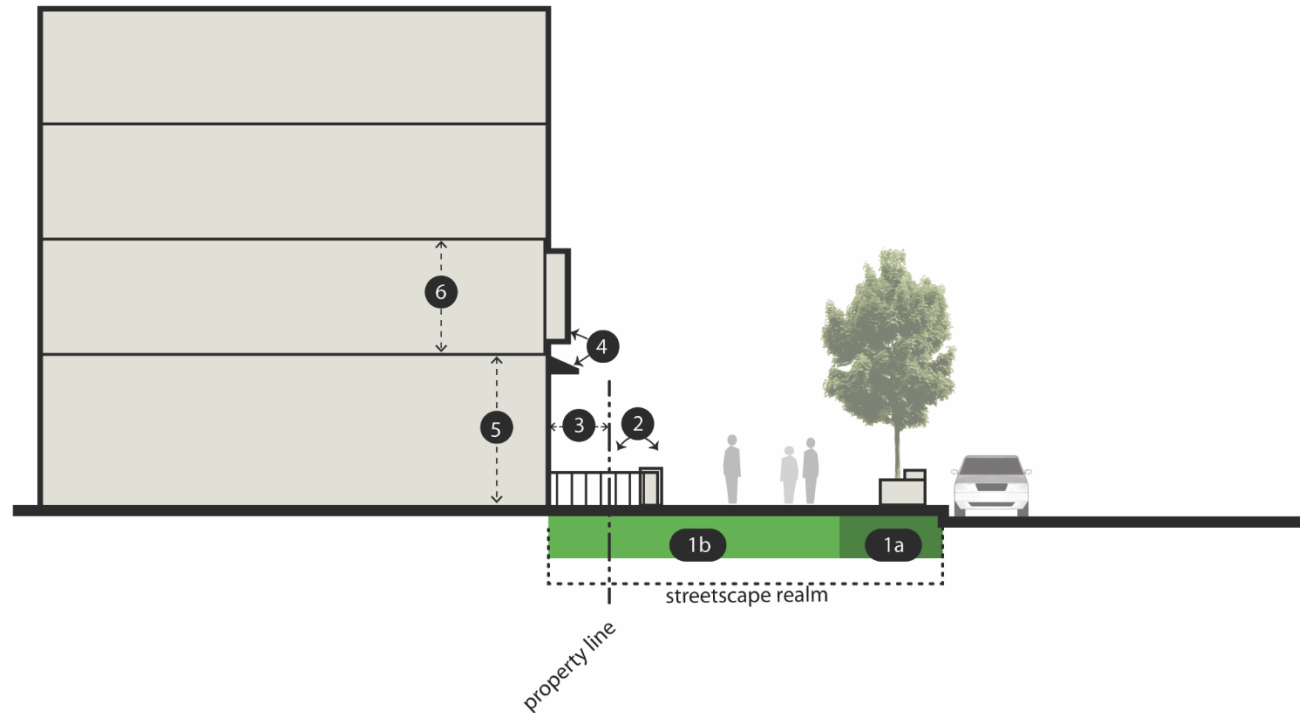
	Highland/Promenade Frontage	Secondary Frontage	Rail Frontage – primary	Rail Frontage - secondary	Internal Frontage	Neighborhood Frontage	Paseo Frontage
Streetscape and Building Placement							
Streetscape Amenities Zone 1a	8' minimum	Business Center Dr: 8' sidewalk Evergreen St: 6' sidewalk (including amenities)	As determined by site plan and design review approval	As determined by site plan and design review approval	As determined by site plan and design review approval	As determined by site plan and design review approval	Paseo areas shall include pedestrian pathways at least 4' in width
Pedestrian and Streetscape Activity Zone 1b	25' minimum						
Right-of-way Encroachment* 2	Subject to approval by City Encroachment Permit process. Minimum 4' pathway shall be maintained in all pedestrian and streetscape activity zones.						
Driveway/Vehicular Access on Frontage Street/ROW	1 driveway per parcel frontage or minimum 200' apart	1 driveway per parcel frontage or minimum 125' apart	No driveway/vehicular access permitted; 1 pedestrian accessway required	No driveway/vehicular access permitted	1 driveway per parcel frontage or minimum 100' apart	1 driveway per parcel frontage or minimum 100' apart	No driveway permitted
Setbacks							
Setback 3	From Pedestrian and Streetscape Activity Zone: Minimum: 0' Maximum: 10'	From property line: Minimum: 10' Maximum: 20'	From property line: Minimum: 20'	From property Line: Minimum: 15'	From back of sidewalk: Minimum: 10'	From back of sidewalk: Minimum: 10'	--
Setback Projections** 4	Ground-floor porches, stairs, bay windows, and awnings may encroach up to 5' into minimum required setbacks. Upper story balconies, bay windows, and awnings may encroach up to 3' into minimum required setbacks. Trash enclosures may be located in the setback as long as they meet requirements in the design guidelines. Outdoor dining and open space amenities are encouraged; site plan review and approval required by the Community Development Director or designee.						No building encroachments permitted. Open space amenities allowed.
Building Form							
Ground-Floor Ceiling Height 5	14' minimum	12' minimum for Flex; 10' minimum for Forecourt & Frontyard/ Patio frontages***	12' minimum	9' minimum	9' minimum	9' minimum	9' minimum
6							
Upper-Floor Ceiling Height	9' minimum-clear						
Permitted Land Uses							
Ground-Floor (frontage only)	Minimum 50% commercial/retail/restaurant or office use. Live/work or residential allowed on remaining ground-floor frontage.	Minimum 15% nonresidential uses, which can include commercial, residential services, and live/work uses.	- See Table 3-1 for Land Use Standards				
Upper-Floor	See Table 3-1 for Land Use Standards						
Permitted Façade Type***							
Shopfront	◆ (Required for 50%)		◆	◆			
“Flex”	◆	◆	◆	◆	◆	◆	◆
Forecourt	◆	◆	◆	◆	◆	◆	◆
Frontyard/Patio		◆	◆	◆	◆	◆	◆
* Encroaching features defined as elements that encroach into the Pedestrian and Streetscape Activity zone and/or into the public right-of-way. Elements may consist of outdoor dining, seating, pop-up sales, and other similar uses, as well as building features such as awnings.							
** Projections defined as elements that project from the building face into the required setback.							
*** Refer to "Façade Type Standards" in Section 3.4.2.							

* Encroaching features defined as elements that encroach into the Pedestrian and Streetscape Activity zone and/or into the public right-of-way. Elements may consist of outdoor dining, seating, pop-up sales, and other similar uses, as well as building features such as awnings.

** Projections defined as elements that project from the building face into the required setback.

*** Refer to "Façade Type Standards" in Section 3.4.2.

Figure 3-3: Frontage Class Standards Diagram (see Table 3-4)



The Streetscape Realm, traditionally referred to as sidewalk areas, consists of the area between the building frontage face and the edge of the curb. The streetscape realm is generally a public space, and some quasi-public spaces may also be included within the streetscape realm. The Streetscape Realm standards include 1a and 1b, as described below:

- 1a Streetscape Amenities Zone** – Areas that allow for street trees, seating, bike racks, refuse containers, and other passive use amenities.
- 1b Pedestrian and Streetscape Activity Zone** – Areas that allow for free pedestrian movement. Encroachments such as outdoor dining, seating, pop-up sales, etc. may be permitted within this zone (subject to a City Encroachment Permit); however, at least four feet in width must remain clear of obstructions unless otherwise permitted by the DDC.

3.4.1.A Highland Frontage

The Highland Frontage applies to Highland Avenue-facing lengths of new development. Standards for this area are calibrated to foster an active streetscape environment and a flexible mix of commercial, retail, restaurant, and residential uses. As indicated in Table 3-4, ground floor nonresidential uses are required along a majority of the Highland frontage. Commercial uses within buildings shall be designed to take access from the Highland Avenue Promenade.

Walkability is the highest priority for this frontage, as Highland Avenue is a valuable pedestrian connector, linking the Duarte/City of Hope Metro Gold Line Station with the planning area, Town Center, and beyond. A linear plaza in the form of a pedestrian promenade will be the key connecting feature. The pedestrian promenade is a hardscape public space with seating and other urban furniture intended to provide opportunities for rest and relaxation, outdoor dining, commerce, social gathering, and events that complement the use of the adjacent buildings and Metro Station.

Highland Avenue Promenade Standards

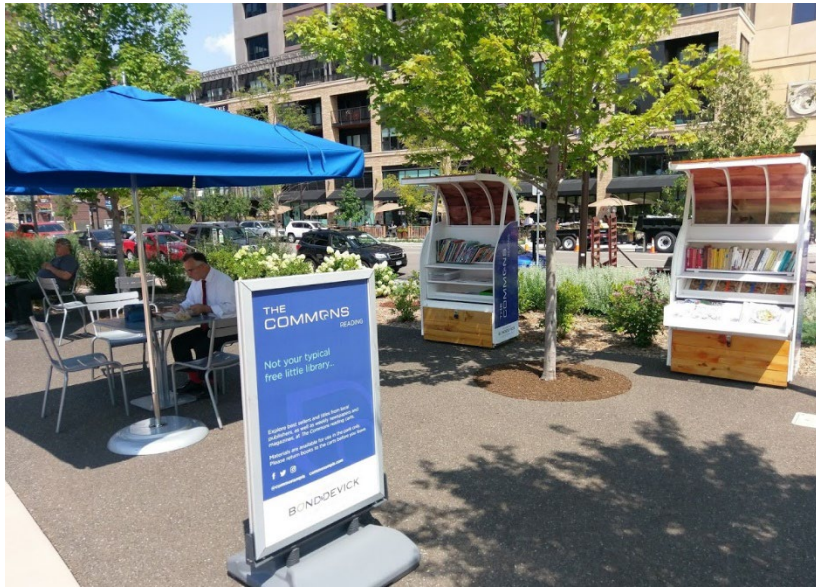
1. New projects and those that substantially rehabilitate existing buildings shall provide a dedication or easement to add an additional 25 feet of publicly accessible plaza space to the existing eight-foot-wide sidewalk, unless modified or waived through an Minor Modification (see Section 5.1.7: Specific Plan Modifications and Amendments). The promenade shall extend the length of Highland Avenue, from Duarte Road to the I-210 freeway.

The promenade shall be dedicated to the City or owned, operated, and maintained by the project's developer or property manager in accordance with an approved maintenance plan to be reviewed and approved by the Community Development Director or designee. The promenade shall be located on the ground level and directly accessible from the public sidewalk and be accessible to persons with disabilities. The promenade shall be open to the

public, without charge, each day of the year, except for temporary closures for necessary maintenance or public safety.



Example of a linear plaza/promenade and a pop-up art installation, Favara, Italy.



Top: Example pop-up installation in Minneapolis, MN.

Bottom: Example outdoor dining and perimeter landscaping in Paris, France.

2. The promenade shall contain at a minimum trees, landscaping, seating, shade structures, and pedestrian-scaled lighting. Special paving is encouraged to increase visibility and identity. Outdoor seating from adjacent retail, restaurant, and service uses is allowed on the plazas to activate the space, subject to site plan review (and encroachment permits as needed). Additional activation such as public art, pop-up installations, and mechanisms that brand the Duarte Station area are encouraged. The promenade should be designed to be a place for community gathering, play, performance, and commerce.

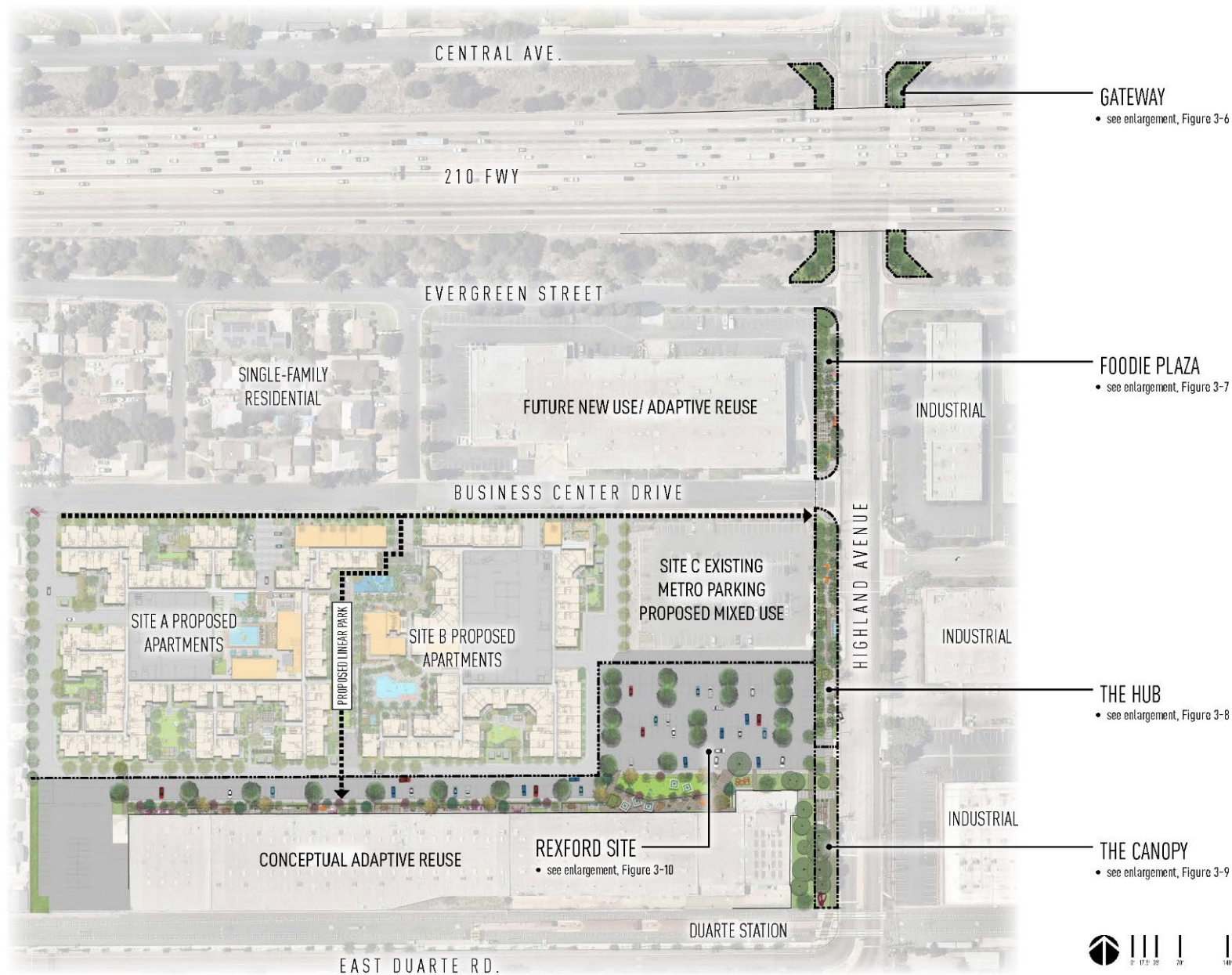
The intent of the promenade is to provide a pedestrian space that is rich with amenities and accessible to rail users, local employees, and residents within and around the Specific Plan area.

A conceptual illustrative for the Highland Avenue Promenade concept is presented in Figure 3-4 as an overall concept. Figures 3-5 through 3-9 provide more detail on the concept, with defined activity areas.

Figure 3-6 depicts the northern gateway to the promenade, which will be enhanced with colorful and artistic lighting and improvements to the I-210 freeway underpass. Progressing to the south, the segment of the Promenade between Evergreen Street and Business Center Drive has the potential to serve as a food truck plaza (as one idea), to serve adjacent local businesses, complemented with shade structures and tables and chairs. South of Business Center Drive, the Promenade should support transit use with the existing bus stop to remain (and additional passenger loading for taxi and rideshares), and should be complemented with on-site amenities such as shade, seating, and playful streetscape elements. Figure 3-9 depicts the most southern section of the Promenade (The Canopy), closest to the Metro Gold Line Duarte Station. This active space could support a retail/food kiosk and provides a unique opportunity for an art installation to enhance local branding. Additional recommendations are presented in Figures 3-6 to 3-9.

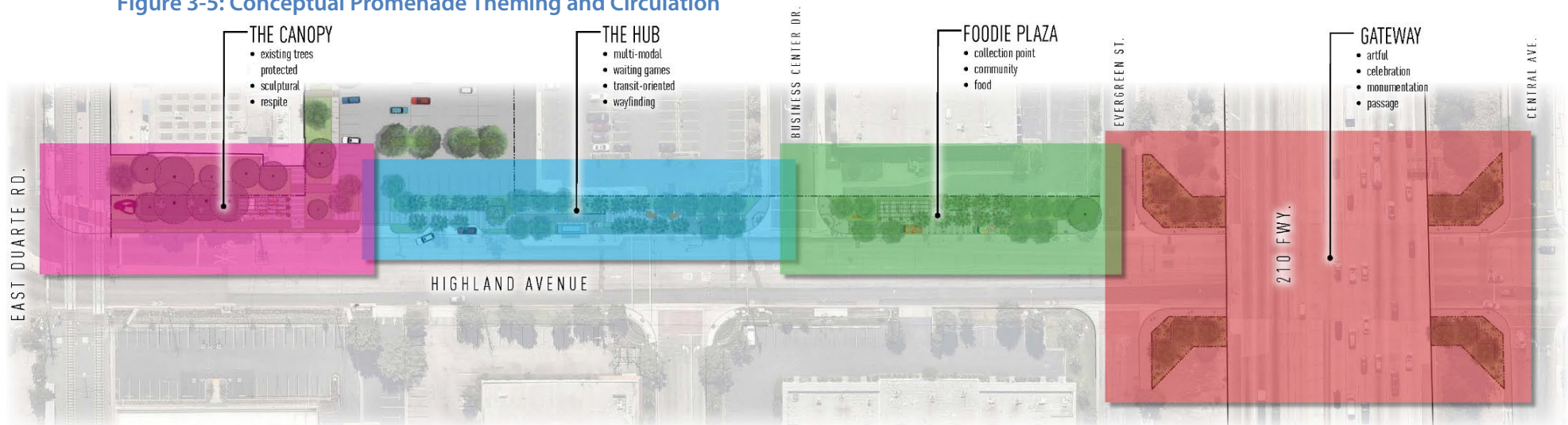
See also Section 5.3.1: Maintenance Responsibility for administrative procedures associated with the Promenade.

Figure 3-4: Highland Avenue Promenade Concept and Conceptual Site Plan

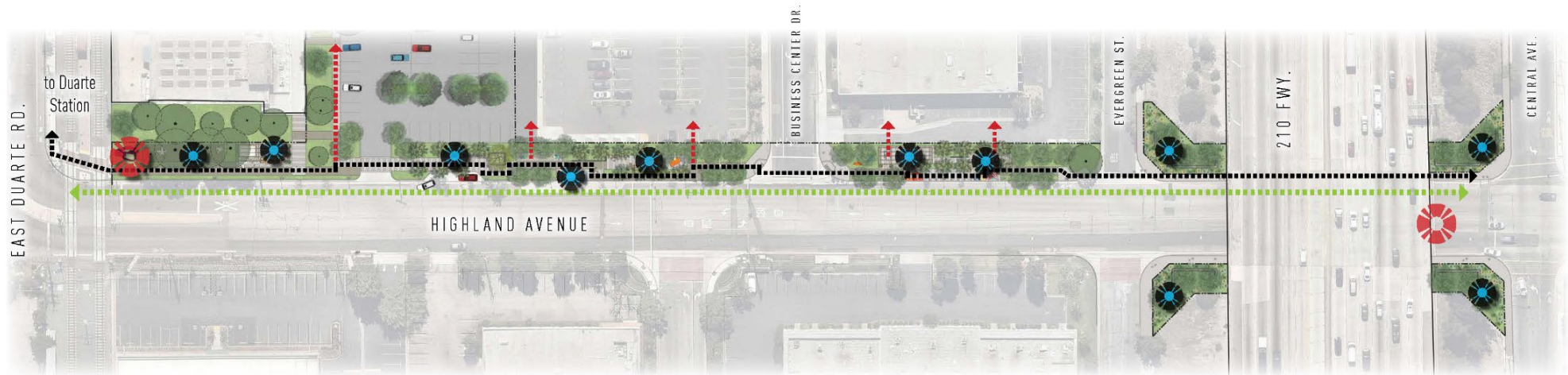


Duarte Station Specific Plan

Figure 3-5: Conceptual Promenade Theming and Circulation



PROMENADE THEMING



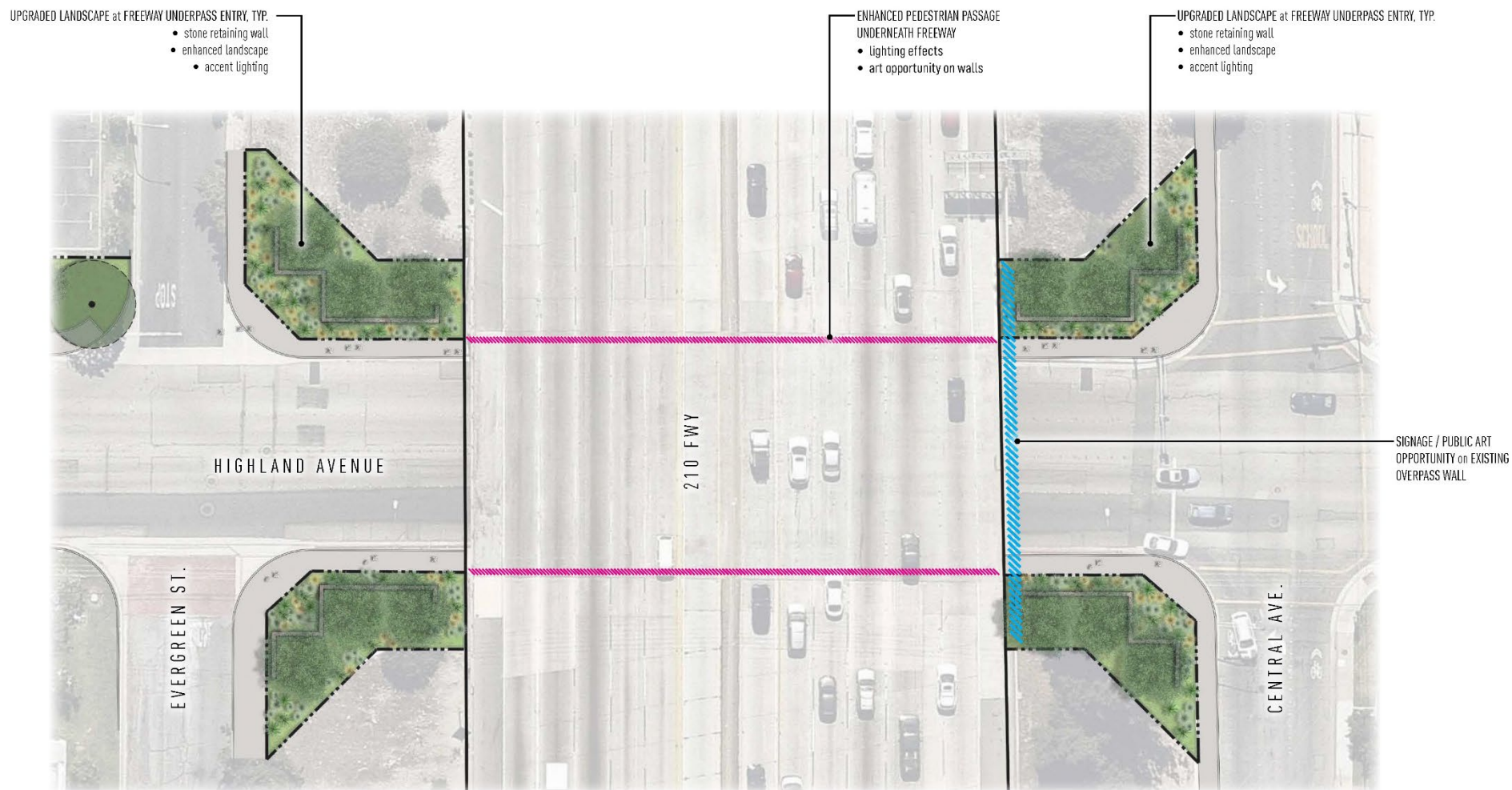
CIRCULATION EXHIBIT

- major node
- minor node
- pedestrian path of travel
- class III bike share
- potential future connections to adjacent parcels

Source: MJS Landscape Architecture



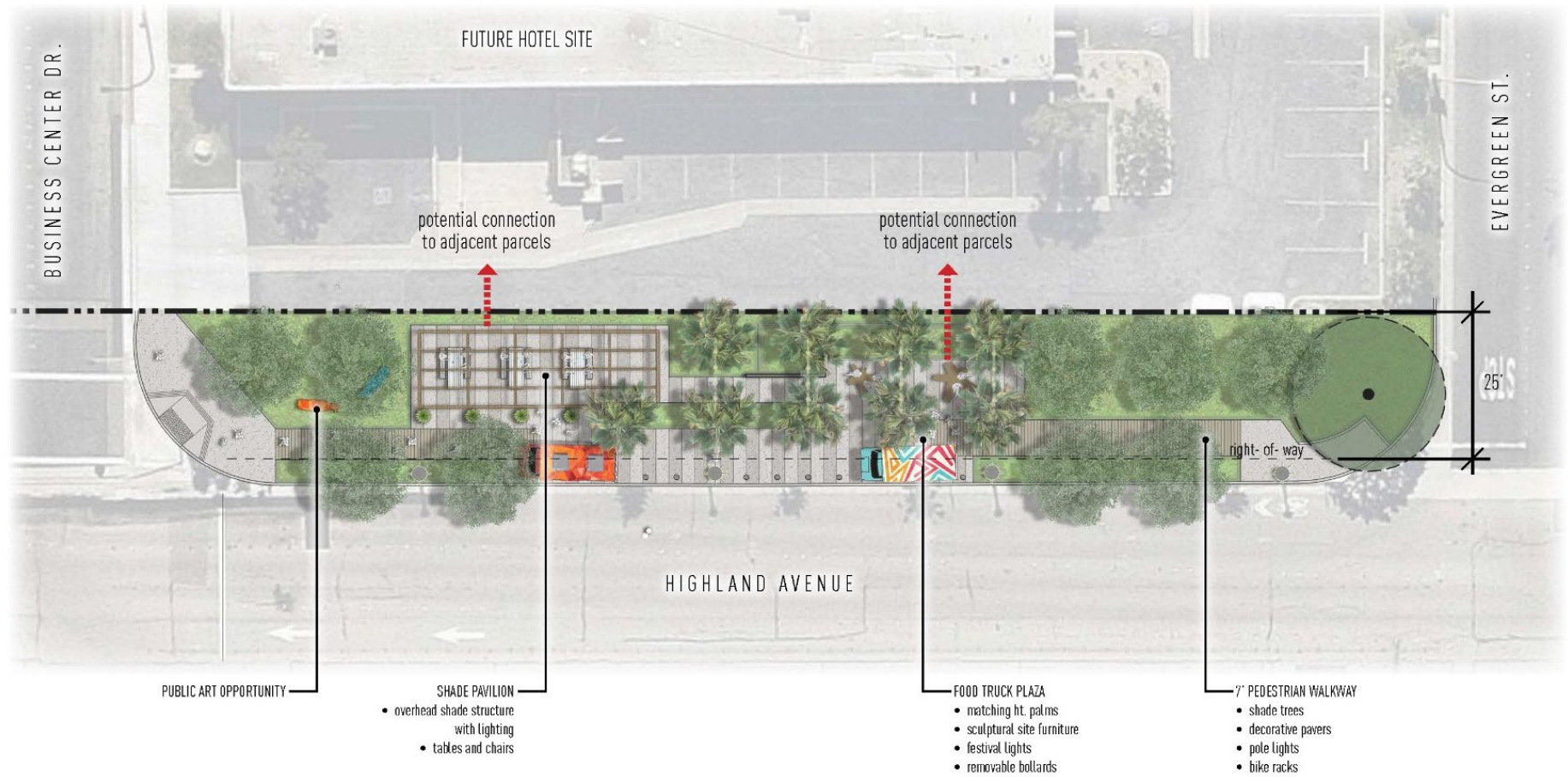
Figure 3-6: Conceptual Promenade Design – Part A (Gateway)



Source: MJS Landscape Architecture



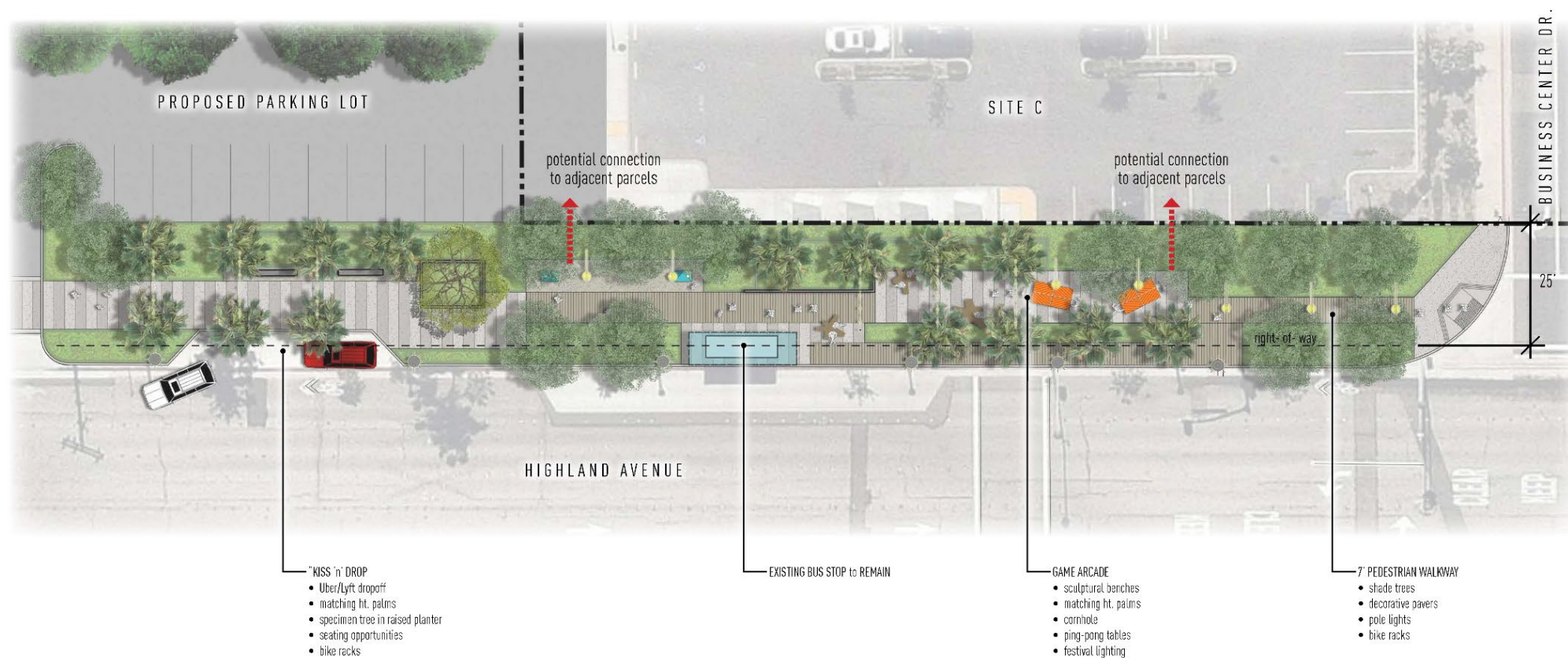
Figure 3-7: Conceptual Promenade Design – Part B (Foodie Plaza)



Source: MJS Landscape Architecture

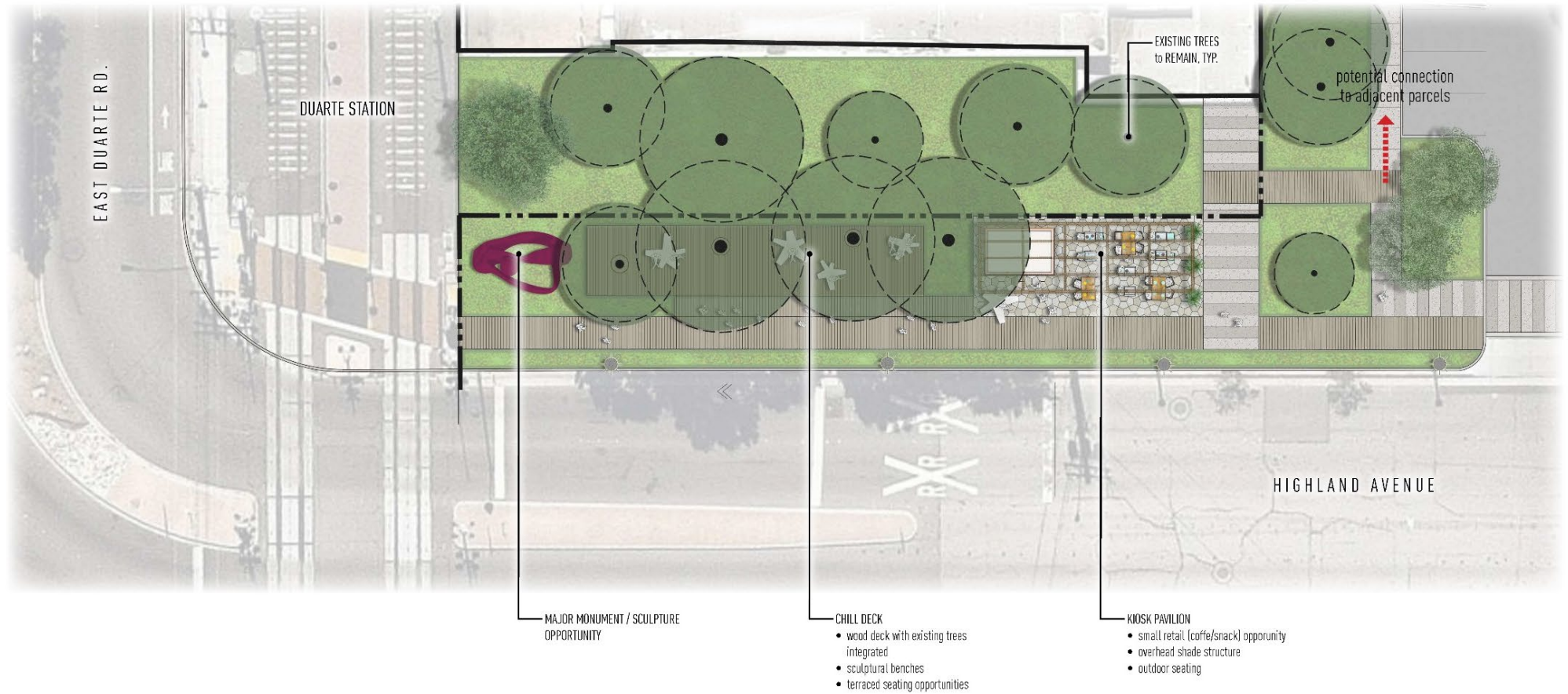


Figure 3-8: Conceptual Promenade Design – Part C (The Hub)



Source: MJS Landscape Architecture

Figure 3-9: Conceptual Promenade Design – Part D (The Canopy)



Source: MJS Landscape Architecture



3.4.1.B Secondary Frontage

The Secondary Frontage class carries standards that promote quality aesthetics and streetscaping along Evergreen Street and Business Center Drive. Attractive signage and public areas are promoted by the standards, as are a mix of commercial and residential uses and walkability.

3.4.1.C Neighborhood Frontage

This frontage class is intended to provide standards that enable development flexibility while also ensuring that new construction is sensitive to and compatible with the single-family residential neighborhoods west of the Specific Plan area. All development shall be set back at least 30 feet from adjacent R-1 zones. The 10 feet immediately adjacent to an R-1 zone shall be landscaped. Other areas of the setback may include drive aisles and pedestrian walking paths.

3.4.1.D Internal Frontage

As of 2019, the area to which the Internal Frontage class is designated had a driveway located between two properties, running east-west and the length of the Specific Plan area. As redevelopment and adaptive reuse occurs, it will be important to reframe this driveway as an internal circulator for pedestrians and vehicles, with augmented amenities for pedestrians and to provide visual relief.

For adaptive reuse scenarios, parking spaces may be located adjacent to internal frontages. However, enhanced pedestrian pathways and amenities are required in the form of landscaping and articulated pedestrian entryways (see Figure 3-10 for a conceptual design of this scenario).

For new development, vehicular access to internal parking areas may be taken from internal frontages but shall not dominate the frontage. Connections to both the east and west ends of the Metro Gold Line

Duarte Station platforms are required, subject to review and approval by Metro.



Example of enhanced pedestrian pathway at the Highline in New York, NY



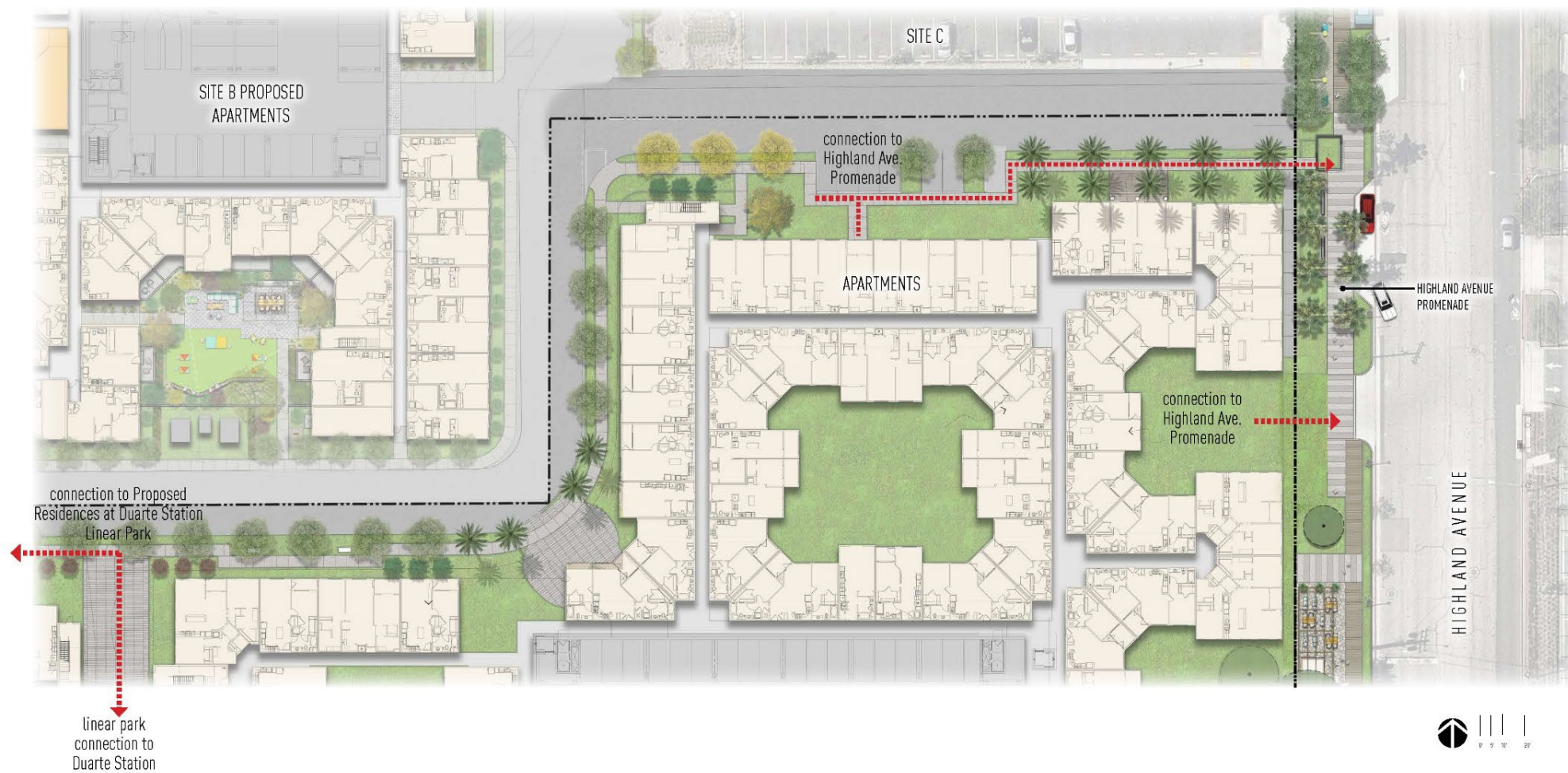
Example of enhanced pedestrian area and entryway at Gold Coast Paper Company

Figure 3-10: Conceptual Design for Adaptive Reuse (Parcel 1)



Source: MJS Landscape Architecture

Figure 3-11: Conceptual Design for Housing Development (Parcel 1)



Source: MJS Landscape Architecture

3.4.1.E Rail Frontage

The Rail Frontage class runs along the southern edge of the planning area, bounded by the Metro Gold Line. This frontage carries standards that address design, planning, and construction challenges caused by the proximity to the Metro right-of-way while also allowing for development flexibility. Rail Frontage is divided between primary (located closest to the station) and secondary, which is further removed from the station. This frontage will be characterized with a walkable and engaging adjacent building façade, with store front or office uses. The rail frontage area is characterized by walking paths and paseo/plaza space for pedestrians.

Within the Rail Frontage – Primary class, two pedestrian accessways linking the Metro Gold Line Duarte Station to the internal circulation are required, subject to approval by Metro. A new public accessway at the west end of the platform will facilitate movement to and through the Duarte Station Specific Plan area. This concept is depicted in Figure 2-2 and 3-3 with a conceptual location for an Internal Frontage pathway.

Metro will review demolition, development, and construction projects within 100 feet of Metro right-of-way. Refer to the Metro Adjacent Development Handbook: www.metro.net/projects/devreview/.

3.4.1.F Paseo Frontage

The Paseo Frontage class fronts on internal pedestrian paseos and group open spaces. With regard to location and scale, the specifics of these paseos are yet to be defined and will be articulated at the project level through site plan review. However, the minimum width of a paseo shall be at least 20 feet. The goal of this frontage class, which should be reflected in project design, is to provide a space for highly amenitized pedestrian pathways and open space recreation resources. Within the paseo area, interesting seating and shade options are encouraged. Interactive play features may also be installed. Vehicular access should be controlled and should be permitted only if required by the Fire Department for access.



Examples of pedestrian paseo/linear parks

Top: The Goods Line in Sydney, Australia

Bottom: Bay Meadows Residences in San Mateo, CA

Subject to site plan review, a Paseo Frontage may be developed as a covered arcade. Arcades shall have the following characteristics:

- Glass (or a shade structure or canopy) comprising at least 50 percent of the roof area
- Width between buildings of at least 20 feet
- Ample pedestrian lighting and signage
- Clear pedestrian pathways of at least four feet
- Minimum 50 percent ground floor glazing

Depending on location and pedestrian circulation, the Community Development Director or designee may require open entrances (without fences or doors) to the arcade to allow for free-flowing pedestrian movement.

Paseos designed as arcades should include amenities associated with the adjacent building's use. For example, an arcade adjacent to a creative office use could provide space for pedestrian seating, lunch tables, and outdoor conference rooms. A brewery could include space for sidewalk dining.



Example of pedestrian arcade/covered walkway in Burbank, CA



*Examples of pedestrian arcades
Top: Crown Center in Minneapolis, MN
Bottom: Nichols Arcade in Ann Arbor, MI*

3.4.2 Façade Type Standards

Within each Frontage Class, multiple façade types (specific design styles of façades) are allowed, and certain façade types are not permitted. Façade types are designed to offer another level of detail in how frontages are regulated to further the design objectives of the Frontage Class and overall Duarte Station Specific Plan. These four Façade Types carry additional standards and design guidelines. Standards and requirements for the design of each façade type are established in Figures 3-12 through 3-15.



Shopfront

The Shopfront Façade Type is designed for commercial use and ideally configured to showcase products, services, and/or active uses that engage the streetscape (e.g., outdoor dining). These standards relate towards accentuating the entrance, providing transparency, and connecting with the pedestrian realm.



Forecourt

The Forecourt Façade Type utilizes articulation to break up continuous building form and provide quasi-public open space that benefits residents but is also suited for outdoor dining and community events and installations.



Flexible "Flex"

Similar to Shopfront Façade Type, Flex Frontages are standards tailored to allow for a transition of uses between commercial and residential. Landscaped features and a degree of buffering from the streetscape is permitted in this style to allow for residential privacy at ground floor and adjacent to entries.



Frontyard/Porch

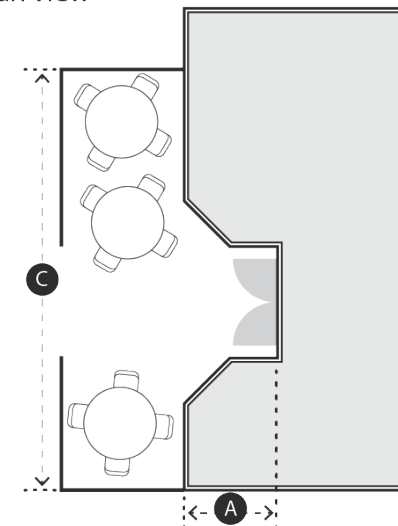
Frontyard/Porch Façade Type follows standards typically designed for single-family townhomes but can be adapted to multi-family development. The objective of this Façade Type is to include a residential façade and adjacent area that provide private access and open space and respect the context of neighboring single-family residential uses.

3.4.2.A Shopfront Standards

Form and Design	Elements
A Maximum 5-foot recess at entrances	D Utilize awnings, coverings, and other articulated features as a part of Shopfront façade. Awnings, shade features, and other similar elements are permitted to project up to 8 feet into the right-of-way, as long as an 8-foot clear height above the sidewalk is maintained.
B Minimum 70% ground-floor glazing along frontages. Primary frontage shall not use reflective and/or opaque window treatment.	
C Features such as outdoor dining, seating, pop-up sales, and other similar uses shall not exceed 40 feet of linear length without a separation.	



Plan View

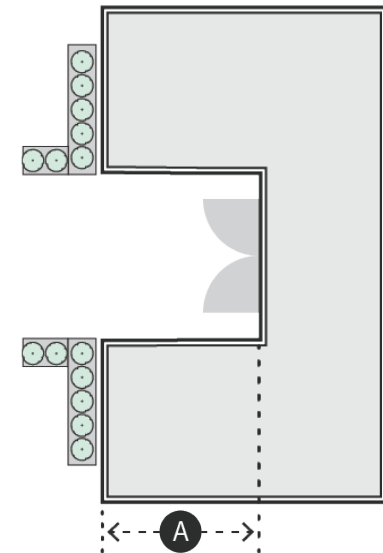


3.4.2.B Flex Standards

Form and Design		Elements
A	Maximum 10-foot recess at entrances	
B	Minimum of 70% open, unobstructed view 3 feet above the ground in areas around entrances and patio/open space areas. This standard allows for "eyes on the street" for residential and commercial uses.	• Frame patio and open space areas with landscape planters, low walls, and seating areas. • Install shade, awning, or shade-providing landscaping/trees.
C	Minimum 25% ground-floor glazing for residential uses. Minimum 75% ground-floor glazing for commercial uses. Primary frontage shall not use reflective and/or opaque window treatment when located with a commercial use.	• Design outdoor features in a manner that will not be obstructive or incompatible between residential and commercial uses. • Maintain quasi-public space around frontage.



Plan View

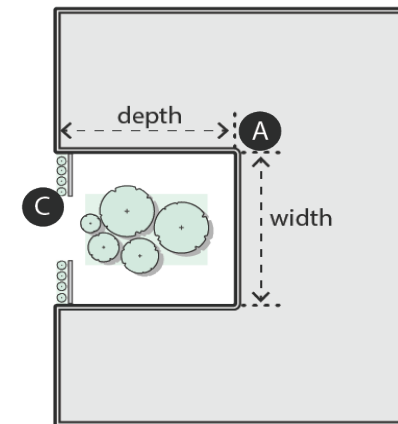


3.4.2.C Forecourt Standards

Form and Design	Elements
A Minimum 15-foot deep and 10-foot wide recess at primary forecourt entrance	C Planters, walls, and edges buffering the forecourt can be used to define edge of forecourt and delineate public, quasi-public, and private space.
B Minimum 25% ground-floor glazing for residential uses. Minimum 50% glazing for ground floor nonresidential uses along primary frontages along forecourt façades.	



Plan View



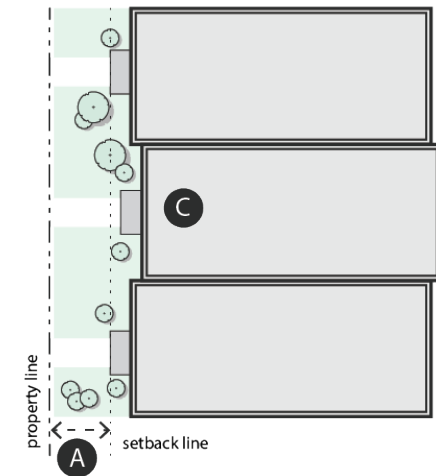
3.4.2.D Frontyard/Porch Standards

Form and Design	Elements
A	Minimum 5-foot setback from front property for primary structure
B	Porches shall be raised or at grade. "Step down" porches and entries that dip below grade are not permitted.
C	35 feet of maximum continuous wall length without façade articulation feature or modulation to building form. A minimum plane shift of 2 feet shall be used in modulation.

- Front yard and open space around entries shall be treated as private space. Fencing, landscaping, or other elements that buffer and/or delineate the public and private realms.
- Retaining walls shall not exceed 2 feet in height within the front yard setback.
- Fencing and wall above 2 feet are permitted but shall be visibly open.



Plan View



3.5 DESIGN STANDARDS AND GUIDELINES

These Design Guidelines include both mandatory standards (“shall”) and interpretive design guidelines (“should”). The word “should” means that an action is required unless a determination is made that the intent of the Guideline is satisfied by other means. Design Guidelines are intended to guide new construction; adaptive reuse of existing buildings are not subject to these standards but should consider the intent and implement where feasible.

Please note that these Guidelines are minimum requirements, and developers may be required to provide additional amenities to meet Specific Plan goals.



Protected pedestrian walkway between parking aisles

3.5.1 Site Planning



Pedestrian walkways between residential buildings

3.5.1.A Circulation

1. The street pattern throughout the Specific Plan area should maximize connectivity throughout the area for vehicles, bicyclists, and pedestrians.
2. There shall be a distinct hierarchy of circulation including streets, pedestrian walks, and alleys. These should be arranged so that visitors and residents use these streets and pedestrian walks for their primary circulation. Alleys should not be used for primary circulation to the building or unit entries, and buildings should not orient to alleys or parking areas.
3. Development that occurs in future phases shall identify and design building, open space, and circulation networks to seamlessly link with existing development. An example of this would be siting buildings and pathways to facilitate visual and physical connections from the southern edge of the Specific Plan area to the linear park and internal circulation associated with Phase I.

4. Outdoor dining areas can encroach in the pedestrian public right-of-way as long as there is a clear pedestrian passage that complies with accessible standards, or as otherwise specified in Table 3-4 (Frontage Class Standards). Location and size of such encroachments are subject to the design review process.

3.5.1.B Pedestrian Connectivity to and from the Metro Station

1. There shall be at least two pedestrian connections from the Specific Plan area to the station platform adjacent to the fare gates, subject to California Public Utilities Commission (CPUC) and Metro approval.
2. The connections shall be direct, unobstructed, and designed to meet all applicable accessible standards, per CPUC and Metro standards.
3. The connections can be through public plazas, pedestrian paseos, or outdoor dining areas. A clear, unobstructed minimum travel path shall be accommodated.
4. The pedestrian path should connect to sidewalks and other pedestrian paths within the Specific Plan area to provide a larger, integrated pedestrian circulation framework.
5. The path of travel shall be well lighted to create a safe environment at all times.
6. Development proposals shall include a multi-modal circulation analysis that addresses connectivity of pedestrian, bike, transit, and other circulation methods.



Pedestrian clear pathway adjacent to outdoor dining

3.5.1.C Parking Areas

1. Parking is encouraged in structures, below grade, or encapsulated within buildings to reduce the visual impact. Where this is not feasible, surface parking lots should be located behind buildings, well landscaped with trees planted in a regular configuration, and properly screened from surrounding streets and buildings.
2. Where parking layout exceeds two rows in depth, parking should be aligned in the direction of pedestrian movement, and pedestrian island walkways are recommended within planted areas. All landscape areas should be protected with planter curbs a minimum of six inches high. All perimeter setback areas should be landscaped.



Trees in landscape islands

3. Broadleaf, deciduous trees should be used in parking lots to provide adequate shade in summer and allow sunlight to penetrate in winter.
4. Trees should be set into a tree grate, planting island, or landscaped median that is a minimum of four feet wide (internal dimension) and well protected by tree guards or other mechanisms.
5. The use of permeable paving, stormwater retention, and alternative materials to reduce surface runoff is strongly encouraged and/or required by National Pollutant Discharge Elimination Systems (NPDES) standards.

3.5.2 General Building Design

3.5.2.A Architectural Character

The overall goal for the Duarte Station Specific Plan is to create a community of the highest architectural quality, drawing on the site context, individual building programs, and innovative building

techniques. The Architectural Character Design Guidelines illustrate the desired character of the built environment by addressing site, building, and landscape design elements. They are intended to guide development towards a mixed-use community with a distinctive sense of place and a consistent quality yet allow for diversity and individual neighborhood character.

The intended architectural character draws from the site's function as a transit hub and new urban core for Duarte. Drawing on that role and the historic industrial usage in and around the site, it is envisioned that buildings will emphasize simple form-based architecture and incorporate modern and traditional materials. The form-based standards discourage heavy architectural ornamentation. This will give the community a distinct character that helps to establish its identity. It is envisioned that variation will occur, particularly over time as the community is developed, yet a general character is maintained. Refer to Figure 3-16: Architectural Character.

1. In general, buildings should be square-shouldered and flat-roofed, with changes in parapet height, overhang, or roof form such as shed roofs used to accent features such as entries, stair towers, corners, or other special features. Long, unbroken monolithic parapets are discouraged. Green roofs and usable roof decks are highly encouraged.
2. As a unifying element, brick should be used on all buildings as a predominant design feature. It may be used at the ground floor to create a base to the building, as entire wall elements, as the material for a main tower feature, or as panel or framing elements between window walls. Where brick is used, there shall be at least some minor change in building plane to express the material change. Surface applied brick should either terminate in a concrete base or extend to the ground, and should not appear to float.

Figure 3-16: Architectural Character



3. In addition to brick as a required material, other façade materials that are encouraged include corrugated metal, metal panels, smooth stucco, and cementitious panels. Detailing should reinforce the industrial aesthetic of the area. Window walls are encouraged both as wall plane and corner accents and a creative approach to window shapes, sizes, and mullion patterns is highly desirable. Accent materials that are encouraged include cut stone, tile, glass block, and well-detailed smooth concrete.
4. Windows should be of a scale and grouping to form portions of the wall, rather than punched openings within a wall. They shall be steel, aluminum, or clad to have the look of metal. Vinyl windows are strongly discouraged in any buildings over three stories. Windows at the ground floor along public streets should be storefront or give the appearance of storefront glazing.
5. Gates securing structured parking areas should be steel and reflect the industrial aesthetic, or a custom art piece that enhances the identity of the building of which they are a part.
6. Balconies, decks, and handrails should be steel or other metal and have industrial-inspired scale and detailing. Exposed steel columns are encouraged.
7. Awnings are encouraged along street frontages and should be metal or metal and glass. Canvas and fabric awnings are discouraged.

3.5.2.B Building Orientation, Massing and Articulation

1. Buildings shall maintain a strong relationship to the street, with primary building entrances oriented toward the street.
2. Large expanses of blank façade walls are not permitted. Façades directly facing the street shall be broken into distinct modules or bays along the frontage using three-dimensional surface

modulations that extend the human-scaled architectural character and cadence of more active façade areas. The modulations can be achieved with the use of recesses, projections, change in color or material. The depth of recesses and projections should be a minimum of two feet.



Linear façade broken into shorter lengths with the use of color, recess, and articulations while also incorporating roof height change and vertical planes.

3. Buildings must exhibit four-sided architecture, meaning that all façades, including rear and side façades, are to be considered visible (unless facing “blind” onto an adjacent party wall) and should be treated with an architectural façade composition.
4. Buildings shall be well articulated by changes in roof heights and vertical planes to reduce the appearance of bulk and create interesting building silhouettes.
5. Rooftop mechanical equipment shall be screened from the street level view and appear as integrated building forms both in shape and material.
6. Partially submerged parking podiums may be located along public streets and may project above the sidewalk or average finished grade by a maximum of three feet.
7. Where possible, horizontal modulation of adjacent buildings should relate across façades to create a consistent pedestrian scale street façade.
8. For trellises, marquees, and architectural canopies, materials, colors, and form should be derived from the building architecture, such as a trellis painted the same color as a building’s trim scheme is appropriate.
1. Building corners that face an intersection should strive for a distinctive form with a high level of articulation. Corner treatments may include a change in height or architectural style, materials, roof form, or window pattern, and are encouraged to create a pedestrian gathering experience.



Changes in roof heights and vertical planes reduce the appearance of mass.



Linear façade broken into shorter lengths with the use of material and repetition of form to create a regular rhythm



Tower element at the street corner for a distinctive form

3.5.2.C Windows and Entries

1. Entries shall be given special attention as a whole system, including door, side windows, and porches. All entries for main buildings and for individual units should be pedestrian scaled.
2. Entries should be inviting from the street with adequate weather protection.
3. Courtyard doors, gates, or other portals used at building entries shall be attractively designed as an important architectural feature of the building or development.
4. Main building entries (i.e., those serving multiple units) should be differentiated from individual street-level unit entries with special detailing, awnings, canopies, or multi-story forms.
5. Individual ground-level unit entries should have a strong relationship to a fronting street, internal walkway, or courtyard as appropriate to the overall siting concept and housing type.



Landscaped courtyard serving as common entry for residential units



Windows arranged to establish clear and rhythmic patterns appropriate to both the building's architectural style and scale

6. Windows should be appropriate to the building's architectural style and combined and arranged to establish clear and rhythmic patterns as appropriate for both the building's architectural style and scale. Window frames should be of a high-quality metal material that is consistent with the proposed architectural vocabulary.
7. Windows visible from a street or courtyard, including those on all façades of the buildings that front onto public or private streets or access ways, should have appropriately articulated header, jamb, and sill details to match the aesthetic of the building.
8. Creative window shape, sizes, mullion use, mullion thickness, architectural tinting, and other design features that enhance building articulation are encouraged.
9. No blank, opaque, or reflective windows are allowed.
10. Artwork, decorative metal work, unique and custom window pattern tints may also be considered.
11. Although consistency of window use is generally desirable, windows may be provided in various shapes and sizes, provided they are appropriate to the building's architectural style or as accents.
12. In residential units with narrow side yards, side elevation windows should be placed offset from those of the adjacent unit or use obscure glass as appropriate to provided for privacy.
13. Doorways should be clearly identified with change in material, change in plane, or with architectural elements such as a canopy.



Individual entries from the street for ground floor units

3.5.2.D Building Materials

1. All materials used should be durable, of high quality, and properly installed.
2. Materials should be attractive, sustainable, low maintenance, and appropriate to the architectural character.
3. Materials should be incorporated in a manner that they do not appear to be merely surface applications but as an integral component of the architectural style.
4. Change of material to accentuate architectural details or articulate the elevation is recommended if the material is appropriate to the architectural character.
5. Material changes should not occur at external corners but should occur at interior corners or with a return of at least six feet from the external corners or other logical terminations.
6. Roof materials should complement the materials and colors of the façades and provide texture or relief.
7. Rain gutters and down spouts should be integrated into the façade. At a minimum, their color should blend with adjacent surfaces.
8. Partially submerged parking podiums that project above grade should either be integrated into the architectural character of the building above utilizing cladding or building with materials that extend down from the portions of the building above or be built with contrasting materials of a more substantial and permanent character than the portions of the building above to create a base.



Change of materials to highlight the fenestration

9. Trellises, architectural canopies, balconies, and other such design elements should derive their materials, colors, and form from the building architecture.



Materials and forms of architectural canopies and balconies to complement the overall building architecture

3.5.2.E Service Areas and Screening of Mechanical Equipment

1. All loading areas should be located at the rear or sides of buildings and screened from public view. For commercial buildings, where there is no alternative, loading may occur through the front door.
2. Service areas should be located within the envelope of the building as much as is practical and should not be visible from public streets and spaces.
3. If service areas are not within the building envelope and cannot be located away from the street front, they should be screened from street level views, including from above. The material, scale, and forms of screening used should complement the design of the main building.
4. Buildings shall have a direct door from the interior to the service area(s) so that occupants can access such areas without passing through the public right-of-way.
5. Rooftop-mounted mechanical equipment shall be located away from the street edge and screened from ground-level view behind parapets. Where screening methods other than parapets are used, they should be an integral component of the architectural design or a complimentary accent feature to that design.
6. Attached equipment such as antennas, satellite dishes, etc. should be screened from ground level view or integrated into the building design.
7. Ground-level mechanical equipment shall be located away from and screened from view from public areas by walls that complement the building architecture or by landscaping. Exceptions may be made for fire-fighting equipment.



Rooftop mechanical equipment screening material blends with the architectural character of the building.

3.5.2.F Signage

Signage will identify the businesses and locations within the area and help build the local brand. In compliance with the DDC, a Comprehensive Sign Program is required for development to integrate all signs associated with a development.

A Comprehensive Sign Program provides a means for the flexible application of sign regulations for projects that require multiple signs to maintain consistent standards and sign appearance throughout the project.



Notwithstanding the provisions of Chapter 19.42 (Signs) of the DDC, the following shall apply:

1. Animated, moving, flashing, blinking, reflecting and revolving signs are prohibited.
2. Cabinet signs are prohibited.

3. Exposed conduit and tubing is prohibited. All transformers and other equipment shall be concealed.
4. A coordinated signage plan shall be included for all multi-tenant buildings.
5. Freestanding signs are discouraged, except at a single major site entry.
6. Iconic and distinctive signage that establishes the character and identity for the area and Duarte is encouraged. Roof signs are allowed to accomplish this goal.
7. All signs should be designed to complement the architectural style and setting of the structure or use it is adjacent to. Building wall and fascia signs should be compatible with the predominant visual elements of the building.
8. The size of signs and sign letters should be proportional to the space they are located in, with the letters typically between six and 16 inches high.
9. Projecting signs mounted perpendicular to the façade of the building should be located at least eight feet above the sidewalk. The outside edge should be no more than four feet from the face of the building.



Signage that facilitates a sense of identity for Duarte

3.5.3 Design by Building Type

3.5.3.A Multi-Family Residential and Mixed-Use

1. Multi-family buildings should be well articulated to break up the building mass. Variations in floor level, façades, roof styles, architectural details, and finishes that break up the appearance of large buildings should be employed.
2. Street-facing façades of residential buildings should include stoops, porches, recessed windows, bay windows, and balconies



Variation in color, façade break up the building mass

to provide visual interest.

3. Porches and balconies that face streets should be incorporated into the materials and design of the building. Front yard patios can be used or be a part of the entry path or a separate space.

4. Storefronts on the ground floor of mixed-use buildings shall be of sufficient depth to support the anticipated use and are encouraged to have a minimum depth of 40 feet.
5. Large display windows (large panes or divided lites) are strongly encouraged.
6. Clear glass should be used. Colored or reflective glass is not appropriate. Subtle window tinting may be appropriate if part of a comprehensive design theme.
7. All ground floor units within five feet of finished grade are encouraged to have their principal entrance from the street, pedestrian walkway, or open space. If individual entries are not provided, then individual private areas such as balconies or decks should be provided that front on to the street, pedestrian walkway, or open space.
8. Common entries should be a predominant feature of front façades and should have a scale that is in proportion to the size of the building and number of units being accessed. Larger buildings should have a prominent, centralized building entrance.
9. Residential entries should be clearly identifiable from the retail/service entry.
10. Building sides that face a public street, drive, or common space should be the first choice for entry location.



Common entry for the building is emphasized by change in color and scale.

11. The use of awnings is encouraged to provide shelter and shade along the sidewalk for mixed-use buildings. Awnings should be no wider than a single storefront or architectural bay (whichever is narrower).
12. Building corners that face an intersection should strive for a distinctive form with a high level of articulation. Corner treatments could include a change in height, a definition of a public plaza, or a change in architectural style, windows, or materials.



Individual entries for ground floor entries front the street



Front yard patios used as part of the entry to individual units



Distinctive architectural style at the building corner facing the intersection



Ornamental garage gate activates the public realm

13. Entries to underground parking areas which are integrated with the building are recommended to be gated with a material that is compatible with the architectural vocabulary of the building.

3.5.3.B Office/Office Mixed Use

1. Storefronts on the ground floor shall be of sufficient depth to support the anticipated use and are encouraged to have a minimum depth of 40 feet.
2. Large display windows (large panes or divided lights) are strongly encouraged.
 - a. Clear glass should be used. Style appropriate patterns, subtle tint, artwork, and decorative ornamentation may be used.
 - b. Colored or reflective glass is not appropriate.
3. Street- and plaza-facing façades should be lined with windows.
4. Blank walls should not occupy over 30% of the principal frontage, and a section of blank wall should not exceed 20 linear feet without being interrupted by a window or entry.
5. Elements such as awnings, arcades, porches, or porticos should be incorporated along the street-facing façades.

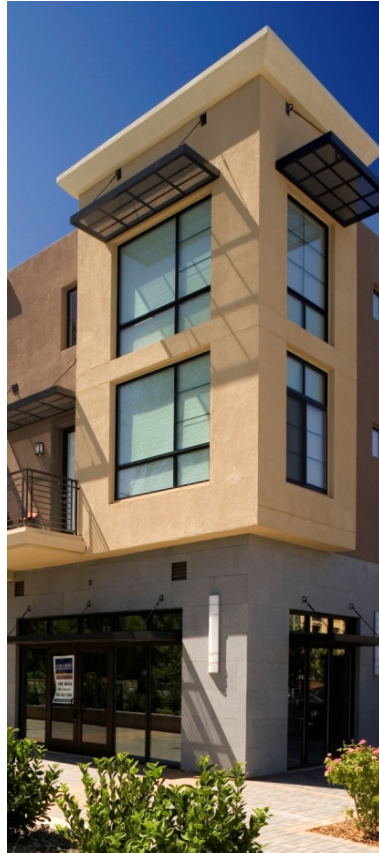


Appropriate use of transparency and shading devices along public streets

6. Office entries should be clearly identifiable from the retail/service entry.
7. Building corners that face an intersection should strive for a distinctive form with a high level of articulation. Corner treatments could include a change in height, a definition of a public plaza, or a change in architectural style, windows, or materials.
8. Entries to underground parking areas that are integrated with the building are recommended to be gated with a material that is compatible with the architectural vocabulary of the building.



Garage gate that complements the architectural character of the building



Tower element at the corner

3.5.3.C Hotel

1. Buildings should maintain a strong relationship to the street, with primary visitor's vehicular entrance oriented toward the street.
 - a. Service areas/access and parking areas shall be screened from public view with landscape or vertical structures.
 - b. The building form should be well articulated to break up the building mass. Use of horizontal and vertical modulations, change in material, roof styles, architectural details, and finishes that break up the appearance of large monolithic buildings should be employed.
 - c. Curb adjacent signage should match with the architectural character of the building.
2. All parking areas or parking structures that are a part of the hotel shall be required to comply with the Parking Areas and the Parking Structure guidelines.
3. Shared parking between uses, such as office and hotel, is strongly encouraged.
4. Outdoor recreation areas/pools are to be appropriately screened from adjacent uses.



3.5.3.D Stand-alone Retail

1. Buildings should maintain a strong relationship to the street or to a public plaza.
 - a. Storefronts on the ground floor shall be of sufficient depth to support the anticipated use and are encouraged to have a minimum depth of 40 feet.
 - b. Elements such as awnings, arcades, porches, or porticos should be incorporated along the street/plaza-facing façades.
 - c. Where the façade of a commercial building is divided into distinct bays (sections defined by vertical architectural elements such as masonry piers), awnings should be placed within the vertical elements rather than overlapping them.
2. The use of low walls, planters, or potted elements to create outdoor seating areas is encouraged.
3. Building corners that face an intersection should strive for a distinctive form with a high level of articulation. Corner treatments could include a change in height, a definition of a public plaza, or a change in architectural style, windows, or materials.



Retail spaces oriented toward a public plaza



Awnings placed within architectural bays

3.5.3.E Parking Structure

1. Parking structures shall be designed in keeping with the character of the primary buildings on or near the site. The parking structure should be architecturally similar with the surrounding buildings in use of materials and color. Ideally, parking structures should be wrapped with habitable uses.
2. If feasible, active ground-level commercial uses should be incorporated into parking structures along the sidewalk. If ground-level commercial uses are not incorporated, then other uses such as public art, landscaping, or murals shall be used to lessen the impact of the building at the street level.
3. Vehicle entries/driveways shall be located in a manner that minimizes pedestrian/vehicle conflicts. There shall be no more than two curb cuts serving the parking structure within a block.



Parking garage façade treatment provides variation and blends with mixed-use building

4. Variations in the horizontal and vertical planes of the façade should be provided to create visual interest and to reduce the mass of the parking structure.
 5. Decorative screen and trellis or green screens are encouraged to provide variation and interest on the façade.
 6. Parking structure façades shall be treated with high-quality design and materials treatment. Blank, expansive, and monotonous façades are highly discouraged.
1. Ramps shall be internal to the parking structure and screened to eliminate exterior visibility of ramp angles.



Parking garage façade treatment utilizing a "green screen" to provide visual interest

3.5.4 Design by Façade Type

3.5.4.A Shopfront

1. Shopfronts should be designed to allow for an open feel and pronounced entries that open to the immediate streetscape.
2. Outdoor areas adjacent to shopfront façade types should be designed to activate and allow for extensions of the use into the streetscape activity zone and pedestrian zone through the form of pop-up shops, outdoor seating, and other similar uses.
3. The first floor of mixed-use development shall incorporate attractive awnings, materials, and detailing that complement the design, color, and materials of residential portions of the site and façade.

3.5.4.B “Flex”

1. Entry areas shall be well landscaped and include seating and other amenities to develop a welcoming entryway to the building entrance, regardless of use.
2. When installing seating, consider constructing seating that is not hardscaped but rather installed furniture which can be removed if “flex” use in configured to and/or from a commercial use to a residential entryway.
3. Balconies, windows, decks, and other similar openings should be utilized along building faces to both add visual interest as well as open upper stories toward the immediate streetscape.



Balconies, windows, and upper-story decks in residential portions of a ‘flex frontage’ add visual interest and provide “eyes on the street”

3.5.4.C Forecourt

Forecourt façade types should maintain an open courtyard aesthetic and offer landscaping, public art, seating, community gardens, or other public or quasi-public amenities.

3.5.4.D Frontyard/Porch

1. Frontyard/porch façade types shall include distinct entryways and porch areas that are open and visible to the immediate streetscape to create an eyes-on-the-street feeling.
2. Frontyard/porch façade types should incorporate ample glazing, fenestration, and other building openings through the use of bay windows, balconies, and other similar features along public-facing stretches of building face.

3.5.5 Adaptive Reuse Design

Adaptive reuse is the conversion of an existing building to a new repurposed use with updated architectural and landscape design features. Uses such as creative office, light manufacturing (also known as “maker spaces”), research and development, breweries, and other similar uses work well in adaptive reuse projects that convert former industrial and warehouse uses.

Many of the existing buildings within the Specific Plan Area are single-story tilt-ups, designed and constructed for manufacturing and warehousing uses. These structures have little presence relative to adjacent streetscapes and feature long, blank façades, simple landscaping and entries, and large drives that access loading docks along interior building façades. The building form and designs of these existing structures are undesirable when applied to new uses and would require design treatment if considered for an adaptive reuse project. The following guidelines apply to any adaptive reuse from an existing Legacy Use to any new use allowed by the Specific Plan.

3.5.5.A Building Siting and Orientation

1. Develop and maintain a hierarchy in frontage treatment through the use of high-quality materials and inviting designs incorporated along exposed building frontages.
2. Augment existing large setbacks with designs that provide landscaping and/or hardscaping designs and other features that foster a public space or plaza. Develop outdoor gathering spaces at entries, along sidewalks, and at patios.
3. Keep interior and rail-facing frontages well maintained; these areas may be used for exhibitions, outdoor meeting/gathering areas, and other similar creative uses as appropriate.

3.5.5.B Uses and Interiors

1. Divide floor space into smaller parts to create more usable floor plans for a range of use types and to host a variety of businesses.
2. When an existing building has ample ceiling height, design and construct a second story or raised walkways.



*Interior of converted warehouse space retrofitted with elevated walkways
Image Credit: Hillhouse Construction Company*

3.5.5.C Building Form and Design Elements

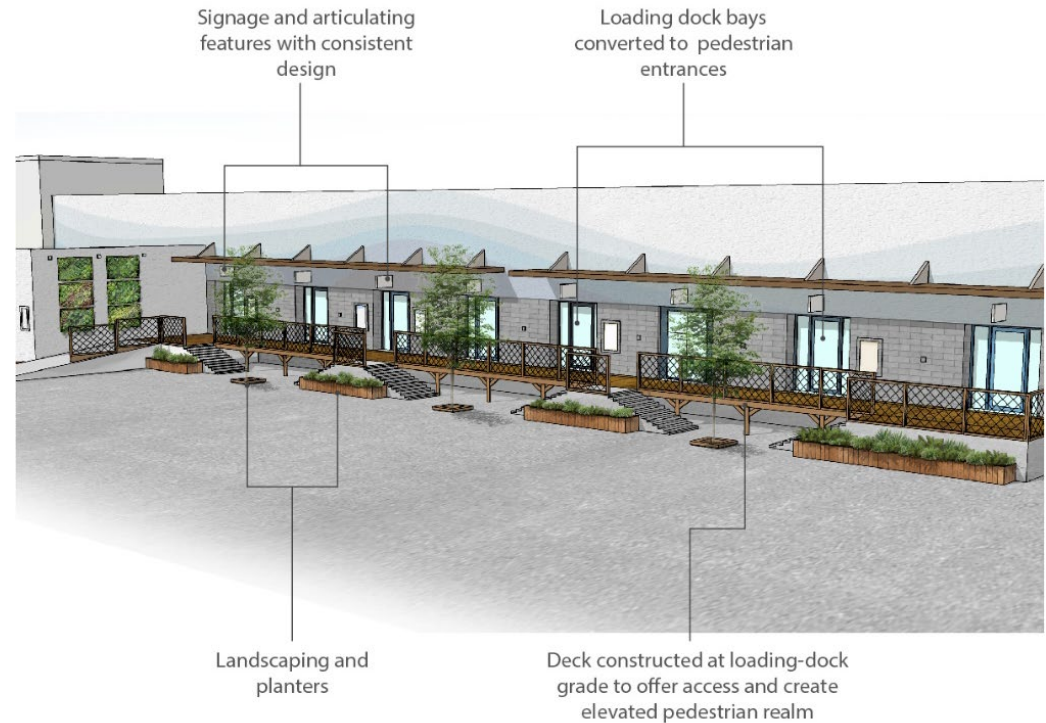
1. Enhance original building form using elements that accentuate or create visual interest by creating articulations.
2. Construct awnings, coverages, and other shade-providing features to create a comfortable, uniform sense of space along building faces. This practice is especially important along long, uninterrupted expanses of building façade.

3. Design loading dock areas to connect with the ground elevation. Possible implementation of this guideline could be, but is not limited to, the following:

- Create a raised walkway accessed by stairs and ramps that access loading dock bays which have been converted to entrances.
- Construct elevated decks that extend from the loading dock grade that can be used as space that extends the use and related activities outside the building.
- Develop a “terraced” design that transitions from loading dock grade to ground level incrementally. Terraced levels can be enhanced with landscaping and converted into public space/raised walkway.

4. Facilitate the planning and installation of art features in the form of sculptures, murals, and other visual art exhibits on wall faces and in public spaces visible along frontages.

5. Accentuate and delineate outdoor gathering spaces with landscaping, hardscaping, art installations, fencing and/or low walls, and other similar features. Fences and walls should be designed to appear as an extension of the architecture of the principal structure.



Conceptual conversion of loading dock bays to pedestrian entrances for adaptive reuse to creative office spaces



Façade decorated with public art and greenwall features, attractive fenestration, and activated streetscape. Image Credit: Desert Viking Development

6. Incorporate landscaping along long unarticulated building walls, near entries, and within outdoor gathering areas.
7. Consider and plan for signage opportunities on building facades for adaptive uses.

3.5.5.D Entries and Glazing

1. Clearly indicate building entrances using well-placed, attractive signs. Additionally, ensure that signage design, orientation, and placement are consistent along long rows of shopfronts to develop repetition.
2. Incorporate clear glazing along primary frontages. Reflective or tinted windows are highly discouraged.
3. Accentuate entrances with material, plane, and color changes and well-designed lighting patterns. Accentuating elements may expand beyond existing rooflines and planes.
4. Repurpose doorways and loading dock entrances that are not converted to entryways with transparent glazing.



Row of shops in repurposed industrial building. Building façade enhanced with awnings and evenly spaced signage and articulations that establish a shopfront pattern.

3.5.5.E Design Materials and Colors

1. Refresh building appearance using modern applications of classic building materials that are compatible with development on adjacent sites. Wood, stone, brick, and limited use of metal are encouraged to be incorporated in designs.
2. Use warm lighting with consistent spacing to create repetitive pattern lighting effects along long building faces.
3. Consider using color/material changes to signal different uses and storefronts/shopfronts.
4. Art installations should be unique and do not need to strictly conform to contextual color and material patterns on the site.



Example of a tilt-up structure remodeled to incorporate a more prominent entry with an attractive use of materials, design, and public art.

Image Credit: Hillhouse Construction Company

3.5.6 LANDSCAPE, HARDSCAPE, FURNISHINGS, AND LIGHTING DESIGN

3.5.6.A Landscape Design Principles

Landscape design gives character and definition to the hierarchy of open spaces within this mixed-use area using the following principles:

- Provide an open space program that includes passive space, streetscapes, and social space. Consideration should be given to the orientation of such areas with regard to sunlight and shade.
- Use plant species and trees at an appropriate scale to define, identify, separate, and enclose space.
- Encourage visual links throughout the plan area.
- Create a balance between community landscapes while considering the needs for commercial visibility.
- Use materials to define pedestrian dominated areas.

3.5.6.B Landscape Design

A Landscape Concept Plan for individual developments within the Duarte Station Specific Plan shall be submitted to the City for site plan/design review to provide for a unified concept. General guidelines are as follows:

1. All areas not covered by buildings, walkways, driveways, parking spaces, and service areas should be landscaped with climate-appropriate plantings. Plant materials should favor native and native-compatible plants.



Landscape design by the Dahlin Group

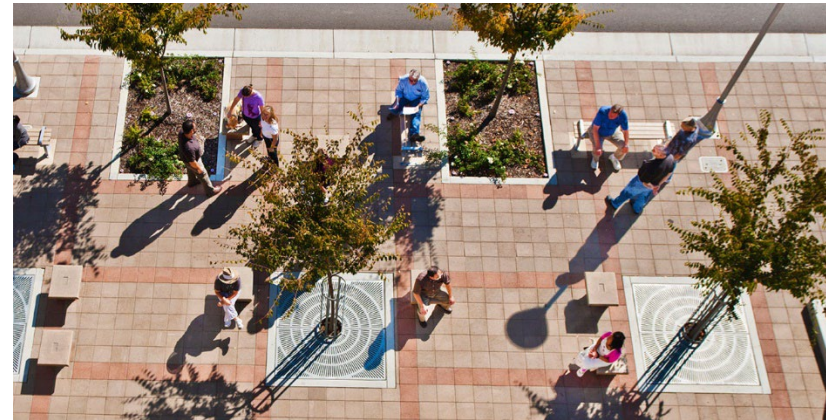
2. Landscaping should enhance the quality of the project by defining edges, framing and softening the appearance of buildings, defining site functions, screening parking and storage areas, and buffering uses and neighboring properties.
3. Landscaping at the base of buildings is encouraged to soften the transition between building and streets.
4. Landscaped areas should generally incorporate plantings utilizing a three-tiered system: a) trees, b) shrubs or vines, c) groundcover. Landscaping should be in scale with the adjacent buildings and be of appropriate size at maturity.
5. Placement of landscaping should not interfere with the lighting of the project area or restrict access to utilities.

6. Planters and pots placed in building recesses, adjacent to walls, plazas, and courtyards are encouraged. Planters and pots should complement building architecture. Bio-retention areas can be used to detain run-off in planters.
7. Street trees of a species identified by the City are required and should be spaced appropriately (in parkway strips or in tree-wells within wider sidewalks or plazas) to emphasize and reinforce the spatial definition between the building, pedestrian environment and the street.
8. Design tree wells to be consistent the City's public realm tree well design, with tree wells occupying a minimum space of three feet by five feet to allow for healthy street trees.

3.5.6.C Hardscape Design

Accessible and well-designed sidewalks, pedestrian pathways, and crosswalks are essential for the Duarte Station setting.

1. Paving should generally be simple and consistent throughout the Specific Plan area to allow for seamless connectivity between destinations.
2. Special hardscape treatments shall be installed in the Highland Promenade and rail-adjacent paseos to help define the spaces and provide visual interest. Special hardscape treatments shall be clean and simple, and contribute to the identity of the Specific Plan area.
3. Textured paving materials may be used in other pedestrian areas such as pedestrian courtyards or plazas. Bollards should be used at pedestrian crossings to emphasize the pedestrian nature of the street, enhancing safety.
4. Paving materials may include permeable hardscape materials to allow for water infiltration and treatment.



Top: Example of hardscape design on West Capital Avenue in West Sacramento, CA

Bottom: Example of hardscape design on Bell Street in Seattle, WA

3.5.6.D Site Furnishings and Lighting Design

Street furniture and site furnishings invite people to linger outside and encourage social activity by making the public realm and onsite open spaces more comfortable and convenient. Pedestrian-scaled street lighting enhances safety, encourages evening use of outdoor spaces, and contributes to aesthetics.

Outdoor lighting in the Specific Plan area consists of two types: public lighting located in sidewalks and pedestrian areas and site lighting located on properties and buildings. Public lighting shall adhere to the standards and plans of the City of Duarte.

Site furnishings and site lighting design shall be coordinated and submitted to the City with landscape plans to ensure a cohesive design style.

1. Site furnishings including fixed and moveable seating, trash receptacles, bike racks, and pedestrian-scaled lighting shall be of durable and sustainable materials.
2. The type and location of exterior building lighting shall illuminate pedestrian pathways and preclude direct glare on to adjacent properties.
3. Pedestrian scale lighting should be present at entries, plazas, courtyards, parking lots, and other areas where nighttime pedestrian activity is expected.
4. Lighting fixtures should advance the Duarte Station Specific Plan area design theme and provide cohesiveness throughout the Specific Plan area. Lighting design of fixtures and their structural support should be architecturally compatible with the architecture of the project.



*Top: Site furnishings provide intrigue and function in Harvard's Science Center Plaza in Cambridge, MA
Bottom: Duarte City Standard for Public Lighting in the Duarte Station area: Alcott Pedestrian Light*

This page intentionally left blank.

SECTION 4.0

INFRASTRUCTURE AND SERVICES

This section provides a review of the infrastructure and services that support the project. It identifies required circulation, parking, and any necessary infrastructure improvements associated with the proposed build-out of the Specific Plan. Service and utility providers are identified below.

4.1. CIRCULATION PLAN

4.1.1 Regional Access

Regional access to the Specific Plan area is provided by the Foothill Freeway (I-210) and San Gabriel River Freeway (I-605). The Foothill Freeway is located immediately to the north of the project area; the nearest freeway access is via the Buena Vista on-ramps west of the site. Interstate 605 is located approximately one and one-half miles to the east.

The Los Angeles County Metropolitan Transportation Authority (Metro)-owned railroad right-of-way runs immediately south of the site, with the Metro Gold Line Duarte Station transit stop located on Duarte Road. The Gold Line provides regional access from Duarte to cities to the east and west.

4.1.2 Transit

In addition to the Metro Gold Line Duarte Station light rail service, Duarte is served by Foothill Transit for fixed route bus transit services. In 2019, the City partnered with Foothill Transit to introduce a fleet of new, 35-foot electric buses that will operate on transit routes previously supported by Duarte Transit. Buses operate along two main routes known as the “Blue” and “Green” lines, on weekdays and a single

route (Green line) on Saturdays. These routes connect with every other transit route passing through Duarte, including those operated by Foothill Transit and Metro. These intercommunity public transit services link Duarte with surrounding cities and the region as a whole.

The Blue and Green lines extend south along Highland Avenue (with a stop on Highland within the specific plan area) then to Duarte Road, passing the Metro Gold Line Duarte station.



Two local Foothill Transit bus routes serve the Specific Plan area.

4.1.3 Perimeter Roads

The Specific Plan area is bordered by a private drive to the west, Evergreen Street to the north, Duarte Road to the south, Highland Avenue to the east. The I-210 Freeway is located just north of Evergreen Street, in close proximity to the Specific Plan area. Business Center Drive traverses the Specific Plan area in an east/west direction.

- **Evergreen Street.** Evergreen Street is a two-way, east/west collector street with one travel lane in each direction. General Plan right-of-way for collectors is 60 feet with a 40-foot pavement section.
- **Highland Avenue.** Highland Avenue is a two-way minor arterial with four travel lanes. General Plan right-of-way for minor arterials is 100 feet with a 60-foot pavement section. Traffic signals are located at the intersections of Highland Avenue/Business Center Drive and Highland Avenue/Central. The sidewalk within the underpass will be widened to 14 feet to facilitate pedestrian movement to and from the Metro Gold Line Duarte Station. South of I-210, a pedestrian promenade running the length of Highland will provide additional amenities for pedestrians.
- **Business Center Drive.** Business Center Drive is a two-way local street with one travel lane in each direction and space for on-street parking on both sides of the street. A traffic signal is located at the intersection of Highland Avenue with Business Center Drive. Turn movements from the project onto Business Center Drive will be limited to right-out only to limit project-related traffic through the residential neighborhoods to the west. The City may consider a name change to Business Center Drive, to better reflect the changing uses as the Specific Plan area redevelops.
- **Denning Avenue.** Denning Avenue is a two-way local street with one travel lane in each direction and space for on-street parking on both sides of the street. Driveways accessing Denning are discouraged.
- **Duarte Road.** Duarte road is a four-lane minor arterial with two travel lanes in each direction; the travel lanes are separated by a planted center median. The intersection of Duarte Road at the City of Hope driveway is signalized.

4.1.4 Internal Circulation

The proposed Circulation Plan (see Figure 4-1) identifies a network of internal pathways for the Specific Plan area to support pedestrian and bike-centric development plans. Protected pedestrian and bike access could be incorporated or highlighted via pathways that meander south from Evergreen Street and across Business Center Drive, threading through the development to eventually connect visitors and passersby to the Metro's Duarte/City of Hope station. Internal pathways may consist of any of the following configurations, consistent with the applicable Frontage Class as identified in Figure 3-2 (see Section 3):

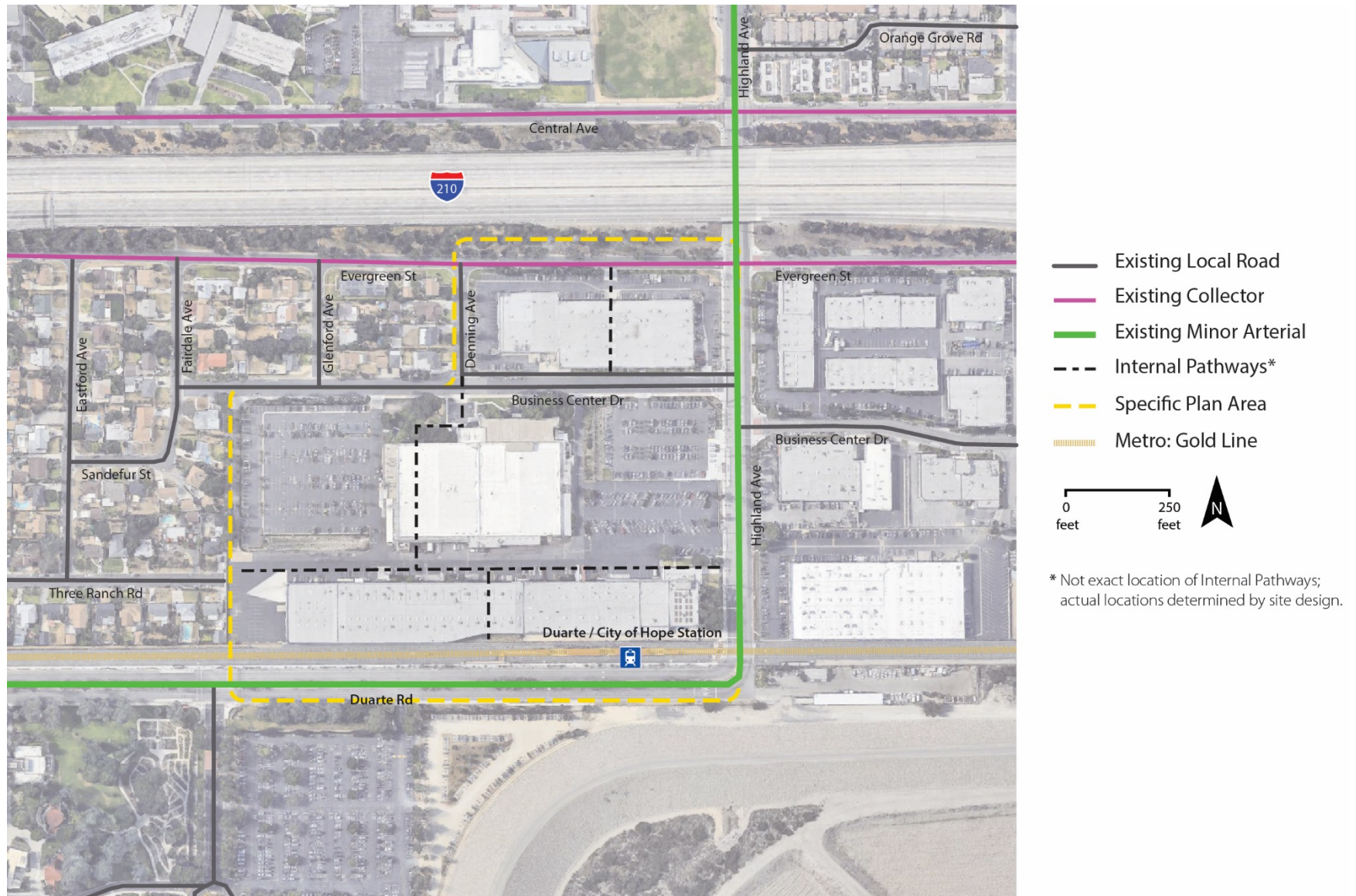
- | | |
|-----------------|---------------------------|
| • Driveway | • Promenade or Paseo |
| • Service drive | • Parkway |
| • Sidewalk | • Shared street (woonerf) |
| • Walkway | • Public street |

Pedestrian and streetscape activity zone areas are further defined in Section 3. Public streets shall comply with City Standards. Private streets shall require review and approval by the City Engineer.



Shared street example in Amsterdam, Netherlands

Figure 4-1: Circulation Plan



4.2. INFRASTRUCTURE PLAN

4.2.1 Domestic Water Service

The City of Duarte lies within the San Gabriel Groundwater Basin. Water service is provided to the City by California American Water (Cal-Am). Cal-Am operates three division offices. Duarte is located under the Southern Division which incorporates the Los Angeles County District. This district consists of Baldwin Hills, Duarte, and San Marino service areas.

Twelve-inch water mains exist in Evergreen Street and Highland Avenue. A 12-inch water main runs below Business Center Drive west of Highland Avenue. Smaller diameter lines (four-inch) are contained within occur Denning Avenue and Glenford Avenue. Proposed new buildings will be served by existing water lines through a series of laterals, estimated to range in diameter between six and 12 inches.

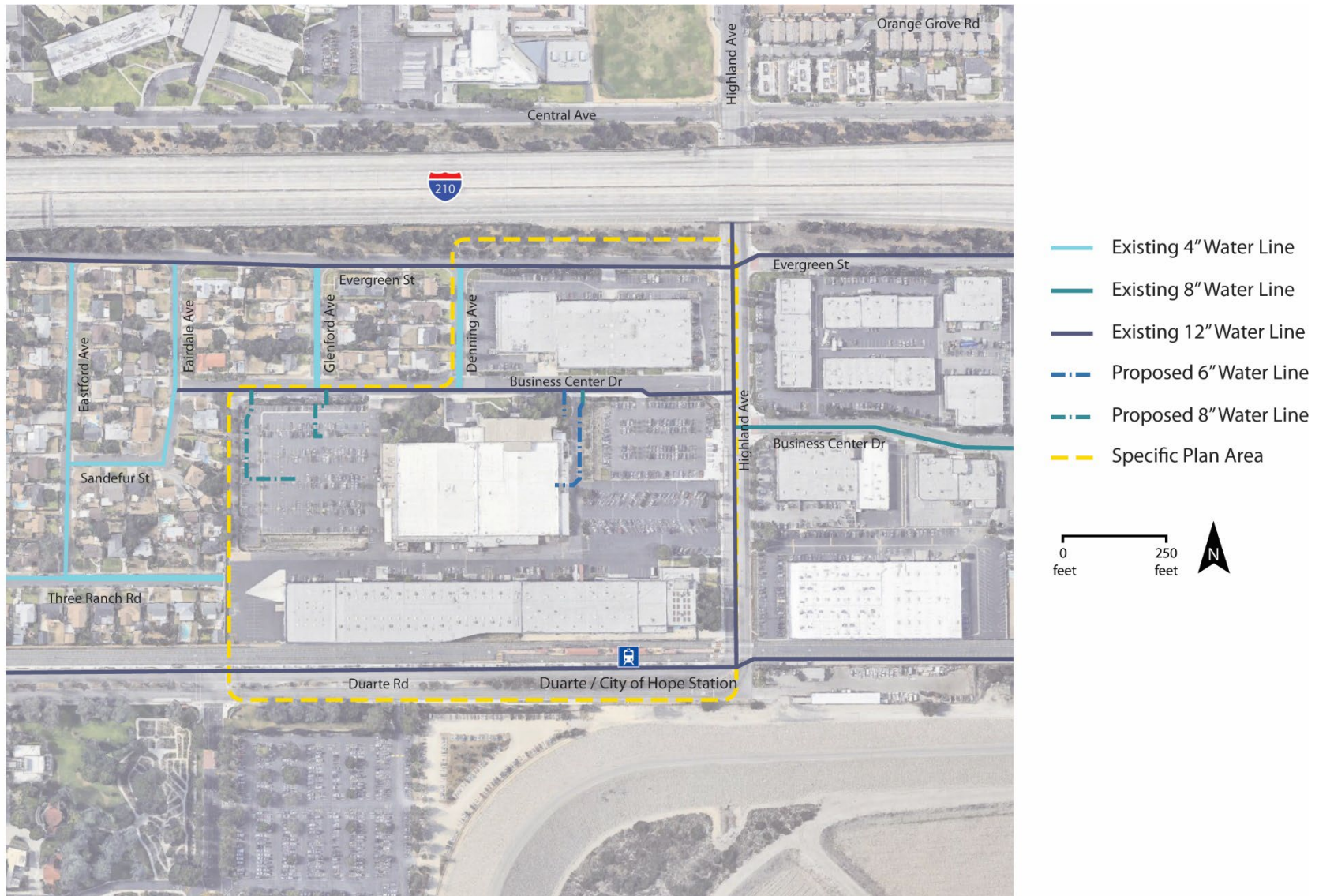
The project area lies within the so-called Scott Pressure Zone, which has a hydraulic gradient line (HGL) of 691 feet. This level is typically the pad elevation of the water reservoir that supplies water storage for the pressure zone. The HGL at the project area was noted as approximately 684 feet due to the pressure losses within the piping distribution system from the reservoir or booster pump station to the site area. The elevations of the site range from 496 to 479 feet. Therefore, pressure ranges between 88 to 81 pounds per square inch (psi).

It is anticipated that private meters and backflow devices would be required for domestic water service and/or separate fire lines. A more refined hydraulic analysis will be coordinated with Cal-Am for future design as individual projects move forward. This would accommodate higher fire flows that may be required for the taller proposed buildings. Upsizing the pipe along Denning Avenue may be required depending on the usage and fire flow need of the tenant in the northernmost parcel within the Specific Plan area (with frontage on Evergreen Street).

Fire hydrants are present around the project boundary. Additional hydrants may be conditioned based upon the site layout at the time of site plan review.

Fire flow requirements are based upon building size and building construction type. The latest fire regulations require all buildings to be equipped with a fire sprinkler system, including residential homes sites. Fire flow requirements previously provided for the existing structures may need to be increased due to new regulations. Site plans will be submitted to the fire authority in order to obtain a fire flow requirement based upon the tenant type, building size, and building type. The fire authority will also determine the flow and time period requirements based upon building and tenant type.

Figure 4-2: Water Infrastructure Plan



4.2.2 Sanitary Sewer Service

Sanitary sewer services within the City are provided by the Los Angeles County Department of Public Works. Local sewer lines within Duarte are owned by the City. The Los Angeles County Department of Public Works (LACDPW) operates and maintains Duarte's local wastewater conveyance infrastructure, which connects to the County Sanitation Districts of Los Angeles County (CSDLAC) regional trunk sewer lines. Wastewater is conveyed through the CSDLAC's trunk sewer pipelines to the San Jose Creek Water Reclamation Plant (SJCWRP) located at 1965 Workman Mill Road in unincorporated Los Angeles County (adjacent to the City of Industry), and the Whittier Narrows Water Reclamation Plant (WNWRP) located at 301 North Rosemead Boulevard in the City of South El Monte. New developments are reviewed by the City of Duarte and the LACDPW, at which time an "area study" is conducted to determine the available capacity of local sewer lines that would serve the specific project.

The Specific Plan area gradually slopes from northeast to southwest, with elevations of the site ranging from 496 to 479 feet. The following sewer pipelines exist adjacent to the Specific Plan area:

- An eight-inch vitrified clay pipe (VCP) sewer line runs underneath Evergreen Street. A minimum slope of 0.4% is noted as the sewer slopes in the direction from east to west from Highland Avenue to Glenford Avenue.
- The eight-inch sewer line in Evergreen Avenue receives flows from the north via an eight-inch line. The sewer line in Evergreen Avenue continues south along Glenford Avenue.

- An eight-inch VCP sewer line within Business Center Drive slopes from east to west. It picks up lines from the north along Denning Avenue, Glenford Avenue, and Fairdale Avenue. It has a minimum slope of 0.64%.
- A County-owned 12-inch sewer line exists in Highland Avenue, the easterly boundary street of the site. The sewer line in Highland Avenue appears to receive flows from the easterly development along Business Center Drive and from the north, across I-210. The sewer grade of the 12-inch line is 0.6%. The 12-inch sewer line in Highland Avenue continues south to the trunk sewer in Duarte Road, where it flows westerly at a grade of 1.208%. The sewer line in Duarte Road is on the south side of the Gold Line tracks.

Sewage from the project area could be transferred to any number of sewer pipelines that surround the project. A preliminary sewer plan is outlined in Figure 4-3, *Sanitary Sewer Plan*; refined sewer layouts would be submitted as part of site plan submittals for individual development projects.

All new developments within the Specific Plan area would be reviewed on a project-by-project basis by the City of Duarte to determine if local sewer lines have sufficient capacity to accommodate effluent from new development. The City may charge new developments a fee to upgrade or extend local sewer lines, which would be necessary to accommodate new developments. In addition, the LACDPW reviews new developments and assesses fees based on the maintenance of local sewer lines, which would be necessary to accommodate the specific project.

4.2.3 Drainage Plan

As of 2019, the only storm drain immediately adjacent to the site was a 24-inch storm drain in Highland Avenue. Development in the local vicinity drains via surface flow to the existing 30- to 42-inch storm drain which traverses the site. Los Angeles County Flood Control District has an easement for the existing storm drain. In its current (2019) state, site drainage consists of surface runoff flowing in a southwesterly direction to an above-ground swale in the parking area of the southern building. Runoff into the grated swale outlets into an existing 30-inch storm drain pipe that traverses the property from the east (Highland Avenue) towards 3 Ranch Road, the residential local road on the west side of the site. The project is located in Zone X as shown on Flood Insurance Rate Map (FIRM), meaning that the site is not within a designated flood plain.

The proposed drainage plan (see Figure 4-4, *Drainage Plan*) shows the anticipated drainage system. Runoff shall be mitigated so that it supports implementation of implementation of the City's Enhanced Watershed Management Program (EWMP) and meets low-impact development (LID) standards. Excess stormwater flows will be conveyed in existing and proposed streets and driveways towards the existing 30-inch storm drain.

Hydrology analysis for the project indicates that stormwater quantities in the build-out condition will be similar to existing quantities; therefore, no significant new drainage facilities must be constructed.

4.2.3.A Water Quality

The project is required to comply with the urban runoff pollution control provisions of Chapter 6.15 of the City's Municipal Code, which regulates the treatment of stormwater runoff from development projects. Pollutant sources associated with the proposed development may affect the quality stormwater discharge from the site. Typical pollutants include greases and oils from cars and pesticides used in landscaping. New development within the Specific Plan area will utilize a variety of LID site drainage designs to manage stormwater, including but not limited to retention/infiltration basins, trenches, and above ground and/or below ground bio-treatment systems. The following menu of Best Management Practices for stormwater control will be used for each development phase in the development of a Final Water Quality Management Plan or equivalent:

- Bioretention
- Rainfall harvest and use (e.g. cisterns, rain barrels, planter areas, permeable surfaces, drywells, French drains, etc.)
- Vegetated filter strips
- Green roofs
- Infiltration trenches
- Media filtration
- Porous pavement (required)
- Permeable surfaces (e.g. porous concrete/asphalt, block pavers, open cell concrete, reinforced turf, etc.)
- Other BMPs that may be approved by the City of Duarte or the county-wide program in the future to address the 2012 NPDES Permit requirements

Figure 4-4: Stormwater Infrastructure Plan



4.2.4 Grading

The site is generally flat, sloping northeast to southwest with elevations ranging from 496 to 479 feet. On-site parking lots are designed for positive drainage, sloping to parking lot area drains. No natural slopes or landforms are present.

Due to the flat nature of the site, grading for the new development will be minor, consisting of demolition of existing buildings and asphalt parking areas, precise grading of the site of planned structures (which will be detailed at the site plan level of plan review once final architecture and site work has been designed), and placement of foundations for proposed new structures. Because of the flat nature of the site, no significant import or export of soil is expected as part of site development. Prior to issuance of a building permit for any of the proposed structures, a site plan approval will be required, including a precise grading plan based on final architectural design.

4.2.5 Public Services

4.2.5.A Schools

The Specific Plan area is within the Duarte Unified School District. Duarte High School and California School of the Arts–San Gabriel Valley Charter School are located in close proximity to the Specific Plan area. School fees will be paid at the time of building permits.

4.2.5.B Fire

Fire protection services are provided to the City by the County of Los Angeles Fire Department (LACFD). LACFD is divided into 22 battalions, each serving a territory or multiple cities in Los Angeles County. Battalion 16 provides service to Duarte, Covina, Baldwin Park, and Azusa. The battalion operates out of eight fire stations located within this service area. Fire Station #44 is located at 1105 S. Highland Avenue, in Duarte, less than 0.5 miles from the Specific Plan area.

4.2.5.C Police

Police protection services are provided to the City by the County of Los Angeles Sheriff's Department. The Department has a satellite station located at 1042 Huntington Drive, located approximately ¾ miles from the Specific Plan area.

4.2.5.D Library

The Duarte Library is operated by the County of Los Angeles Public Library System. The Duarte Library is located at 1301 Buena Vista Street, about ½ miles from the Specific Plan area.

4.2.5.E Solid Waste

Residential and commercial solid waste disposal is provided through a contract with a private waste hauler. The City is divided into several zones that designate when solid waste is collected during various weekdays. The contract hauler provides all residential and commercial customers with containers for solid waste collection.

4.2.5.F Cable, Internet, Telephone

Communications infrastructure and service are provided by private telecommunications companies. Tenants and owners will be able to select from available providers.

4.2.5.G Natural Gas and Electricity

Natural gas is provided to the City of Duarte by the Southern California Gas Company. Electric power service is provided by Southern California Edison. Both purveyors would provide natural gas and electricity to the site from existing facilities. Property owners and operators also may elect to install on-site electric power generation for their own use (e.g., solar panels).

SECTION 5.0 ADMINISTRATION AND IMPLEMENTATION

5.1 ADMINISTRATION

5.1.1 Purpose and Overview

The California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 et seq.) grants authority to cities to adopt Specific Plans for purposes of implementing the goals and policies of the City's General Plan. The City of Duarte Municipal Code Chapters 19.22 and 19.150 establishes the purpose of and adoption procedures for Specific Plans. As with General Plans, the Planning Commission must hold a public hearing to consider and provide a recommendation on a Specific Plan to the City Council.

This chapter outlines the steps necessary to implement the Duarte Station Specific Plan and the applicable conditions and regulations in coordination with City departments and other responsible public agencies. Approval of this Specific Plan, certification of CEQA documentation, and adoption of conditions of approval and a Mitigation Monitoring and Reporting Program will ensure that timely mitigation of project impacts and implementation of project conditions of approval occur at appropriate milestones.

5.1.2 Applicability

All development within the Duarte Station Specific Plan area shall comply with the requirements and standards set forth in this Specific Plan and the accompanying CEQA documentation, conditions of approval, and Mitigation Monitoring and Reporting Program. Where conflicts exist between the standards in this Specific Plan and

standards in the Municipal Code, the regulations and standards in this Specific Plan shall take precedence. Any area of site development, administration, review procedures, environmental review, landscaping requirements, sustainability, and regulations not expressly addressed by this Specific Plan document shall be subject to the provisions of the City of Duarte Development Code, using the context and objectives of the Specific Plan as a guide. The regulations, development standards, and guidelines in the Specific Plan shall apply in their entirety in the review of development proposals, site plans, and building permits.

5.1.3 Adoption

The Duarte Station Specific Plan and any amendments thereto will be approved in a manner consistent with California Government Section 65451, as well as Article 7 and Chapters 19.22 and 19.150 of the City's Development Code. The Duarte Station Specific Plan will be adopted by ordinance and will serve as zoning for the Specific Plan project area.

5.1.4 Enforcement

The Duarte Station Specific Plan implements General Plan policy applicable to the Specific Plan area. The City shall enforce the provisions of the Specific Plan in the same manner that the City enforces the provisions of the General Plan, Municipal Code, and Development Code.

5.1.5 Interpretation

Any ambiguity concerning the content or application of the Duarte Station Specific Plan shall be resolved in accordance with the provisions of the Duarte Development Code, Chapter 19.04 (Interpretation). Such interpretations shall take into account the stated goals and intent of the Specific Plan.

5.1.6 Appeals

An appeal of any determination, decision, or requirement of City staff, Community Development Director or designee, or the Planning Commission shall be made in conformance with the procedures established by the Development Code.

5.1.7 Specific Plan Modifications and Amendments

Final development plans for projects within the Specific Plan area may be adjusted or modified based on final design and engineering and the precise development plans of the project developer. Documentation of the proposed project, as modified, to support an implementing map, site plan, or use permit must be submitted for the review and approval of the Community Development Department Director or designee. The Community Development Director or designee shall have the authority to identify and approve, on behalf of the City, minor adjustments or modifications, as defined herein, which substantially conform to the approved Specific Plan.

5.1.7.A Substantial Conformance and Minor Modifications

Minor modifications to the Duarte Station Specific Plan shall not require a Specific Plan Amendment and shall be subject to a substantial conformance determination, an administrative mechanism by which minor modifications to the Specific Plan that are consistent with the intent of the Plan shall be permitted without a formal amendment process. The Community Development Director shall make determinations of substantial conformance.

Minor modifications that meet the Substantial Conformance determination may be warranted to accommodate changes resulting from final design and engineering that cause adjustments to:

- Location of utilities or other infrastructure

- Development of innovative product design
- Modifications to open space standards to facilitate innovative open space strategies with substantial amenities
- Density transfers from one development site to another
- Modifications to the size of the conceptual Highland Avenue Promenade public plaza space
- Other similar modifications deemed to be minor and that implement the provisions of the plan.

Minor modifications or technical adjustments may include, but are not limited to the following:

- Modifications necessary to comply with final Conditions of Approval or mitigation measures
- Addition of information to the Specific Plan (including maps or text) for purposes of clarification that does not change the intent of any plan or regulation, as well as correction of any clerical or grammatical errors
- Adjustments to the alignment, location, and sizing of utilities and facilities or a change in utility and/or public service provider may be approved by the City's Engineering or Public Works Department, so long as the adjustments or changes are found to be in compliance with applicable plans and standards of the agency responsible for such utilities and facilities
- An adjustment of any Specific Plan development standard, not to exceed 20% of that development standard

- Variation in the number and type of dwelling units or square footage of non-residential uses within the Specific Plan that may occur at the time of design, depending on the residential or commercial product identified for development with a particular land use designation
- Minor adjustments to any of the development standards or regulations, such as modification of wall heights for noise attenuation purposes, modification of allowable encroachments into setbacks, etc. that are specifically allowed under the Development Regulations of this Specific Plan
- Minor changes to the architectural design guidelines, which guidelines are intended to be conceptual in nature and flexible in implementation
- Modification of any design element in this Specific Plan that improves circulation, reduces grading, improves drainage, improves infrastructure, or provides similar utility and reduces operations and maintenance costs

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

The documentation of substantial conformance may include text and/or maps that describe the nature of all proposed modifications or adjustments to the Specific Plan. This application of substantial conformance with the adopted Specific Plan shall undergo any necessary technical review by City agencies and the Community Development Director or designee deems necessary to provide for updated conditions of project approval.

5.1.7.B Amendments to the Specific Plan

If a project applicant seeks a modification or adjustment to the Specific Plan that is deemed by the Community Development Director to be a substantial modification, the Community Development Director shall have the discretion to refer any such requests to the City's Planning Commission for review and consideration. Substantial amendments to the Specific Plan require a public hearing before the Planning Commission, which will make a recommendation to the City Council for action. The City Council may approve, deny, or conditionally approve amendments to the Specific Plan.

An amendment to the Specific Plan is required if the following occur:

- Changes to the overall Specific Plan boundaries, including an expansion of the Specific Plan area (changes to frontage class designations within the Specific Plan boundaries are deemed minor as noted above and would not require an amendment)
- A change in any other provision, purpose, or standard of the Specific Plan which, as determined by the Community Development Director, would significantly alter the basic intent, spirit, identity, or concepts of the Specific Plan
- An increase in the overall development density and height thresholds within the Specific Plan, except as otherwise allowed for affordable housing

An applicant may request amendments to the Duarte Station Specific Plan at any time pursuant to Section 65453(a) of the Government Code.

An amendment to the Specific Plan requires public hearings, a recommendation by the City's Planning Commission, and approval by the City Council. Specific Plan amendments are governed by California Government Code, Section 65456, and require an application and fee to be submitted to the City's Community Development Department.

The application shall state in detail the reasons for the proposed amendment.

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

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

5.2 IMPLEMENTATION

5.2.1 Mitigation Monitoring and Reporting Program

The Final EIR and Supplemental EIR prepared for this Specific Plan include a Mitigation Monitoring and Reporting Program that identifies implementing actions for development. The Mitigation Monitoring and Reporting Program is on file with the City and shall be adhered to as part of project implementation.

5.2.2 Implementation Mechanisms

As envisioned in this Specific Plan, any mix of uses are permitted within the Specific Plan area with no subsequent discretionary review other than Site Plan/Design Review and/or Conditional Use Permit approvals or additional environmental review under CEQA, provided that the mix of uses meets the requirements of the Implementation Mechanisms established by this Section.

The Implementation Mechanisms control the ultimate buildout of the Specific Plan through development regulations, including allowable uses, building heights, density restrictions, and open space standards. These are summarized in Table 5-1.

Proposed projects will be analyzed in terms of consistency with the allowable uses and required development standards, as outlined in Section 3 of this document. Adjustments to the amount, intensity, or mix of uses may occur if consistent with the Specific Plan, subject to approval by the Community Development Director.

5.2.2.A Compliance with Development Regulations

Proof of compliance with the following regulations (summarized from Section 3) must be submitted as part of any submittal for a project within the Specific Plan area.

- *Permitted Uses.* The ultimate mixture of uses within the Specific plan area shall consist entirely of land uses permitted or conditionally permitted in Section 3, *Development Standards and Design Guidelines* of this Specific Plan.
- *General Development Standards.* Building heights, setbacks, and ground floor design shall be reviewed and approved by the Community Development Department as part of the site plan/design review process. Development must meet the

parking standards established in Section 3, *Development Standards and Design Guidelines*, or provide a parking study to show actual parking need for a particular project. Parking may be reduced if demand can be shown to be below the parking standards in this Specific Plan and/or demand is decreased by measures such as a car-share or bike-share located on site, transit priority passes, or other measures as determined by the parking study. Development projects must meet the open space and signs standards established in Section 3, *Development Standards and Design Guidelines*.

- *Density Restrictions.* Development must not exceed the density restrictions of 90 dwelling units per acre (not including any affordable units) for all residential uses. Refer to Section 3, *Development Standards and Design Guidelines*.
- *Frontage Class Standards.* Based on frontage class/location, properties have unique requirements to enhance the public realm and provide appropriate building design. Development shall comply with Frontage Class standards and requirements.
- *Design Standards and Guidelines.* Projects shall comply with mandatory standards and should comply with guidelines, unless a compelling reason can be made not to comply with a particular guideline and to continue to meet the intent.
- *Substantial Conformance.* Substantial conformance determinations may be required.
- *Subdivisions.* As needed, subdivision regulations shall be met.

To ensure that development proposals are consistent with the Implementation Mechanisms described in this section, the following information shall be completed and submitted with proposals for development, along with a table that documents the project data to be retained by the Community Development Department.

Table 5-1: Specific Plan Consistency Checklist

Requirement	Description	Conformance
1. Permitted Uses	Land Uses Permitted or Conditionally Permitted in Section 3, <i>Development Standards and Guidelines</i> .	✓
2. General Development Standards	Building heights, setbacks, ground floor design, parking, open space, and signs shall be reviewed and approved by the Community Development Director as part of the site plan review process.	✓
3. Density	The density of all market-rate residential uses does not exceed 90 dwelling units per gross acre. Refer to Section 3.	✓
4. Frontage Class Standards	Frontage Class standards, as established in Section 3 are met.	✓
5. Façade Type Standards	Façade Type standards, as established in Section 3 are met.	✓
6. Design Standards and Guidelines	Site Planning, General Building Design, Design by Building Type, Adaptive Reuse Design (as applicable) and Landscape, Hardscape, Furnishings, and Lighting Design established in Section 3 are met.	✓
7. Substantial Conformance	Per Section 5.1.7 of this Specific Plan, as needed.	✓
8. Subdivisions	Per Section 5.2.3 of this Specific Plan, as needed.	✓
The checklist shall be completed and submitted with the development proposal. Check if the proposed project fully complies with each respective requirement.		

5.2.3. Subsequent Approvals and Plans

Several levels of subsequent or concurrent approvals are required to implement the project.

5.2.3.A Subdivision Maps

All subdivision maps filed for properties within the Specific Plan area shall be filed and processed in accordance with the Subdivision Map Act and Chapter 19.72 of Article 5 of the City of Duarte Development Code. Tentative maps shall be consistent with the vision and sustainable community design standards of this Specific Plan. These maps, once recorded, will create buildable parcels and road rights-of-way and/or private streets.

5.2.3.B Project Approval Process

1. **Project Consistency Determination.** Prior to site plan submittal to the Architectural Review Board (ARB), the Community Development Director shall make a finding of project consistency with the Specific Plan land use and design requirements and regulations.
2. **Site Plan and Design Review.** Developers within the Specific Plan are required to submit a completed Site Plan and Design Review application with completed development and architectural plans for all projects to the Planning, Building and Safety, and Public Works/Engineering Divisions of the City of Duarte Community Development Department. Plans may also be required by additional departments such as fire, sheriff, or any other departments where review is deemed necessary by the City.

The standards for approval of the Site Plan and Design Review of projects shall be in accordance with Chapter 19.122.040 D. of the Development Code in addition to the following:

- The project implements the overarching intent of this Specific Plan;
 - The project adheres to the land use and development standards in this Specific Plan; and
 - The project is in substantial conformance with the site planning and design guidelines contained in Section 3 of this Specific Plan. Where guidelines or criteria conflict with the Standards of Review in Chapter 19.122.040 D. of the Development Code, the provisions of the Specific Plan shall prevail.
3. **Approving Authority.** Approving authority for Site Plan/Design Review shall be as identified in the Duarte Development Code.
 4. **Conditional Use Permits.** The process and requirements for conditional uses shall be in accordance with the Duarte Development Code.

5.2.3.C Phasing

Construction of the Duarte Station Specific Plan, including recordation of final subdivision map(s), site plan and design review, and actual construction of buildings, roads, and infrastructure may occur progressively in stages, provided vehicular access, public facilities, and infrastructure are constructed to adequately service the development, or as needed for public health and safety. The project will be phased to:

- Provide an orderly build out of the community based upon market demand; and
- Provide adequate infrastructure to service the project.

The Specific Plan may be constructed in phases based on market demand and available infrastructure improvements needed to support development. Table 5-2, *Projected Phasing*, identifies anticipated phasing for the project, based on phasing strategy outlined in Section 2.

Table 5-2: Projected Phasing (see Figure 1-3)

Parcels	Acres
Phase I	
2	9.16 ac
4	
Future Phases	
1	6.60 ac
3	3.32 ac

Different development projects submitted under this Specific Plan may result in a different mix of project phasing. Phases may occur concurrently or in different order, so long as the associated infrastructure is provided. Ultimate pace and phasing of development is dependent on a number of internal and external factors. Market forces will determine the timing of landowner decisions to sell or redevelop the properties within the Specific Plan area.

As other projects and improvements in the area progress, various adjustments and revisions to the project phasing may occur. Revisions to the phasing plan shall be reviewed by the Community Development Department and approved administratively, provided the proposed revisions meet the intent of the Specific Plan and adequately provide for the needs of the community. Any revision to

the phasing deemed consistent with the Specific Plan shall not require a Specific Plan Amendment.

5.2.3.D CEQA Compliance and Mitigation Monitoring

A program of measures identified in the EIR shall be prepared to mitigate or avoid significant effects on the environment. An approved Mitigation Monitoring and Reporting Program shall ensure that the Duarte Station Specific Plan complies with all applicable environmental mitigation and permit requirements. The final approved Mitigation Monitoring and Reporting Program shall be established upon EIR certification.

5.3 MAINTENANCE RESPONSIBILITY AND PROJECT FINANCING

5.3.1 Maintenance Responsibility

Maintenance responsibility within the Duarte Station Specific Plan area will be accomplished through a combination of private and public mechanisms. In general, facilities dedicated to public agencies will be maintained by the relevant agency, while private facilities will be maintained by private entities or representative authorized private associations, as discussed below.

A property owners association or series of associations shall be formed provide ongoing maintenance and responsibility for private roads, shared driveways, landscaping, streetscape amenities (including the publicly accessible promenade on Highland Avenue), signage, public art, lighting, and maintenance within the Plan area. The City may condition development projects to participate in a maintenance district to address maintenance responsibilities for public areas and amenity spaces such as the Highland Promenade.

5.3.2 Public Art

All development projects valued over \$1,000,000 shall be subject to a public art fee equal to one quarter of one percent (0.25%) of the total building valuation. In lieu of the public art fee, the project may provide a piece of public art subject to the approval of the City. Public art fees may be used for art pieces, themed project signs, construction of the Highland Promenade, or other similar public amenities focused on creating a sense of place.

5.3.3 Financing Mechanisms

It is expected that a range of funding tools will be tapped to finance transit village development, associated infrastructure, and ongoing operation. As noted earlier, responsibility for implementing these tools will fall to the City, other governmental agencies, private entities, and authorized private associations such as homeowners or business associations.

The funding sources identified here are examples. A more comprehensive list may be developed over time as new sources come into being or sources listed here are no longer available. The ultimate mix of financing mechanisms will be determined in the implementation process based on final technical analyses of costs, benefits, and burdens, and on deliberations involving City staff, sponsoring entities, property owners, developers, elected officials, bond counsel, underwriters, finance experts, and others.

Regardless of the financing mechanisms selected, any approach should seek to align the sources, timing, and scope of financing to the specified uses, as described by the following principles:

- There should be assurances that necessary funding will be available at the time specific infrastructure items are required.

- Financial burdens on development should be kept within industry standards and market constraints.
- The plan should be responsive to expected variations in timing, location, and type of development.

The financing tools and their applicability fall into three distinct categories discussed below.

5.3.2.A Area-Specific Fees, Dedications, And Exactions

Area Development Impact Fees. Area development impact fees may be enacted by a legislative body (i.e., city or county) through adoption of an ordinance. Such fees do not require a public vote to be enacted, but they do require public hearings. Area development impact fees must be directly related to the benefits received. Specifically, State law requires that impact fees be shown to have a “rational nexus” or relationship between costs and the impact or demand caused by the new development. They do not create a lien against property but must be paid in full as a condition of approval. Fees are established so that owners/developers of these properties pay their fair share at the time the properties are ready to be developed. Benefiting properties may be given the option to finance the fees by entering into an Assessment District (AD) or Mello-Roos Community Facility Districts (CFD). (See description of these financing mechanisms below.)

Dedications and Exactions. Under the Subdivision Map Act, developers may be required to dedicate land or make cash payments for public facilities required or affected by their project (e.g., road right-of-way fronting individual properties). Dedications are typically made for road and utility rights-of-way, park sites, and land for other public facilities. Cash contributions may be made for other public facilities that are directly required by their projects (e.g., payments for a traffic signal).

Net New General Fund Revenues. The City of Duarte may elect to use General Fund revenues to help offset the cost of public infrastructure provision. Such a policy might be justified in light of the fact that the proposed Specific Plan area will generate significant fiscal benefits. These benefits may be used to back the issuance of tax-exempt bonds.

Joint Development. Metro's Joint Development Program provides a framework for public-private partnerships that guides how private entities may conduct development on Metro-owned land to further the agency's goals of increasing ridership and reducing auto use by directly linking Metro's transportation network with retail, commercial, and housing opportunities. For the Duarte station area, Metro will require land in the Plan Area for surface parking. This land could not only provide additional developable area for commercial and residential uses and increase development density on the site, it could effectively provide—by means of below-market ground rent—a source of assistance to help catalyze further development.

5.3.2.B Assessment and Special Tax-Secured Financing

Infrastructure Financing District and Enhanced Infrastructure Financing District. Qualified entities can create an Infrastructure Financing District (IFD), per the 1990 Infrastructure Financing Act, to pay for the construction of capital facilities that have “communitywide significance and provide significant benefits to an area larger than the area of the district.” Such facilities may include transit, highways, water systems, sewer projects, flood control, childcare facilities, libraries, parks, and solid waste facilities. Broader authority of Enhanced Infrastructure Financing Districts (EIFD) is provided in Government Code Section 53398.50 et seq.

An IFD or EIFD provides funding by diverting a portion of property tax increment revenue for 30 years to secure the issuance of bonds to finance qualifying projects. The IFD increment is defined as total annual property tax revenue within the district, less a base year

amount, less the portion allocated to schools, less the portion claimed by agencies that did not voluntarily approve the IFD formation. As such, IFD tax increment is less than that once generated as redevelopment tax increment, possibly significantly less depending on the specific conditions of each IFD approval.

In the past, the difficulty in implementing an IFD has limited its use in California. However, in 2014 and 2016, legislation was adopted that updates the 1990 Infrastructure Finance District (IFD) law, approved in 1990, by expanding the types of projects that can be funded with EIFDs and lowering voter approval requirements, making this type of financing a much more viable option. Voter approval is not required to form an EIFD, however there is a 55% requirement to authorize bonds. Where an IFD makes the tax increment available for up to 30 years, the EIFD extends that timeline to 45 years.

The City may consider coordinating the Duarte Station Specific Plan with Town Center Specific Plan and City of Hope Master Plan areas for the purpose of infrastructure financing, as the relatively small size of each area alone may constrain the range of financing options. Together, the City of Hope Master Plan, Town Center Specific Plan, and Duarte Station Specific Plan anticipate a substantial growth in the employment and residential bases of the City, which will increase demand for commercial and residential uses and lead to greater area-wide motorized and non-motorized circulation. Coordinated development and financing of supportive infrastructure improvements could allow for cost sharing, implementation scale economies, access to TOD-oriented financing resources, and possibly also the establishment of a tax-increment-secured tool such as an EIFD or a Community Revitalization and Investment Authority (CRIA).

Special Assessment Districts (1911, 1913, 1915 Acts). California law provides procedures to levy assessments against benefiting properties and issue tax-exempt bonds to finance public facilities and infrastructure improvements. Assessment districts, also known as improvement districts, are subject to majority vote of property owners.

Votes are weighted according to the amount of the proposed assessment on the parcel to which the ballot pertains. Assessments are distributed in proportion to the benefits received by each property as determined by engineering analysis and form a lien against property. Special assessments are fixed dollar amounts and may be prepaid, although they are typically paid back with interest over time by the assessed property owner.

Only public infrastructure improvements with property-specific benefits (e.g., roads, drainage, and sewer and water improvements) may be financed with assessments. In addition, standard public finance underwriting criteria require that the ratio of improved land value to assessment lien be equal to or greater than three to one.

Mello-Roos Community Facilities Districts (CFD). California's Mello-Roos Community Facilities Act of 1982 allows for the creation of a special district authorized to levy a special tax and issue tax-exempt bonds to finance public facilities and services. A CFD may be initiated by the legislative body or by property owner petition and must be approved by a two-thirds majority of either property owners or registered voters (if there are more than 12 registered voters living in the area).

Special taxes are collected annually with property taxes and may be prepaid if such provisions are specified in the tax formula. The special tax amount is based upon a special tax lien against the property. There is no requirement that the tax be apportioned on the basis of direct benefit. Because there is no requirement to show direct benefit, Mello-Roos levies may be used to fund improvements of general benefit such as major utilities, fire and police facilities, and libraries and parks, as well as improvements that benefit specific properties. The provision also allows for the allocation of cost burdens to alleviate burdens on specific classes of development.

The potential for a CFD supporting the Duarte Station Specific Plan could be significant if the district boundaries include industrial uses east of the site and City of Hope to the south.

5.3.2.C Federal and State Grants

The City has in the past received funding for public facilities from other levels of government, including regional agencies (e.g., Metro and the Southern California Association of Governments), and the State and Federal governments. Funds from these sources, a selection of which is shown in the following table, may be made available for development in the Plan Area, especially as transit is a preferred public use. The availability, amount, and timing of these funds will need to be further evaluated.



Metro Gold Line Duarte Station, 2019

Table 5-3: Federal and State Funding Sources

Program	Description
Transportation Alternatives (TA)	Transportation Alternatives consolidates three separate programs under the prior version of the Federal Aid Highway Program: Transportation Enhancements (TE), Safe Routes to School (SR2S), and the Recreational Trails Program (RTP). Of these, TE and SR2S are particularly relevant to opportunities in the Plan Area. TE funds may be used for the planning, design, and construction of bicycle and pedestrian infrastructure such as bikeways, sidewalks, signaling and signage, traffic management techniques, and improvements designed for ADA compliance. SR2S funds are intended to finance healthy alternative approaches to driving or using the bus to go to school on projects within two miles of primary or middle schools. SR2S funds may be used for a range of engineering, traffic calming, and educational projects.
Surface Transportation Program (STP)	The Surface Transportation Block Grant Program (STP) allocates funds that can be used for a wide range of projects, including road and transit improvements that include bicycle and pedestrian elements. STP provides flexibility to fund improvements that are outside the Federal aid highway system, so many streets near the Plan Area may be eligible.
Congestion Mitigation and Air Quality Improvement (CMAQ) Program	The CMAQ program is designed to provide funding to support surface transportation projects and other related efforts that contribute to air quality improvements and provide congestion relief. Eligible projects are intended to lower emissions of ozone, carbon monoxide, and/or particulate matter.
Transit-Oriented Development Planning Pilot	This pilot program provides funding to advance planning efforts that support transit-oriented development (TOD) associated with new fixed-guideway and core capacity improvement projects. Eligible recipients include State and local government agencies engaged in comprehensive planning that seeks to enhance economic development and ridership by means of increasing multimodal connectivity and accessibility, enhancing access to transit hubs for pedestrian and bicycle traffic, and promoting and enabling mixed-use development.
AB 2766 Clean Air Funds	The South Coast Air Quality Management District (AQMD) administers this program to fund air pollution reduction efforts. Funding is drawn from automobile registration surcharges. A 40 percent portion of annual disbursement is automatically allocated to South Coast District member cities in proportion to population. The remaining 60 percent is allocated through a competitive grant program for projects that improve air quality. Nearly all Plan Area initiatives may potentially be eligible for funding from AB 2766 grants.
Bicycle Transportation Account (BTA)	Caltrans administers the Bicycle Transportation Account (BTA), an annual program providing State funds for city and county projects that improve safety and convenience for bicycle commuters. Cities and counties are eligible to apply for BTA funds. Eligibility is based on pre-adoption of a Bicycle Transportation Plan (BTP) that complies with Streets and Highways Code Section 891.4 that has been pre-approved by the appropriate Metropolitan Planning Organization (MPO) or Regional Transportation Planning Agency (RTPA). Eligible uses for the funding include bikeways and related facilities, planning, safety, and education. The BTA is a reimbursement program, which requires allocated funds to be matched by at minimum 10 percent of the total project cost. BTA funds may also be used to apply for and match Federal grants or loans. Approximately \$7.2 million is appropriated annually for the program statewide.

Table 5-3: Federal and State Funding Sources

Program	Description
California Transit Oriented Development (TOD) Housing Program	This program, funded by the California Department of Housing and Community Development, makes low-interest loans available as gap financing for rental housing developments that include affordable units, and as mortgage assistance for homeownership developments. Loans and grants are available to qualified public entities for infrastructure improvements supporting TOD residential uses or to enable connections between these developments and the transit station
Community Based Transportation Planning	Caltrans administers a grant program for transportation planning projects to improve mobility and lead to the programming or implementation phase for a community or region. With approximately \$9 million in funding distributed through six grant programs annually, the program may offer the City of Duarte additional funding for planning. Each of these six grant programs may be applicable for the Plan Area: Community-Based Transportation Planning, Environmental Justice, Partnership Planning, Statewide or Urban Transit Planning Studies, Rural or Small Urban Transit Planning Studies, and Transit Planning Student Internships.
Environmental Enhancement and Mitigation Program	Caltrans and the California Natural Resources Agency administer the Environmental Enhancement and Mitigation Program, which offers \$10 million each year in grants for projects that relate to the environmental impact associated with the modification of an existing transportation facility or construction of a new transportation facility. Of the four grant categories available, two may apply to the Plan Area, area, including grants for Highway Landscaping and Urban Forestry Projects to offset vehicular emissions through planting of trees and other suitable plants, and grants for Mitigation Projects Beyond the Scope of the Lead Agency responsible for assessing the environmental impact of the proposed transportation improvement.
Office of Traffic Safety (OTS)	The California Office of Traffic Safety (OTS) was created to award grant dollars to local and state government departments for development of traffic safety programs. The office is in the state Business, Transportation and Housing Agency, and it functions as a conduit for federal grant money, which it allocates to eight separate program areas, of which two, for Pedestrian and Bicycle Safety and Roadway Safety, may be directly applicable to the Plan Area. City agencies are eligible to apply.
State-Local Transportation Partnership Program	The State-Local Transportation Partnership Program (SLTPP), administered by Caltrans, is intended to help local agencies fund and construct transportation improvement projects both on and off the State Highway System. The SLTPP is funded by the State Highway Account and is allocated to projects that increase transportation capacity, extend service to a new area, or extends a roadway's useful life.
Transportation Development Act Article 3 Funds	The Transportation Development Act (TDA) includes two separate public transportation funds—Local Transportation Fund (LTF) and the State Transit Assistance fund—designated for development and support of public transportation needs. Funding is allocated to areas of each county based on population, taxable sales and transit performance. TDA funds may be used for many potential expenses that the transit village may generate, including engineering expenses, right-of-way acquisition, construction, improvements to existing pedestrian infrastructure, ADA compliance, and support facilities, such as transit shelters, bicycle parking, and pedestrian amenities.
Better Utilizing Investments to Leverage Development (BUILD)	Originally known as the TIGER Grant program and administered by the Federal Department of Transportation (DOT), this funding program began with American Recovery and Reinvestment Act of 2009 (ARRA). Nearly \$7.1 billion in discretionary grant money has been dedicated to build and repair freight and passenger transportation networks.

Table 5-3: Federal and State Funding Sources

Program	Description
SB 2 Planning Grants	Passed in 2017, the Building Homes and Jobs Act (SB 2) was signed into law as a mechanism for raising and administering funds to facilitate the development of affordable housing in California. Through a new \$75 fee imposed and collected via real estate and mortgage document submittals, SB 2 is estimated to raise \$250 million each year and administers funds to municipalities that meet specific conditions and project criteria. Planning grants are provided from the fund through a non-competitive application process and applies to planning efforts that lead to policy, zoning, environmental, and project review updates that facilitate the development of affordable housing. These funds are not available to developers and can only be accessed by municipalities.
Cap and Trade: Affordable Housing and Sustainable Communities Program Grant	AHSC Program Grant directs funds to programs that constitute transit-oriented development (TOD), as residents housed in these developments are more likely to use public transit, thus relying less on a personal vehicle for commuting. Monies from AHSC are accessible via an application and may be used for affordable housing development, housing-related infrastructure, sustainable infrastructure, and sustainable program management. Developers as well as localities, RDA successor agencies, and other similar organizations are eligible to apply for AHSC Program Grant funds.

This page intentionally left blank.

SECTION 6.0 APPENDIX

6.1 GENERAL PLAN CONSISTENCY ANALYSIS

6.1.1 Safety Element

Safety Goal 4: To minimize the risks to lives and property due to seismic activity.

Consistency Statement: The Duarte Station Specific Plan will directly implement the Safety Goal above. Future construction within the Specific Plan would be performed in accordance with all applicable state and local building regulations, including the 2010 California Building Code and all applicable sections of the Duarte Development Code. Furthermore, each development project would be reviewed by applicable divisions of the Community Development Department as well as any additional necessary City departments prior to construction.

6.1.2 Open Space and Conservation Element

Conservation Goal 2: To protect and maintain the local water supply to ensure that the city's growing demand for water can be met.

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

Open Space Goal 1: Protect and/or enhance Duarte's Open Space acreage.

Open Space Goal 3: To provide parks throughout the city, on a pedestrian scale as much as possible. Neighborhood parks generally should have a one-half mile service radius.

Air Quality Goal 1: Create Land Use policies that address the relationship between land use and air quality to protect public health and minimize impacts on existing land use patterns and future land use developments.

Policy AQ 1.1.2: Promote and support mixed-use land patterns that allow the integration of retail, office, institutional and residential uses.

Objective 1.2: Reduce mobile source emissions by reducing vehicle trips and vehicle miles traveled associated with land use patterns.

Policy AQ 1.2.1: Establish a Mixed-Use Zoning District that offers incentives for mixed-use developments.

Policy AQ 1.2.2: Create opportunities to receive State transportation funds by adopting incentives (e.g. and expedited review process) for planning and implementation infill development projects that include job centers and clean transportation nodes (e.g. preparation of a "transit village" plan).

Air Quality Goal 2: Reduce air pollution from mobile sources.

Objective 2.1: Reduce motor vehicle trips and vehicle miles traveled.

Consistency Statement: The Duarte Station Specific Plan will directly implement the Open Space and Conservation Goals, Objectives, and Policies listed above. The Duarte Station Specific Plan would be constructed in accordance with the City's sustainable practices, which are listed in the City's Development Code and reflected in the Specific Plan Goals and Objectives in Section 2 of this Specific Plan. Considerations have been taken to fully understand and analyze environmental implications associated with the project, as well as mitigate any adverse impacts to the fullest extent feasible.

A minimum of 200 square feet of open space is required per residential unit (with incentives to provide private open space for units). Nonresidential uses must present a group open space plan. The specific plan encourages amenity-rich open spaces and requires a building setback and dedication/easement to facilitate a 25-foot publicly accessible promenade space along Highland Avenue. These will provide spaces for patrons of the Duarte Station Specific Plan to enjoy passive open spaces. Development regulations governing construction within the Specific Plan area are created to regulate building placement, form, massing, and even aesthetics on a human/pedestrian-oriented scale.

The creation of a "transit village" reduces automobile traffic trips, and therefore reduces air pollution. By centering employment, retail, and travel amenities along a major rail corridor, automobile trips for employees or patrons will be reduced. The Duarte Station Specific Plan integrates a mixture of land uses that complement one another for maximum land use efficiency and yield.

6.1.3 Land Use Element

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.

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.

Policy 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.

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 residents.

Policy LU 3.1.1: Develop Specific Plan areas which will provide the flexibility needed to make these places unique.

Policy LU 3.1.4: Create a flexible mixed-use Transit Oriented Development Specific Plan for the current non-residential area north of the Duarte Station.

Consistency Statement: The Duarte Station Specific Plan will directly implement the Land Use Goals, Objectives, and Policies listed above. The Specific Plan proposes a mixture of land uses centered on the Metro Gold Line Duarte Station that will complement one

another in a transit-oriented development. Future development would be infill in nature and would be compatible with surrounding land uses through application of design guidelines and development regulations which provide for buffer areas and architectural transitions adjacent to existing residential uses. The Duarte Station Specific Plan proposes enhanced land use flexibility and would provide transportation and service amenities to residents, employees, and visitors in the area.

Text amendments to the General Plan Land Use Element are proposed, including updates to Table LU-3 and in the Specific Plan Areas discussion in the Land Use Element. All modifications to the General Plan Land Use Element associated with the Duarte Station Specific Plan would ensure that the Specific Plan is in conformance with and implements the General Plan.

6.1.4 Housing Element

Housing Goal 2: Reduce governmental constraints to housing while maintaining community character.

Policy 2.1.2: Support the use of regulatory incentives, such as density bonuses, fee deferrals and parking reductions, to offset or reduce the cost of developing affordable housing while ensuring potential impacts are addressed.

Policy 2.1.3: Provide flexibility in development/design guidelines to accommodate new models and approaches to providing housing, such as mixed use, live/work housing and transit-oriented development.

Housing Goal 5: Provide adequate housing sites through appropriate land use, zoning and specific plan designations to accommodate Duarte's share of regional housing needs.

Policy 1.1.1: Provide site opportunities for development of housing that responds to diverse community needs in terms of housing type, cost and location, emphasizing locations near services and transit that promote walkability.

Consistency Statement: The Duarte Station Specific Plan will directly implement the Housing Element Goals, Objectives, and Policies listed above. The Housing Element identifies the Duarte Station Specific Plan as an area that would accommodate high-density and affordable housing development to meet the regional housing needs. Affordable housing is encouraged in the Specific Plan. Residential uses associated with the Specific Plan would be located in a “mixed use transit village” area, which could minimize overall living expenses for residents because they would have direct access to a regional transit system and a variety of goods and services, as well as employment opportunities.

6.1.5 Economic Development Element

Economic Goal 1: Improve the City's current revenue stream.

Economic Goal 4: Enhance Duarte's employment base with good paying, high quality jobs.

Economic Goal 5: Create efficient Mixed-Use Transit-Oriented Development in and around the Duarte Station.

Objective 5.1: Reduce vehicle miles traveled, provide transportation options for existing and future workforce and residents around the

Duarte Station, provide location efficiency, expanded mobility, and provide public/ private financial return and value recaptured.

Policy 5.1.1: Create a flexible mixed-use Transit Oriented Development Specific Plan for the non-residential area north of the Duarte Station.

Consistency Statement: The Duarte Station Specific Plan will directly implement the Goals, Objective and Policy listed above. The Specific Plan aims to incentivize development in the Specific Plan area by eliminating time and uncertainty, which in turn reduces dollar costs for potential developers and investors. Setting up a regulatory land use and entitlement framework results in establishing the “rules” of getting projects approved and built. The Specific Plan will facilitate this. The Specific Plan allows for a variety of uses, including office uses that will contribute to and provide spaces for corporations and businesses such as biotechnology and creative industries, which will result in high-quality, good-paying employment opportunities. The mixed-use approach programmed for the Duarte Station will reduce vehicle miles traveled while providing transportation options for residents, employees, and visitors to the area. The Specific Plan also incorporates a flexible approach so that development products, quantities, and types can be modified to reflect potential changes in market demand.

6.1.6 Circulation Element

Circulation Goal 3: To increase the use of alternative modes of transportation for traveling to, from, or through Duarte.

Objective 3.1: Encourage and promote the use of travel modes other than the single occupancy vehicle, such as bus transit, rail transit, carpools, vanpools, bicycling, and walking.

Policy 3.1.1: Continue to promote the development of the MTA Gold Line and a Duarte Station.

Policy 3.1.2: Coordinate Duarte Transit System with MTA, Foothill Transit and to service major destinations within Duarte including City of Hope, Duarte Station and proposed City Center area.

Policy 3.1.3: Promote the linking of local public transit routes with that of adjacent jurisdictions and other transit agencies.

Policy 3.1.5: Provide incentives for appropriate pedestrian and bicycle facilities throughout Duarte, particularly for bike lanes to the Gold Line Station.

Consistency Statement: The Duarte Station Specific Plan will directly implement all Goals, Policies, and Objectives listed above. The Specific Plan is centered on the future Duarte Station, which will increase alternative modes of transportation, including rail transit, bus transit, walking, and bicycling. Coordination with appropriate transportation agencies would occur during Specific Plan Buildout, as well as the City of Hope. The Duarte Station would also serve to connect Duarte to adjacent cities served by the same rail system.

RESOLUTION PC 19-06

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 SUBSEQUENT ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE DUARTE STATION SPECIFIC PLAN GENERALLY LOCATED AT THE NORTHWEST CORNER OF DUARTE ROAD AND HIGHLAND AVENUE (1801 HIGHLAND AVENUE, 1700 BUSINESS CENTER DRIVE, AND 1716 EVERGREEN STREET)

WHEREAS, the Planning Commission of the City of Duarte ("Planning Commission") has considered the Draft Subsequent Environmental Impact Report ("EIR") for the Amendment to the Duarte Station Specific Plan ("DSSP"), which DSSP provides, an increase to the overall buildout density, a change to the mix of uses in the plan area and other development standards while maintaining the goal of creating a vibrant, mixed-use, transit-oriented development adjacent to the Duarte Gold Line light rail station; and

WHEREAS, the EIR for the proposed DSSP provides an assessment of the environmental impacts, alternatives, and mitigation measures associated with the DSSP, 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, on October 21, 2019 the Planning Commission held a duly noticed public hearing on the proposed DSSP and the EIR, whereupon the Planning Commission received additional public testimony; and

WHEREAS, the Planning Commission received and considered the staff report and all of the information, evidence, and testimony presented in connection with the foregoing; and

WHEREAS, written comments on the EIR were received from the public and other public agencies during the 45-day public review period, which began on August 27 and ended on October 10, 2019; and

WHEREAS, such comments and testimony will be responded to through a Comments and Responses as part of the Final Subsequent Environmental Impact Report (Final EIR) for the DSSP, 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, notice of public hearing before the Planning Commission concerning the adequacy and completeness of the EIR was given in accordance with the laws and policies of the City of Duarte (City); and

WHEREAS, the draft EIR 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 draft EIR, and has found that the draft EIR addresses all environmental effects of the proposed project and that the draft EIR fully complies with all requirements of CEQA and the CEQA Guidelines relating thereto.

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

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

SECTION 2: The Planning Commission finds that the draft EIR fully complies with the requirements of CEQA and the CEQA Guidelines relating thereto,

SECTION 3. The Planning Commission finds that 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 4. The Planning Commission recommends to the City Council of the City of Duarte that the EIR be approved and that the Final EIR, including all elements listed above, be certified by the City, as lead agency for the proposed project.

All of the above documents and information, except for the responses to comments and any errata for final EIR (which will be on file for review prior to any action by the City Council) have been and are on file with the Community Development Department of the City of Duarte.

APPROVED AND ADOPTED by the Planning Commission of the City of Duarte at a regular meeting held on the 21st day of October 2019.

Paula Watson-Gardner, Chairperson,
City of Duarte Planning Commission

ATTEST:

Craig Hensley, Community Development Director

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

I, Craig Hensley, Community Development Director of the City of Duarte, do hereby certify that the foregoing Resolution was adopted at the meeting of the Planning Commission of the City of Duarte held on October 21, 2019, and carried by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

Craig Hensley, Community Development Director

RESOLUTION PC 19-07

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 OF THE CITY'S GENERAL PLAN (G.P.A. 19-01) TO ADDRESS CHANGES IN THE DUARTE STATION SPECIFIC PLAN RELATED TO AN CHANGE IN BUILDOUT DENSITY

WHEREAS, the Planning Commission of the City of Duarte ("Planning Commission") has considered an Amendment to the Duarte Station Specific Plan ("DSSP"), which provides, among other provisions, for the planned use and long-term development of real and improved property, for a vibrant, mixed-use, transit-oriented development adjacent to the Duarte Gold Line light rail station; and

WHEREAS, the Planning Commission, in connection with the implementing actions necessary for the adoption of the DSSP, has considered proposed General Plan Amendment 19-01, an amendment to the Land Use Element addressing changes to Duarte Station Specific Plan Land Use Designation ("General Plan Amendment"); and

WHEREAS, in accordance with Section 19.142.020 of the Duarte Development Code, a General Plan Amendment (G.P.A. 19-01) to amend the Land Use Element as set forth in Exhibit "A," attached hereto and made a part of this Resolution; and

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

WHEREAS, on October 21, 2019 the Planning Commission held a duly noticed public hearing on the proposed DSSP, and corresponding General Plan Amendment, whereupon the Planning Commission received additional public testimony; and

WHEREAS, the Planning Commission received and considered the staff report and all of the information, evidence, and testimony presented in connection with the foregoing; and

WHEREAS, after careful study and the public hearing held on October 21, 2019, the Planning Commission recommends the City Council adopt and approve the General Plan Amendment, amending the Land Use Element of the City's General Plan for the Duarte Station Specific Plan, as part of the implementing actions necessary for the adoption of the Duarte Station 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 changes to revise the Land Use Element of the Duarte General 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 DSSP 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 Duarte Station Specific Plan, which implements goals set forth in the General Plan.
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 amend the Duarte Station Specific Plan, which provides a comprehensive framework to create a transit village that has a focus on mixed use, residential development, and to integrate a detailed set of design guidelines and well thought out development standards to ensure quality growth of the area.
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 project area 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 19-01.

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

RESOLUTION PC 19-08

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF DUARTE, CALIFORNIA, RECOMMENDING THE CITY COUNCIL OF THE CITY OF DUARTE ADOPT THE AMENDED DUARTE STATION SPECIFIC PLAN, DEFINING PERMITTED USES, REGULATING THE SIZES AND LOCATIONS OF BUILDINGS, SPECIFYING DESIGN GUIDELINES AND DEVELOPMENT STANDARDS, IDENTIFYING PROJECT INFRASTRUCTURE AND SERVICES, PROVIDING ADMINISTRATIVE AND IMPLEMENTATION LANGUAGE, AND DEPICTING THE CONCEPTUAL DEVELOPMENT SCENARIO FOR THE PLAN AREA, GENERALLY LOCATED AT THE NORTHWEST CORNER OF DUARTE ROAD AND HIGHLAND AVENUE (1801 HIGHLAND AVENUE, 1700 BUSINESS CENTER DRIVE, AND 1716 EVERGREEN STREET) (ZONE CHANGE 19-01)

WHEREAS, the Planning Commission of the City of Duarte (“Planning Commission”) has considered the Amended Duarte Station Specific Plan (“DSSP”), which provides, among other provisions, for the planned use and long-term development of real and improved property, for a vibrant, mixed-use, transit-oriented development adjacent to the Duarte Gold Line light rail station, on three parcels generally located at the northwest corner of Duarte Road and Highland Avenue); and

WHEREAS, notice of a public hearing on the proposed Amendment to DSSP, also known as Zone Change 19-01 for tracking purposes, was given in accordance with applicable law; and

WHEREAS, on October 21, 2019 the Planning Commission held a duly noticed public hearing on the proposed amendments to the DSSP, whereupon the Planning Commission received additional public testimony; and

WHEREAS, the Planning Commission received and considered the staff report and all of the information, evidence, and testimony presented in connection with the foregoing; and

WHEREAS, after careful study and the public hearing held on October 21, 2019 the Planning Commission recommends the City Council adopt and approve the Duarte Station Specific Plan (with allowances for typographical and scrivener’s errors), defining permitted uses, regulating the sizes and locations of buildings, specifying design guidelines and development standards, identifying project infrastructure and services, providing administrative and implementation language, depicting one conceptual development scenario, amongst other stipulations, for three parcels of land generally located on an approximate 19-acre site at the northwest corner of Duarte Road and Highland Avenue.

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. The Planning Commission determines that the proposed amendment to the Duarte Station Specific Plan is the highest and best use for the subject property.

SECTION 3. The Planning Commission finds and determines that the proposed amendment to the DSSP is in the best interests and welfare of the City and its residents.

SECTION 4. The Planning Commission finds and determines that the proposed amendment to the DSSP is consistent with the City's General Plan, and is hereby recommended for adoption by the City Council.

SECTION 5. In recommending adoption of this amendment to the DSSP, 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 a Subsequent Environmental Impact Report and Mitigation Monitoring Program for the amendment to the DSSP 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 DSSP.

APPROVED AND ADOPTED by the Planning Commission of the City of Duarte at a regular meeting held on the 21st day of October 2019.

Paula Watson-Gardner, Chairperson
City of Duarte Planning Commission

ATTEST:

Craig Hensley, Community Development Director

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES
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 special meeting of the Planning Commission of the City of Duarte held on October 21, 2019, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Craig Hensley, Community Development Director

RESOLUTION PC 19-09

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF DUARTE, CALIFORNIA, RECOMMENDING THE CITY COUNCIL OF THE CITY OF DUARTE APPROVAL OF MUNICIPAL CODE AMENDMENT 19-02, AMENDING CHAPTER 19.22 OF THE DUARTE DEVELOPMENT CODE, TABLE 2-15, WHICH IDENTIFIES ADOPTED SPECIFIC PLANS

WHEREAS, the Planning Commission of the City of Duarte ("Planning Commission") has considered the Amended Duarte Station Specific Plan ("DSSP") and recommend approval to the City Council and also has considered an update of Table 2-15 in Chapter 19.22 of the Duarte Development Code to list the: Rose Garden at Santa Teresita Specific Plan, Duarte Station Specific Plan, Town Center Specific Plan and the City of Hope Specific Plan; and

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

WHEREAS, on October 21, 2019 the Planning Commission held a duly noticed public hearing on the Code amendment, whereupon the Planning Commission received additional public testimony; and

WHEREAS, the Planning Commission received and considered the staff report and all of the information, evidence, and testimony presented in connection with the foregoing; and

WHEREAS, after careful study and the public hearing held on October 21, 2019 the Planning Commission recommends the City Council approve Municipal Code Amendment 19-02, which amends Chapter 19.22, Table 2-15 of the Duarte Development Code.

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. The Planning Commission finds and determines that the proposed Code amendment is in the best interests and welfare of the City and its residents.

SECTION 3. The Planning Commission finds and determines that the proposed Code amendment to the DSSP is consistent with the City's General Plan, and is hereby recommended for adoption by the City Council.

SECTION 4. The Planning Commission recommends that Chapter 19.22, Table 2-15 be amended as follows (in bold), with the adoption details of Specific Plan 18 to be added after Council action:

TABLE 2-15 SPECIFIC PLANS		
No.	Specific Plan	Adoption Date (Adoption Mechanism)
1	Huntington/Highland	7/27/1982 (Res. No. 82-26)
2	Las Lomas	10/26/1982 (Res. No. 82-41)
3	Huntington/Buena Vista	7/11/1989 (Per City Council)
4	Highland Avenue	12/12/1989 (Per City Council)
5	Westminster Gardens	11/27/1990 (Ord. No. 675)
6	Mountain/Evergreen	11/27/1990 (Ord. No. 676)
7	Rancho Verde	10/27/1992 (Ord. No. 695)
8	Las Brisas	12/13/1994 (Ord. No. 714)
9	Las Posadas	12/10/1996 (Ord. No. 729)
10	Buena Vista Villas	8/12/1997 (Ord. No. 732)
11	Encanto Parkway	4/14/1998 (Ord. No. 735)
12	Citrus Collection at Duarte II	Preliminary 1/26/1999 ¹
13	Spanish Oaks Villas	7/16/2001 (Ord. No. 758)
14	Andres Duarte Terrace	5/27/2003 (Ord. No. 769)
15	Duarte Gardens	6/27/2006 (Ord. No. 784)
16	Mountain/Central	10/14/2008 (Ord. No. 811)
17	Rose Garden at Santa Teresita	6/28/2011 (Ord. 829)
18	Duarte Station Specific Plan	12/10/2013 (Ord. 843) XX/XX/2019 (Ord. XXX) - 2019 Amendment
19	Town Center Specific Plan	9/27/16 (Ord. 868)
20	City of Hope Specific Plan	10/23/2018 (Ord. 885)

Note: 1. Citrus Collection at Duarte II was not formally adopted; however draft Ordinance 98-0-7 provides preliminary standards.

SECTION 5. In recommending adoption of this Code 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 Subsequent 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.

APPROVED AND ADOPTED by the Planning Commission of the City of Duarte at a regular meeting held on the 21st day of October 2019.

Paula Watson-Gardner, Chairperson
City of Duarte Planning Commission

ATTEST:

Craig Hensley, Community Development Director

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES
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 special meeting of the Planning Commission of the City of Duarte held on October 21, 2019, by the following vote:

AYES:
 NOES:
 ABSTAIN:
 ABSENT:

Craig Hensley, Community Development Director



PLANNING COMMISSION STAFF REPORT

Date: October 21, 2019

Project: Vesting Tentative Tract Map #82518 (SMA 19-02) and Site Plan and Design Review (SPDR) 19-37 and 19-38

Subject: Proposal to subdivide the property into two parcels and construct two, multiple-story, market-rate apartments at 1700 Business Center Drive

Applicant: Duarte Partners, LLC

SUMMARY

The proposal to develop the property is associated with the request to amend the Duarte Station Specific Plan, associated entitlements and Subsequent Environmental Impact Report (SEIR). Duarte Partners, LLC is seeking to subdivide and construct a project that includes two, multiple-story, luxury, market-rate apartments at 1700 Business Center (former Woodward property). The following entitlements are being proposed:

Vesting Tentative Tract Map 82518 (SMA 19-02): a proposed subdivision of a 7.75-acre parcel into two lots: Lot A - 189,223 s.f. or 4.34 acres, and Lot B – 148,546 s.f. or 3.41 acres;

Site Plan and Design Review Case 19-37: proposes 344 dwelling units located within a six-story building, that surrounds a seven-story parking structure with approximately 580 parking stalls and rooftop deck (eight floor) at 1700 Business Center Drive (Building A – MBK).

Site Plan and Design Review Case 19-38: proposes 275, market-rate apartment units, located within a six-story building, that wraps around a seven-story parking structure with approximately 428 parking stalls (Building B – Mill Creek).

On October 14, 2019, the Architectural Review Board (ARB) recommended approval of both Site Plan and Design Review cases with conditions, for the Planning Commission's consideration. The development proposal is contingent upon the approval of General Plan Amendment and Zone Change 19-01; Municipal Code Amendment 19-02, and the project's Draft Subsequent Environmental Impact Report. City Council approval is ultimately required for the entire development project.

BACKGROUND

See section in related staff report - Amendment to the Duarte Station Specific Plan (Zone Change 19-01) and Draft Subsequent Environmental Impact Report (DEIR); General Plan Amendment 19-01; Municipal Code Amendment 19-02.

PROJECT SETTING

The project site consists of one parcel, which is 7.75 acres in size. The development will replace the Woodward Aviation building at 1700 Business Center Drive which will be removed as a part of the overall development project. The property has approximately 880' of street frontage along Business Center Drive, and a 20' frontage along Highland Avenue, that was originally designed to allow vehicular access to the current industrial building on-site. Four driveways exist along Business Center Drive. All of these will be removed and replaced in locations that will serve the proposed apartment projects, except the westerly driveway and access roadway, which serves the parcel to the rear of the subject property (1801 Highland Avenue). A 40' wide access easement is provided for the benefit of both the subject property and the parcel abutting to the south.

The site is part of the Duarte Station Specific Plan, which is being revised to facilitate changes to the mix of uses and density of projects. The other three parcels, one abutting the subject site along the south property line, the Metro-owned Gold Line parking lot (location of the Phase 1b project), and the adjacent parcel across the street on Business Center Drive remain as-is, and are not part of the proposed project. Surrounding uses include single-family residential to the west and northwest, industrial/warehousing uses and the Gold Line Station and rail right-of-way to the south, Metro Gold Line parking lot and industrial uses to the east, and additional industrial/warehousing uses to the northeast.

PROJECT DESCRIPTION

Development of Phase 1a of the project site is also a part of the project that is before the Commission, which includes a Tentative Tract Map to split the 7.75-acre parcel that is the current location on 1700 Business Center Drive into two lots; and two separate Site Plan and Design Review Cases: a 344 unit residential apartment project by MBK Homes (Building A), and the other from Mill Creek Residential for 275 residential apartment units (Building B). The proposal involves two different apartment buildings, constructed and operated by two separate owners, but is being processed as one development project. The applicant is referring to this project as "The Residences at Duarte Station". A development on Phase 1b has not submitted for the approval process at this time. However, the City, MJW Investments and the developer, Jamboree Housing, have been working with Metro on a proposal to integrate the current parking into a parking structure that would also serve as an intergenerational, subsidized housing project of between 60 and 70 units. In total, 619 units are proposed on the site; equating to 80 units per acre.

Both buildings will face Business Center Drive and will share a common landscaped paseo between the buildings and a shared drive to the west, south and east of the buildings. For both projects, the apartment units will be constructed around a multi-level parking garage, creating a "fully-wrapped" design that screens the parking garage and vehicles completely from all sides of



the property. Both buildings are designed in a contemporary architectural style, which incorporates traditional materials. The buildings are designed in styles that adhere to design guidelines of the Duarte Station Specific Plan zoning. A Vesting Tentative Tract Map 82518 is being requested to subdivide the property into two lots, one for each development project.

ANALYSIS

To allow the consideration and processing of the proposed residential projects, the following entitlements are required. Concerns and additional discussion about significant topics are also described in more detail below.

Vesting Tentative Tract Map #82518 (SMA 19-02)

Vesting Tentative Tract Map (VTTM) 82518 is being proposed to subdivide the property on Parcel 2 (Figure 1) into two lots, one for each apartment site - Lot A is 189,223 s.f. (4.34 acres) and Lot B is 148,546 s.f. (3.41 acres). This is considered the first phase of development. The balance of the first phase, is located on Parcel 4 (Figure 1), which is currently the Metro Gold Line parking lot.



Figure 1

The Map was prepared in conformance with the Subdivision Map Act and the City's Subdivision Ordinance and has been designed to meet the requirements of the Fire Department, Sanitation District, among other utility companies and agencies. The drive aisles meet the City requirements for circulation and the Fire Department's requirements for emergency access. As part of the Map approval, the applicant will be required to construct new driveway approaches and replace the sidewalk, curb, gutter, and plant new street trees on Business Center Drive along the frontage of the project site. Site Improvements will occur throughout private property and public right of way areas. There will be a six-foot sidewalk that surrounds the south, east and west sides of property and an eight-foot sidewalk on Business Center Drive. The sidewalk will create a loop around both projects and will feature pedestrian lighting that matches the City's pedestrian lighting on Duarte Road. Staff will also be recommending to the City Council that it consider the renaming of Business Center Drive west of Highland, since the project site is the only property west of Highland that is addressed as Business Center Drive.

Since the developer is proposing a vesting map, a detailed set of conceptual development, architectural, grading, utility plans must be submitted, and are integral with the Map. A vesting map grants vested rights to proceed with a project in accordance with the ordinances, policies and standards in effect at the time the application for approval of the vesting tentative map is completed. This type of map guarantees both the City and developer what type of project is expected as part of the subdivision.

Lots A and B will be separated by a commonly owned and maintained landscape paseo. The paseo between Building A and Building B will be shared and the intent is to provide public access during daytime hours as long as security permits. This is an amenity that in the future could provide access from Business Center Drive to the Gold Line Station platform. The shared access easement on the south side of the project site is shared with Parcel 1 (Figure 1) and will be used for site circulation for the apartments, and loading and commercial activities on Parcel 1. The south sides of each building will have adequate buffers from the adjacent uses through a 10' landscaped setback, six-feet of sidewalk and the remainder of the 34' easement.

Due to the conceptual nature of the project, there are a variety of items that will require additional consideration, regulations or agreements to ensure maintenance, arrange coordination with other property owners, and carry through with the vision of the larger Duarte Station Specific Plan. The most significant of these requirements relate to:

- Creating a common lot for the landscaped paseo between buildings, and any necessary agreements or other mechanisms between the owners regarding maintenance and access within the paseo;
- Easements for circulation and access around the property and with neighboring properties;



- Offer to dedicate internal private roadways to public street(s) in the event this ownership arrangement is necessary or facilitates future development of the Station Plan area;
- Creation and management of a business or other association that provides operational oversight and maintenance responsibilities for the Promenade area along Highland Avenue; and
- Contribution to and management of a fund designed to design, install and maintain a marquee or other prominent project sign on the roof or upper walls of one of the subject buildings, including (and preferably located at) the Phase 1b development to the east of the subject property.

A variety of conditions have been suggested to help regulate the design, operation, and other components of the project, including commonly required off-site improvements to ensure compliance with Public Works standards. Common lots may be required upon final map submittal to identify mutual areas of responsibility between apartment site owners and for street dedication. Comments have been received, and integrated into the conditions of approval where applicable, from the following agencies or utility companies: Caltrans, LA County Fire Department, LA County Sanitation Districts, LA County Department of Public Works (Flood Control), and Southern California Edison (Exhibit C). A water utility will serve letter was previously provided to the developer.

Site Plan and Design Review Case 19-37 (Building A - MBK Homes)

Site Planning/Circulation

This 344-unit building, known as Building A, is located on Lot A - the west side of the property. It has five stories of residential units, with several units on the top story having lofts (sixth story). The outside wall height ranges from 46' along the west portion of the building to address proximity to single-family houses, and to 67' on the east portion of the building. The center of the building, where the parking structure is located, has seven levels of parking with a 17,753 square foot rooftop amenity area on the top (eighth) level. The highest point of the structure is approximately 85' tall. The building is designed to take full advantage of views from the site to the north and south. This project will be built, owned and operated by MBK Homes.

Proposed unit size range from: studios from 527 square feet to 677 square feet, with an average of 602 square feet; one bedroom units from 585 to 915 square feet, with an average of 721 square feet; two bedroom from 799 square feet to 1,196 square feet, with an average of 946 square feet; and three bedroom from 1,054 square feet to 1,118 square feet, with an average of 1,086 square feet. The unit mix is as follows: Studio - 65; one bedroom - 178; two bedroom - 82; and three bedroom - 19. The building consists of a total of 259,062 square feet of residential space.



For a project of its size and density, this project provides a generous amount of open space per unit. Total open space for the building is 91,176 square feet which is well above the minimum requirement of 68,800 square feet (200 square feet per unit). There are five separate ground level open space courts that all share views to outside of the project; each designed in a unique theme to provide different recreational and passive experiences for residents. There is also a roof top space that has a pool, fitness center, clubroom, and other activity areas.

There will be 580 parking spaces (1.69 per unit) provided on seven levels of structured parking. Gated access to the parking structure is provided on the north (primary) and west sides of the building. The 20' westerly driveway (shared access easement) and a 10' wide, heavily landscaped buffer is provided between Building A and adjacent residences. 429 stalls are provided for the mix of unit types. 52 guest parking spaces have also been incorporated. A guest call box is located at the north driveway entrance. Accessible, electric vehicle, and clean air vehicle spaces are provided within the structure.

The project includes a ground level leasing (2,373 square foot) and secondary amenity space (1,928 square foot). Both of these spaces include high ceilings that allow for conversion to office or commercial if there is a desire the future. A total of 10 stalls are reserved for leasing and/or future uses, with four ground-level parking stalls located near the northerly building entrance to be used in association with the leasing office.

Architectural Elements/Materials

The proposed building design meets the specific plan requirements of contemporary design with a traditional design flavor. The structure incorporates articulation in form with changes in the wall planes, and a mixture of colors and materials to help reduce the building's mass. Furthermore, courtyard areas provide substantial modulation in the building planes, reduce the mass of the building, and provide additional buffer from adjacent residences. A variety of architectural elements such as varying roof heights, window styles, balcony/canopy projections and recessed balconies help shape the building and create visual interest. The Business Center Drive street elevation has increased plate heights, and larger windows at the leasing office to give the building a mixed-use appearance. The building has taken a 360-degree design approach by applying high-quality materials and architectural features to all parts of the building and not just those visible from the public. This is especially important along the west and northwest sides of the project, which faces an existing residential neighborhood.

The exterior finish consists of textured stuccoes, a variety of complimentary colors, reddish and cream-colored brick cladding placed on multiple floors of the front elevation, ceramic tile with a Corten finish (metal with patina), wire metal railings, anodized aluminum windows for the leasing and secondary amenities offices, and almond colored vinyl windows for the residential units. Metal awnings are placed near the leasing and secondary amenities to define the potential commercial and/or office components of the project.



Site Plan and Design Review Case 19-38 (Building B – Mill Creek Residential)

Site Planning/Circulation

This 275-unit building, known as Building B, is located on Lot B - the east side of the property. It has five stories of residential units, with several units on the top story having lofts (sixth story). The outside wall height ranges from 66' at the northwest corner of the building, to 57' along the west portion of the building, and to 69' on the northeast portion of the building, and 61' along the east elevation. The center of the building, where the parking structure is located, has seven levels of parking with a 13,289 square foot rooftop amenity area on the top (seventh) level. The highest point of the structure is approximately 77' tall. The building is designed to take full advantage of views from the site to the north and south. This project will be built, owned and operated by Mill Creek Residential.

Proposed unit size ranges: studio and one bedroom units from 540 to 962 square feet, with an average of 730 square feet; and two bedroom from 900 square feet to 1,388 square feet, with an average of 1,069 square feet. The unit mix is as follows: studio - 15; one bedroom - 136; and two bedroom - 124. The building consists of a total of 240,360 square feet of residential space.

Building B also meets and slightly exceeds the open space requirement per unit. Total open space for the building is 55,842 square feet which is approximately 203 square feet per unit. There are three separate ground level open space courts, again themed to provide unique experience for project residents. Two of the courtyards are surrounded by the project; and one of these courtyards is attached to a fitness room located within the structure. The third courtyard is located near the common landscaped paseo between the buildings, and is surrounded by Building B on the east and south sides. Building B also features a roof top space that has a pool, clubroom, and several lounge spaces located adjacent to a half-level of parking on the seventh floor of the building.

There will be 420 parking spaces (1.53 per unit) provided on seven levels of structured parking. Gated access to the parking structure is provided on the east side of the building. The east side access driveway separates the project from the Metro parking lot and the future plan for this area as a residential project. 374 stalls are provided for the mix of unit types. 41 guest parking spaces have also been incorporated; the guest call box is included within a widened portion of the easterly driveway. Accessible, electric vehicle, and clean air vehicle spaces are provided within the structure.

The project includes a ground level leasing (3,068 square foot) designed with 20' high ceilings. The Specific Plan allows these spaces to be office or commercial if there is a desire the future. Five parking spaces are reserved for the leasing function within the parking structure.

Architectural Elements/Materials

Building B also proposes a contemporary design with traditional architectural features and materials, and incorporates similar design techniques to reduce the building mass and provide architectural interest (see discussion for SPDR 19-37 above).

Specific to Building B, corrugated metal panels and gray brick veneers provide rich materials on all elevations. Both wire mesh and fiberglass faux-steel balcony and canopy accents will be incorporated. The northeast corner of the building and leasing area is further improved with full wall corrugated metal panels, increased plate heights, and larger windows at the leasing office to give the building a mixed-use appearance. The building also applies a 360-degree design approach by applying high-quality materials and architectural features to all parts of the building and not just those visible from the public.

Items related to Both Projects

Conditions requiring a parking management plan, an on-site maintenance plan, among other operational matters, will be required of the property owner prior to beginning construction. The applicant will be required to provide a parking management plan to the City for approval, which will also be incorporated into the CC&R's. The management plan is intended to regulate the amount of resident vehicles to help minimize the amount of on street or spillover parking, and address guest, leasing and other parking matters. Parking requirements will be included to ensure resident garages are maintained free of storage and clutter and are regularly used for vehicle parking. Establishment of Covenants, Conditions and Restrictions (CC&Rs) will provide rules and limitations of the development for residents. These rules will include private yard use and storage, parking requirements, common area use, and resident trash requirements, among others. The CC&R's will be recorded to the property and will be managed and enforced by the property's ownership or association. This will ensure the property is well managed at all times and does not become a detriment to the surrounding community.

The ARB recommended a few additional conditions, to be reviewed by staff, related to improving the architectural appeal of both projects:

- Additional building materials to be provided on non-frontage elevations, particularly the south elevation, which will interface with potential re-use or redevelopment of the adjacent parcel in the future;
- Increased architectural detail on the upper floors of the building and parking structure;
- Decorative, exterior lighting on buildings and within landscaping; and
- Increased application of cornice and window treatments.

The plan also implements a public art component that will require each development project to either pay a public art fee equal to one quarter of one percent (0.25%) of the building valuation for public art or to provide a piece of public art. The primary intent of this art would be to further



improve the Highland Promenade. Section 5.3.1 of the DSSP creates the ability for the creation of a maintenance district to maintain amenity spaces such as the Highland Promenade.

ENVIRONMENTAL

The Subsequent EIR process is used when there are substantial changes to a project that necessitate a new evaluation of the possible impacts. The properties impacted by the specific plan have not changed but the development scenario has changed. The proposed DEIR addresses the proposed impacts of the development scenario that may be possible with the proposed specific plan amendment.

This project has been analyzed under the DEIR, which if certified, will allow for a buildout of up to 1,400 residential units, 100,000 square feet of new office, and 12,500 square feet of commercial. 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. A Mitigation and Monitoring Reporting Program will address construction and project impacts and associated monitoring.

The significant impacts of the DSSP that have not been reduced to a level of insignificance will have been substantially reduced in their impacts by the imposition of mitigation measures. The process to address this is for the City Council find that the significant unavoidable adverse impacts of the DSSP are clearly outweighed by the economic, social and other benefits of the project and adopt a Statement of Facts and Findings and Statement of Overriding Considerations.

Additional discussion on the environmental analysis can be found in the related staff report - Amendment to the Duarte Station Specific Plan (Zone Change 19-01) and Draft Subsequent Environmental Impact Report (DEIR); General Plan Amendment 19-01; Municipal Code Amendment 19-02 of the Duarte Station Specific.

RECOMMENDATION

The proposed project provides for the redevelopment of a site that has long been identified as Duarte's transit village. The project will begin to implement the vision of the Duarte Station Specific Plan, assist the City in meeting its regional housing needs, and provide quality housing options near regional transit and local employment centers. Quality architectural design and a variety of open space areas will enhance the area and surrounding community, and create sense of place around the Gold Line station.

Conditions of approval have been proposed for the Vesting Tentative Tract Map and Site Plan and Design Review approvals. Adherence to these conditions, in addition to implementing the required mitigation measures included in the DEIR, will reduce impacts to the surrounding neighborhood and environment.



Staff recommends the Planning Commission review and comment on the proposed project, gather public testimony, and recommend approval to the City Council of the following actions:

1. PC Resolution 19-10 – Vesting Tentative Tract Map 82518 (SMA 19-02);
2. PC Resolution 19-11 – Site Plan and Design Review 19-37 (Building/Lot A); and
3. PC Resolution 19-12 – Site Plan and Design Review 19-38 (Building/Lot B);

Respectfully Submitted,

Jason Golding
Planning Manager

EXHIBITS

- A. Project Plans, Including Architectural, Landscape, Drainage, and LID
- B. Vesting Tentative Tract Map 82518 & Civil Plans
- C. Agency & Utility Correspondence
- D. PC Resolution 19-10 – Vesting Tentative Tract Map 82518 (SMA 19-02);
- E. PC Resolution 19-11 – Site Plan and Design Review 19-37 (Building/Lot A)
- F. PC Resolution 19-12 – Site Plan and Design Review 19-38 (Building/Lot B)





Duarte Investment Partners, LLC
Ladera Ranch, CA
September 12, 2019

SHEET INDEX

SHEET	DESCRIPTION
G1.0	COVER SHEET
A1.1	PROJECT INFORMATION
A1.2	OVERALL SITE PLAN
A1.3	SITE PLAN - BUILDING A
A1.4	SITE PLAN - BUILDING B
A1.5	COMPOSITE BUILDING PLAN - LEVEL 2
A1.6	COMPOSITE BUILDING PLAN - LEVEL 3
A1.7	COMPOSITE BUILDING PLAN - LEVEL 4
A1.8	COMPOSITE BUILDING PLAN - LEVEL 5
A1.9	COMPOSITE BUILDING PLAN - LEVEL 6
A1.10	COMPOSITE BUILDING PLAN - LEVEL 7
A1.11	COMPOSITE BUILDING PLAN - LEVEL 8
A2.1	BUILDING A - NORTH AND SOUTH ELEVATIONS
A2.2	BUILDING A - NORTH ELEVATION
A2.3	BUILDING A - SOUTH ELEVATION
A2.4	BUILDING A - EAST AND WEST ELEVATIONS
A2.5	BUILDING A - EAST ELEVATION
A2.6	BUILDING A - WEST ELEVATION
A2.7	BUILDING B - NORTH AND SOUTH ELEVATIONS
A2.8	BUILDING B - NORTH ELEVATION
A2.9	BUILDING B - SOUTH ELEVATION
A2.10	BUILDING B - EAST AND WEST ELEVATIONS
A2.11	BUILDING B - EAST ELEVATION
A2.12	BUILDING B - WEST ELEVATION
A3.1	BUILDING A - COLOR AND MATERIAL BOARD
A3.2	BUILDING B - COLOR AND MATERIAL BOARD
A3.3	BUILDING A - PERSPECTIVE VIEW
A3.4	BUILDING A - PERSPECTIVE VIEW
A3.5	BUILDING B - PERSPECTIVE VIEW
A3.6	BUILDING B - PERSPECTIVE VIEW
A3.7	LINEAR PARK - PERSPECTIVE VIEW

Project Team

APPLICANT / OWNER
MW INVESTMENT GROUP, LLC
27702 Crown Valley Parkway, Suite D-4-197
Ladera Ranch, CA 92694
(626) 710-6377
Contact: Matt Waken

RESIDENTIAL ARCHITECT
ARCHITECTS ORANGE
144 N. Orange Street
Orange, CA 92866
(714) 639-9860
Contact: Alan Darpini
Michael Heinrich

LANDSCAPE ARCHITECT
MJS LANDSCAPE ARCHITECTS
507 30th Street
Newport Beach, CA 92663
(949) 675-9964
Contact: Paul Maksy
Mark Schattinger

CIVIL ENGINEER
KHR ASSOCIATES
17530 Von Karman Ave, Suite 200
Irvine, CA 92614
(949) 756-6440
Contact: Gabe Uribe
Jim Kawamura

PLANNING / TRANSPORTATION
LOS ANGELES COUNTY METRO
One Gateway Plaza
Los Angeles, CA 90012
(213) 922-6000
Contact: Shannon Hamelin

FIRE AGENCY
LOS ANGELES COUNTY FIRE
231 W. Mountain View Avenue
Glendora, CA 91741
(626) 963-5564
Contact: Manny Moshrefi

THE RESIDENCES AT DUARTE STATION

DUARTE, CA

Duarte Investment Partners, LLC
27702 Crown Valley Parkway, Suite D-4-197, Ladera Ranch, CA 92694
(626) 710-6377

DATE: 09-12-19
JOB NO.: 2018-424

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860



BLDG A - UNIT SUMMARY							
UNIT TYPE	UNIT NET SQ. FT.	PATIO / BALC. SQ. FT.	NUMBER OF UNITS	TOTAL NET SQ. FT.	AVG. UNIT TYPE SQ. FT.	%	UNIT %
S1	567	0	22	12,474	602	6.4%	19%
S1-L	650	121	3	1,950		0.9%	
S2	548	21	9	4,932		2.6%	
S2-L	677	75	1	677		0.3%	
S4	527	0	24	12,648		7.0%	
S4-L	644	97	6	3,864	721	1.7%	52%
A1	755	59	10	7,550		2.9%	
A1-ALT	730	64	1	730		0.3%	
A2	663	70	23	15,249		6.7%	
A2-L	900	200	2	1,800		0.6%	
A2-D	744	54	30	22,320		8.7%	
A4	632	50	41	25,912		11.9%	
A5	585	55	5	2,925		1.5%	
A6	655	51	40	26,200		11.6%	
A6-L	827	191	3	2,481		0.9%	
A7	589	0	10	5,890	946	2.9%	24%
A8	620	0	5	3,100		1.5%	
A9	757	62	7	5,299		2.0%	
A9-L	915	216	1	915		0.3%	
B1	1,045	113	42	43,890		12.2%	
B1-L	1,196	190	5	5,980		1.5%	
B2	879	44	8	7,032		2.3%	
B2-L	942	44	2	1,884		0.6%	
B3	884	140	1	884		0.3%	
B4	886	45	4	3,544		1.2%	
B5	799	38	9	7,191	1,086	2.6%	6%
B5-L	889	156	1	889		0.3%	
B6	993	69	10	9,930		2.9%	
C1	1,118	200	14	15,652		4.1%	
C2	1,054	57	5	5,270		1.5%	
TOTAL			344	259,062	753	100%	100%
TOTAL UNITS			TOTAL NRSF		NRSF/UNIT		

BLDG A - PARKING SUMMARY				
CITY REQUIRED RESIDENTIAL PARKING (9'-0" x 17'-0")				
UNIT TYPE	UNITS	FACTOR	STALLS	REQUIRED
STUDIO	65	1.00		65
1 BR	178	1.00		178
2 BR'S	82	1.80		148
3 BR'S	19	2.00		38
GUEST STALLS	344	0.15		52
RESIDENTIAL STALLS REQUIRED				480
CITY REQUIRED NON-RESIDENTIAL PARKING (9'-0" x 17'-0") MIN. 4/1,000 S.F. RETAIL SPACE				
SQUARE FOOTAGE		/ 1,000 S.F.	FACTOR	REQ.
LEASING		2,373	2,373 x (4)	10
NON-RESIDENTIAL STALLS REQUIRED				10
TOTAL REQUIRED STALLS (INCLUDING ACCESSIBLE & E.V.C.S. STALLS)			490	1.43

(H.C.) ACCESSIBLE STALLS REQUIRED (9' x 18')	QUAN.	RATIO	REQ'D
H.C. - RESIDENTS	391	0.02	8
H.C. - GUEST	52	0.05	3
H.C. - LEASING	10	0.05	1
TOTAL ACCESSIBLE STALLS REQUIRED (INCLUDED IN TOTAL PARKING COUNT)			12
NOTE: PROVIDE (1) VAN ACCESSIBLE STALL FOR EVERY 6 ACCESSIBLE STALLS PROVIDED FOR EACH PARKING TYPE			

(E.V.C.S.) ELECTRIC VEHICLE STALLS REQUIRED (9' x 17')	QUAN.	RATIO	REQ'D
E.V.C.S. - RESIDENTS	391	0.03	12
E.V.C.S. - GUEST	52	0.03	2
E.V.C.S. - LEASING	10	TABLE 5.106.5.3.3	0
TOTAL EVCS STALLS REQUIRED (INCLUDED IN TOTAL PARKING COUNT)			14
(E.V.C.S.) ELEC. VEHICLE ACCESSIBLE STALLS REQ.(9' x 18')	QUAN.	RATIO	REQ'D
E.V.C.S. - RESIDENTS	12	1 PER 25	(+8' AISLE)
E.V.C.S. - GUEST	2	1 PER 25	(+8' AISLE)
E.V.C.S. - LEASING	0	TABLE 118-228.3.2.1	0
TOTAL ELECTRIC VEHICLE STALLS REQUIRED (INCLUDED IN E.V.C.S. PARKING COUNT)			2

(C.A.V.) CLEAN AIR VEHICLES STALLS REQUIRED (9'-0" x 17')	QUAN.	RATIO	REQ'D
C.A.V. - LEASING	10	TABLE 5.106.5.2	1
TOTAL CLEAN AIR VEHICLE STALLS REQUIRED (INCLUDED IN TOTAL PARKING COUNT)			1

PARKING PROVIDED				
	UNITS PER LEVEL	RESIDENTIAL STALLS	ACCESSIBLE STALLS	TOTAL STALLS PROVIDED
SURFACE PARKING	0	3	1	4
LEVEL 1	66	69	3	72
LEVEL 2	68	83	3	86
LEVEL 3	72	83	3	86
LEVEL 4	72	84	2	86
LEVEL 5	66	86	0	86
LEVEL 6	0	86	0	86
LEVEL 7	0	74	0	74
TOTAL STALLS PROVIDED	344	565	12	580
				1.69

1) REQUIRED EVCS STALLS ARE INCLUDED WITHIN THE REQUIRED CITY PARKING COUNT.

BLDG A - OPEN SPACE SUMMARY		
OPEN SPACE REQUIRED:	344 UNITS X	200 S.F./UNIT = 68800 S.F.
TOTAL OPEN SPACE REQ'D:	68800	
LOCATIONS		
COURTYARD #1		2,201
COURTYARD #2		2,216
COURTYARD #3		3,131
COURTYARD #4		4,824
COURTYARD #5		4,439
COURTYARD #6		0
ROOF DECK		17,753
LINEAR PARK		8,694
LEASING LOUNGE + MAIL		2,373
SECONDARY AMENITY		1,925
PRIVATE OPEN SPACE (COUNTED AS DOUBLE PER SPEC. PLAN)		43,620
TOTAL OPEN SPACE PROVIDED		91,176
TOTAL S.F./UNIT PROVIDED		265

BLDG B - UNIT SUMMARY							
UNIT TYPE	UNIT NET SQ. FT.	PATIO / BALC. SQ. FT.	NUMBER OF UNITS	TOTAL NET SQ. FT.	AVG. UNIT TYPE SQ. FT.	%	UNIT %
A1	670	0	6	4,020	730	2.2%	55%
A2	717	62	47	33,699		17.1%	
A3	738	59	35	25,830		12.7%	
A4	769	0	5	3,845		1.8%	
A7	762	0	26	19,812		9.5%	
A7-L	962	0	7	6,734		2.5%	
A7A	762	83	5	3,810		1.8%	
A8	648	0	15	9,720		5.5%	
A9	540	0	5	2,700		1.8%	
B1	1,073	69	52	55,796		18.9%	
B9	950	50	8	7,600	1,069	2.9%	45%
B2	900	0	4	3,600		1.5%	
B4	1,044	122	44	45,936		16.0%	
B6	993	69	10	9,930		3.6%	
B7	1,138	0	4	4,552		1.5%	
B7-L	1,388	0	2	2,776		0.7%	
TOTAL			275	240,360	874	100%	100%
TOTAL UNITS			TOTAL NRSF		NRSF/UNIT		

BLDG B - PARKING SUMMARY				
CITY REQUIRED RESIDENTIAL PARKING (9'-0" x 17'-0")				
UNIT TYPE	UNITS	FACTOR	STALLS	REQUIRED
STUDIO	15	1.00		15
1 BR	136	1.00		136
2 BR'S	124	1.80		223
GUEST STALLS	275	0.15		41
RESIDENTIAL STALLS REQUIRED			151	415
CITY REQUIRED NON-RESIDENTIAL PARKING (9'-0" x 17'-0") MIN. 4/1,000 S.F. RETAIL SPACE				
SQUARE FOOTAGE		600 S.F.	FACTOR	REQ.
LEASING		3,068	5,113	5
NON-RESIDENTIAL STALLS REQUIRED				5
TOTAL REQUIRED STALLS (INCLUDING ACCESSIBLE & E.V.C.S. STALLS)			420	1.53

(H.C.) ACCESSIBLE STALLS REQUIRED (9' x 18')	QUAN.	RATIO	REQ'D
H.C. - RESIDENTS	374	0.02	8
H.C. - GUEST	41	0.05	3
H.C. - LEASING	5	0.05	1
TOTAL ACCESSIBLE STALLS REQUIRED (INCLUDED IN TOTAL PARKING COUNT)			12
NOTE: PROVIDE (1) VAN ACCESSIBLE STALL FOR EVERY 6 ACCESSIBLE STALLS PROVIDED FOR EACH PARKING TYPE			

(E.V.C.S.) ELECTRIC VEHICLE STALLS REQUIRED (9' x 17')	QUAN.	RATIO	REQ'D
E.V.C.S. - RESIDENTS	374	0.03	12
E.V.C.S. - GUEST	41	0.03	2
E.V.C.S. - LEASING	5	TABLE 5.106.5.3.3	0
TOTAL EVCS STALLS REQUIRED (INCLUDED IN TOTAL PARKING COUNT)			14
(E.V.C.S.) ELEC VEHICLE ACCESSIBLE STALLS REQ. (9' x 17')	QUAN.	RATIO	REQ'D
E.V.C.S. - RESIDENTS	12	1 PER 25	1 (+8' AISLE)
E.V.C.S. - GUEST	2	1 PER 25	1 (+8' AISLE)
E.V.C.S. - LEASING	0	TABLE 118-228.3.2.1	0
TOTAL ELECTRIC VEHICLE STALLS REQUIRED (INCLUDED IN E.V.C.S. PARKING COUNT)			2

(C.A.V.) CLEAN AIR VEHICLES STALLS REQUIRED (9'-0" x 17')	QUAN.	RATIO	REQ'D
C.A.V. - LEASING	5	TABLE 5.106.5.2	1
TOTAL CLEAN AIR VEHICLE STALLS REQUIRED (INCLUDED IN TOTAL PARKING COUNT)			1

PARKING PROVIDED				
	UNITS PER LEVEL	RESIDENTIAL STALLS	ACCESSIBLE STALLS	TOTAL STALLS PROVIDED
LEVEL 1	49	69	4	73
LEVEL 2	52	74	2	76
LEVEL 3	58	74	2	76
LEVEL 4	58	74	2	76
LEVEL 5	58	74	2	76
LEVEL 6	0	51	0	43
TOTAL STALLS PROVIDED	275	416	12	420
				1.53

1) REQUIRED EVCS STALLS ARE INCLUDED WITHIN THE REQUIRED CITY PARKING COUNT.

BLDG B - OPEN SPACE SUMMARY		
OPEN SPACE REQUIRED:	275 UNITS X	200 S.F./UNIT = 55000 S.F.
TOTAL OPEN SPACE REQ'D:	55000	
LOCATIONS		
COURTYARD #1		4,100
COURTYARD #2		4,277
COURTYARD #3		4,362
ROOF DECK + CLUB		12,000
LEASING LOUNGE + MAIL		3,068
FITNESS		2,505
LINEAR PARK		1,556
PRIVATE OPEN SPACE (COUNTED AS DOUBLE PER SPEC. PLAN)		23,974
TOTAL OPEN SPACE PROVIDED		55,842
TOTAL S.F./UNIT PROVIDED		203

GENERAL DISCLAIMER

THESE CONCEPTUAL ARCHITECTURAL PLANS ARE FOR PLANNING & DEVELOPMENT PURPOSES ONLY. REVISIONS MAY BE REQUIRED DUE TO FURTHER REQUIREMENTS, INVESTIGATION FROM GOVERNING AGENCIES AND BUILDING CODE ANALYSIS. DIMENSIONS SHOWN ARE APPROXIMATE AND ARE BASED UPON THE INFORMATION AND SURVEYS AVAILABLE. PLEASE REFER TO CIVIL SURVEYS, DRAWINGS AND EXHIBITS FOR TECHNICAL INFORMATION AND MEASUREMENTS. PLEASE REFER TO THE LANDSCAPE ARCHITECT'S DRAWINGS AND EXHIBITS FOR ALL LANDSCAPE PLANTING, IRRIGATION, DESIGN AND SPECIFICATIONS.

PROJECT INFORMATION

DATE: 09-12-19
JOB NO.: 2018-424

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

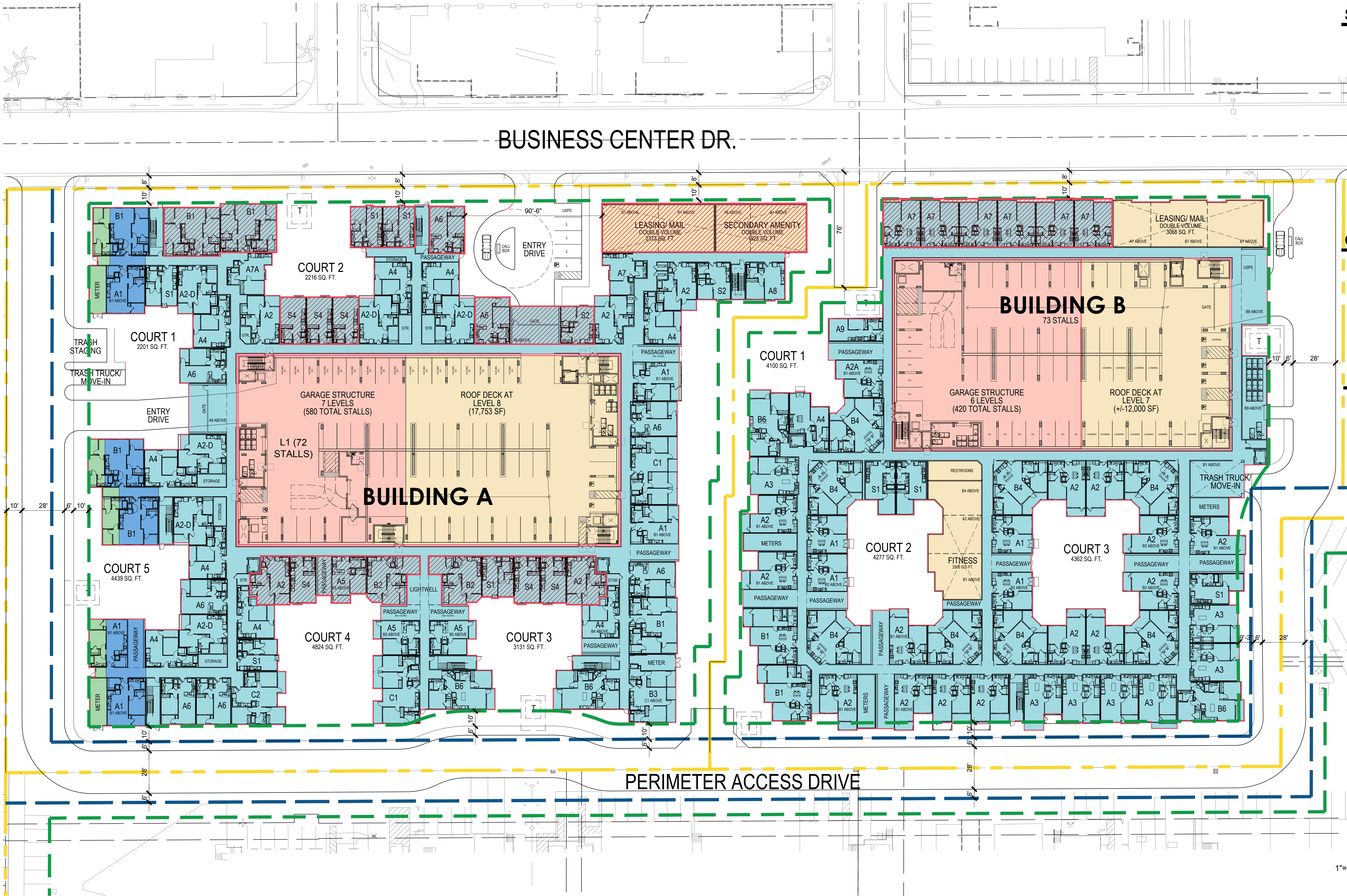


THE RESIDENCES AT DUARTE STATION

DUARTE, CA

Duarte Investment Partners, LLC

27702 Crown Valley Parkway, Suite D-4-197, Ladera Ranch, CA 92694
(626) 710-6377



SITE PLAN NOTES

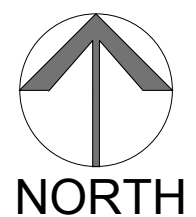
1. THIS ARCHITECTURAL SITE PLAN IS PROVIDED FOR OVERALL SITE REFERENCE. THE LOCATION OF ITEMS INCLUDED IN THIS SET OF PLANS IS FOR AGENCY DEPARTMENT USE ONLY.
2. THIS SITE PLAN IS FOR REFERENCE ONLY, AS AN ARCHITECTURAL PLAN FOR GENERAL LAYOUT AND IDENTIFICATION PURPOSES ONLY.
3. FOR LOT LINE DIMENSIONS & HORIZONTAL CONTROL, SEE CIVIL DRAWINGS
4. FOR HARDSCAPE AND ALL SITE IMPROVEMENTS, SEE LANDSCAPE DRAWINGS
5. FOR PARKING GARAGE, SEE SEPARATE SUBMITTAL PACKAGE
6. FOR "FIRE LANE" DESIGN, SEE CIVIL AND LANDSCAPE DRAWINGS
7. FOR PERIMETER FENCING, SEE LANDSCAPE DRAWINGS
8. REFER TO CIVIL AND LANDSCAPE DRAWINGS FOR SPECIFIC SITE REQUIREMENTS
9. ALL PROPERTY LINES, EASEMENTS, AND BUILDINGS, EXISTING AND PROPOSED ARE SHOWN ON THIS PLAN BUT MUST BE VERIFIED WITH THE CIVIL PLANS
10. BUILDING SIGNAGE IS DESIGNED BY OTHERS AND INSTALLED BY THE GENERAL CONTRACTOR.
11. SITE SIGNAGE IS DESIGNED BY OTHERS AND INSTALLED BY THE CONTRACTOR.
12. SITE WALLS ARE DESIGNED BY OTHERS
13. DECORATIVE SITE LIGHTING IS DESIGNED BY OTHERS.
14. SURFACE WATER MUST DRAIN AWAY FROM BUILDING SEE CIVIL AND LANDSCAPE PLANS FOR DRAINAGE DESIGN.

GENERAL NOTES

1. SEE SHEETS L1-1 - L1-11 FOR LANDSCAPE.
2. SEE SHEETS C-1.00 - C-2.00 FOR CIVIL.

LEGEND

- INDICATES AREA OF 5 STORIES PLUS MEZZANINES
- INDICATES AREA OF 5 STORIES WITH OUT MEZZANINES
- INDICATES AREA OF AMENITY AND AMENITY DECK
- INDICATES AREA OF 3 STORIES
- INDICATES AREA OF 4 STORIES
- INDICATES AREA OF PARKING STRUCTURE
- INDICATES PROPERTY LINE
- INDICATES 28' DRIVE AISLE
- INDICATES EXISTING EASEMENT
- INDICATES NEW SETBACKS PER DUARTE STATION SPECIFIC PLAN



0' 15' 30' 60' 90'
1"=30'-0"

OVERALL SITE PLAN - BUILDINGS A & B

A1.2

THE RESIDENCES AT DUARTE STATION

DUARTE, CA

Duarte Investment Partners, LLC

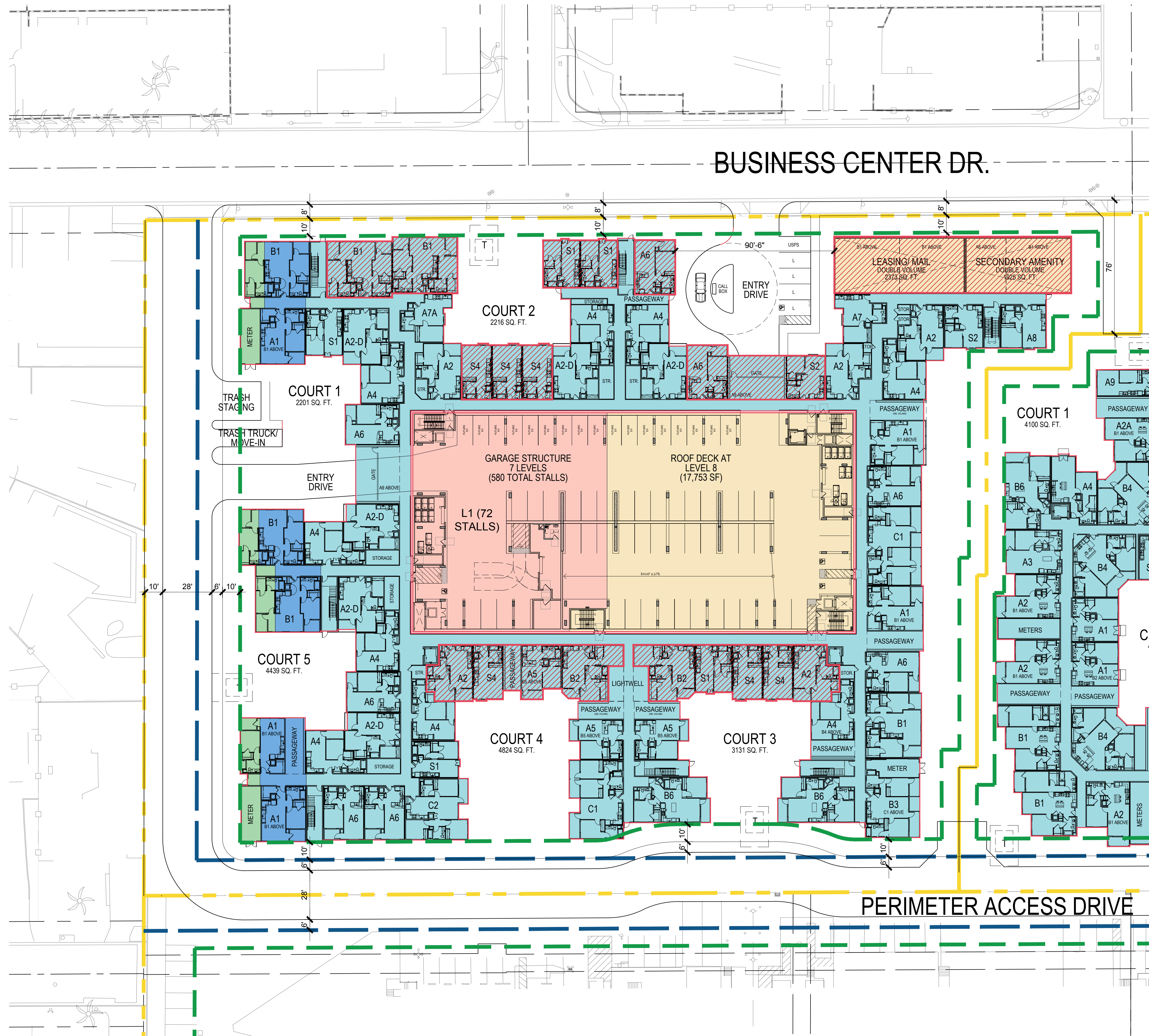
27702 Crown Valley Parkway, Suite D-4-197, Ladera Ranch, CA 92694
(626) 710-6377

DATE: 09-12-19
JOB NO.: 2018-424

ARCHITECTS ORANGE

144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860





SITE PLAN NOTES

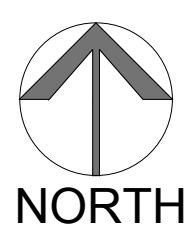
1. THIS ARCHITECTURAL SITE PLAN IS PROVIDED FOR OVERALL SITE REFERENCE. THE LOCATION OF ITEMS INCLUDED IN THIS SET OF PLANS IS FOR AGENCY DEPARTMENT USE ONLY.
2. THIS SITE PLAN IS FOR REFERENCE ONLY, AS AN ARCHITECTURAL PLAN FOR GENERAL LAYOUT AND IDENTIFICATION PURPOSES ONLY.
3. FOR LOT LINE DIMENSIONS & HORIZONTAL CONTROL, SEE CIVIL DRAWINGS
4. FOR HARDSCAPE AND ALL SITE IMPROVEMENTS, SEE LANDSCAPE DRAWINGS
5. FOR PARKING GARAGE, SEE SEPARATE SUBMITTAL PACKAGE
6. FOR "FIRE LANE" DESIGN, SEE CIVIL AND LANDSCAPE DRAWINGS
7. FOR PERIMETER FENCING, SEE LANDSCAPE DRAWINGS
8. REFER TO CIVIL AND LANDSCAPE DRAWINGS FOR SPECIFIC SITE REQUIREMENTS
9. ALL PROPERTY LINES, EASEMENTS, AND BUILDINGS, EXISTING AND PROPOSED ARE SHOWN ON THIS PLAN BUT MUST BE VERIFIED WITH THE CIVIL PLANS
10. BUILDING SIGNAGE IS DESIGNED BY OTHERS AND INSTALLED BY THE GENERAL CONTRACTOR.
11. SITE SIGNAGE IS DESIGNED BY OTHERS AND INSTALLED BY THE CONTRACTOR.
12. SITE WALLS ARE DESIGNED BY OTHERS
13. DECORATIVE SITE LIGHTING IS DESIGNED BY OTHERS.
14. SURFACE WATER MUST DRAIN AWAY FROM BUILDING SEE CIVIL AND LANDSCAPE PLANS FOR DRAINAGE DESIGN.

GENERAL NOTES

1. SEE SHEETS L-1 - L-11 FOR LANDSCAPE.
2. SEE SHEETS C-1.00 - C-2.00 FOR CIVIL.

LEGEND

- INDICATES AREA OF 5 STORIES PLUS MEZZANINES
- INDICATES AREA OF 5 STORIES WITH OUT MEZZANINES
- INDICATES AREA OF AMENITY AND AMENITY DECK
- INDICATES AREA OF 3 STORIES
- INDICATES AREA OF 4 STORIES
- INDICATES AREA OF PARKING STRUCTURE
- INDICATES PROPERTY LINE
- INDICATES 28' DRIVE AISLE
- INDICATES EXISTING EASEMENT
- INDICATES NEW SETBACKS PER DUARTE STATION SPECIFIC PLAN



NORTH

0 10' 20' 40' 60'
1"=20'-0"

SITE PLAN - BUILDING A

A1.3

THE RESIDENCES AT DUARTE STATION

DUARTE, CA

Duarte Investment Partners, LLC

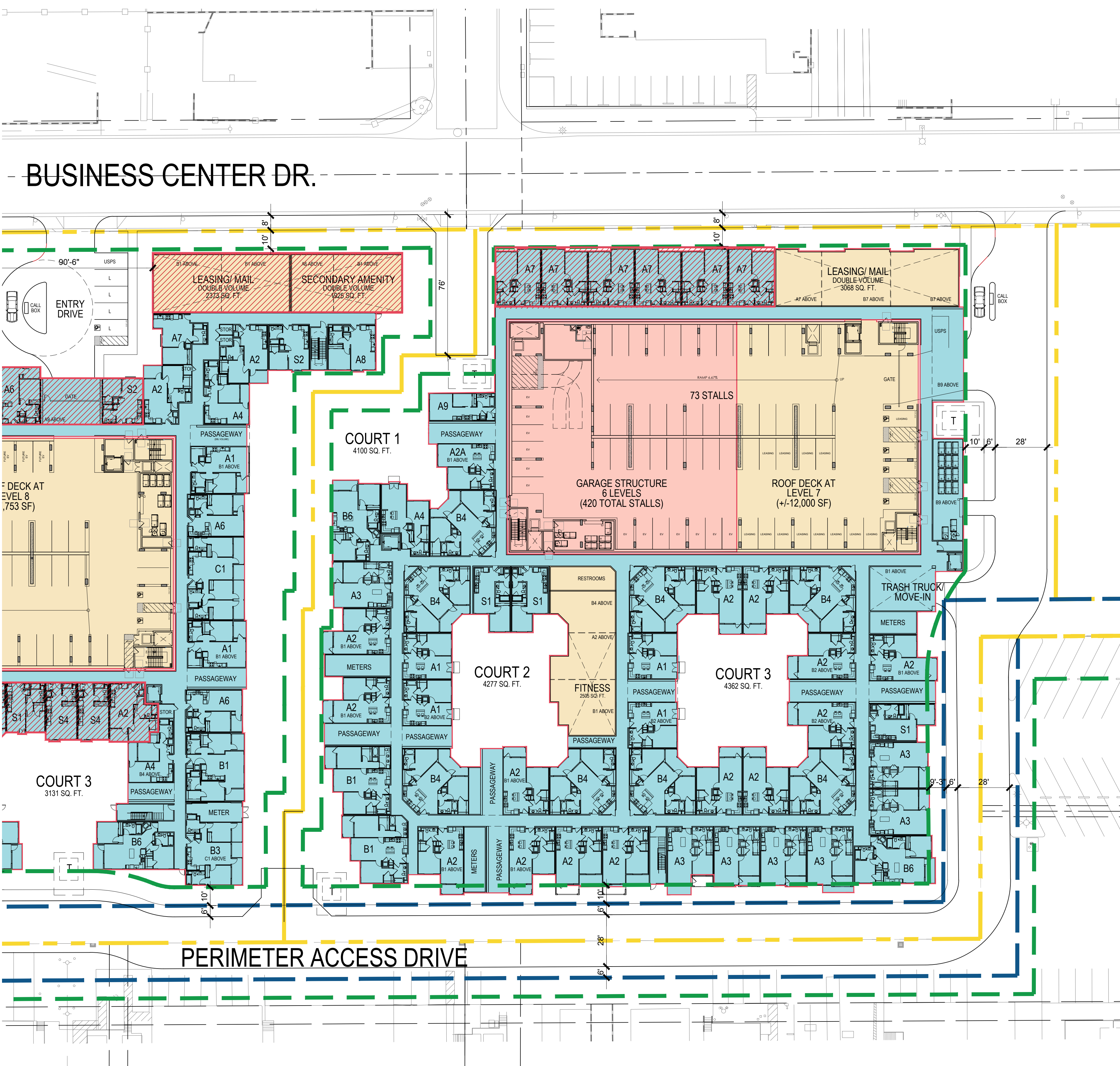
27702 Crown Valley Parkway, Suite D-4-197, Ladera Ranch, CA 92694
(626) 710-6377

DATE: 09-12-19
JOB NO.: 2018-424

ARCHITECTS ORANGE

144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860





SITE PLAN NOTES

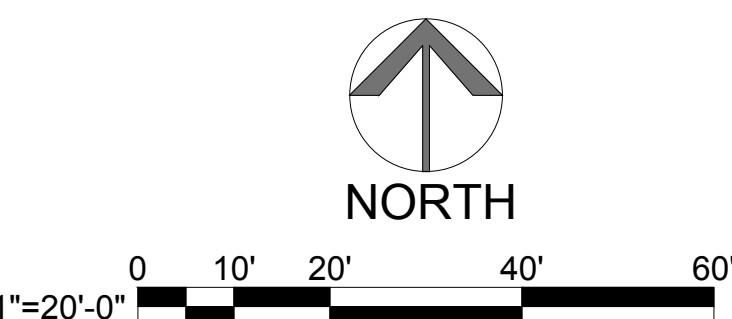
1. THIS ARCHITECTURAL SITE PLAN IS PROVIDED FOR OVERALL SITE REFERENCE. THE LOCATION OF ITEMS INCLUDED IN THIS SET OF PLANS IS FOR AGENCY DEPARTMENT USE ONLY.
2. THIS SITE PLAN IS FOR REFERENCE ONLY, AS AN ARCHITECTURAL PLAN FOR GENERAL LAYOUT AND IDENTIFICATION PURPOSES ONLY.
3. FOR LOT LINE DIMENSIONS & HORIZONTAL CONTROL, SEE CIVIL DRAWINGS.
4. FOR HARDSCAPE AND ALL SITE IMPROVEMENTS, SEE LANDSCAPE DRAWINGS.
5. FOR PARKING GARAGE, SEE SEPARATE SUBMITTAL PACKAGE.
6. FOR "FIRE LANE" DESIGN, SEE CIVIL AND LANDSCAPE DRAWINGS.
7. FOR PERIMETER FENCING, SEE LANDSCAPE DRAWINGS.
8. REFER TO CIVIL AND LANDSCAPE DRAWINGS FOR SPECIFIC SITE REQUIREMENTS.
9. ALL PROPERTY LINES, EASEMENTS, AND BUILDINGS, EXISTING AND PROPOSED ARE SHOWN ON THIS PLAN BUT MUST BE VERIFIED WITH THE CIVIL PLANS.
10. BUILDING SIGNAGE IS DESIGNED BY OTHERS AND INSTALLED BY THE GENERAL CONTRACTOR.
11. SITE SIGNAGE IS DESIGNED BY OTHERS AND INSTALLED BY THE CONTRACTOR.
12. SITE WALLS ARE DESIGNED BY OTHERS.
13. DECORATIVE SITE LIGHTING IS DESIGNED BY OTHERS.
14. SURFACE WATER MUST DRAIN AWAY FROM BUILDING SEE CIVIL AND LANDSCAPE PLANS FOR DRAINAGE DESIGN.

GENERAL NOTES

1. SEE SHEETS L-1 - L-11 FOR LANDSCAPE.
2. SEE SHEETS C-1.00 - C-2.00 FOR CIVIL.

LEGEND

- INDICATES AREA OF 5 STORIES PLUS MEZZANINES
- INDICATES AREA OF 5 STORIES WITH OUT MEZZANINES
- INDICATES AREA OF AMENITY AND AMENITY DECK
- INDICATES AREA OF 3 STORIES
- INDICATES AREA OF 4 STORIES
- INDICATES AREA OF PARKING STRUCTURE
- INDICATES PROPERTY LINE
- INDICATES 28' DRIVE AISLE
- INDICATES EXISTING EASEMENT
- INDICATES NEW SETBACKS PER DUARTE STATION SPECIFIC PLAN



SITE PLAN - BUILDING B

A1.4

THE RESIDENCES AT DUARTE STATION

Duarte Investment Partners, LLC

27702 Crown Valley Parkway, Suite D-4-197, Ladera Ranch, CA 92694
(626) 710-6377

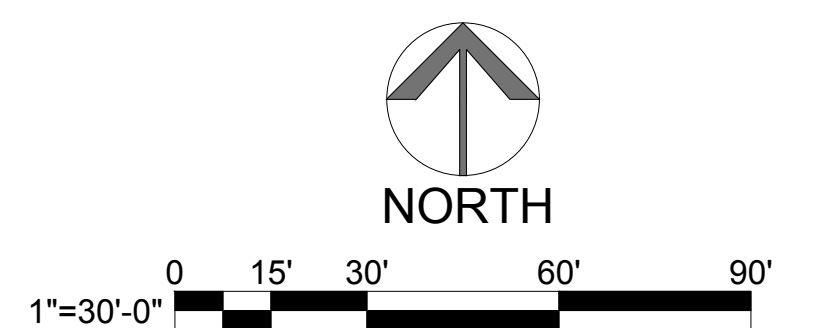
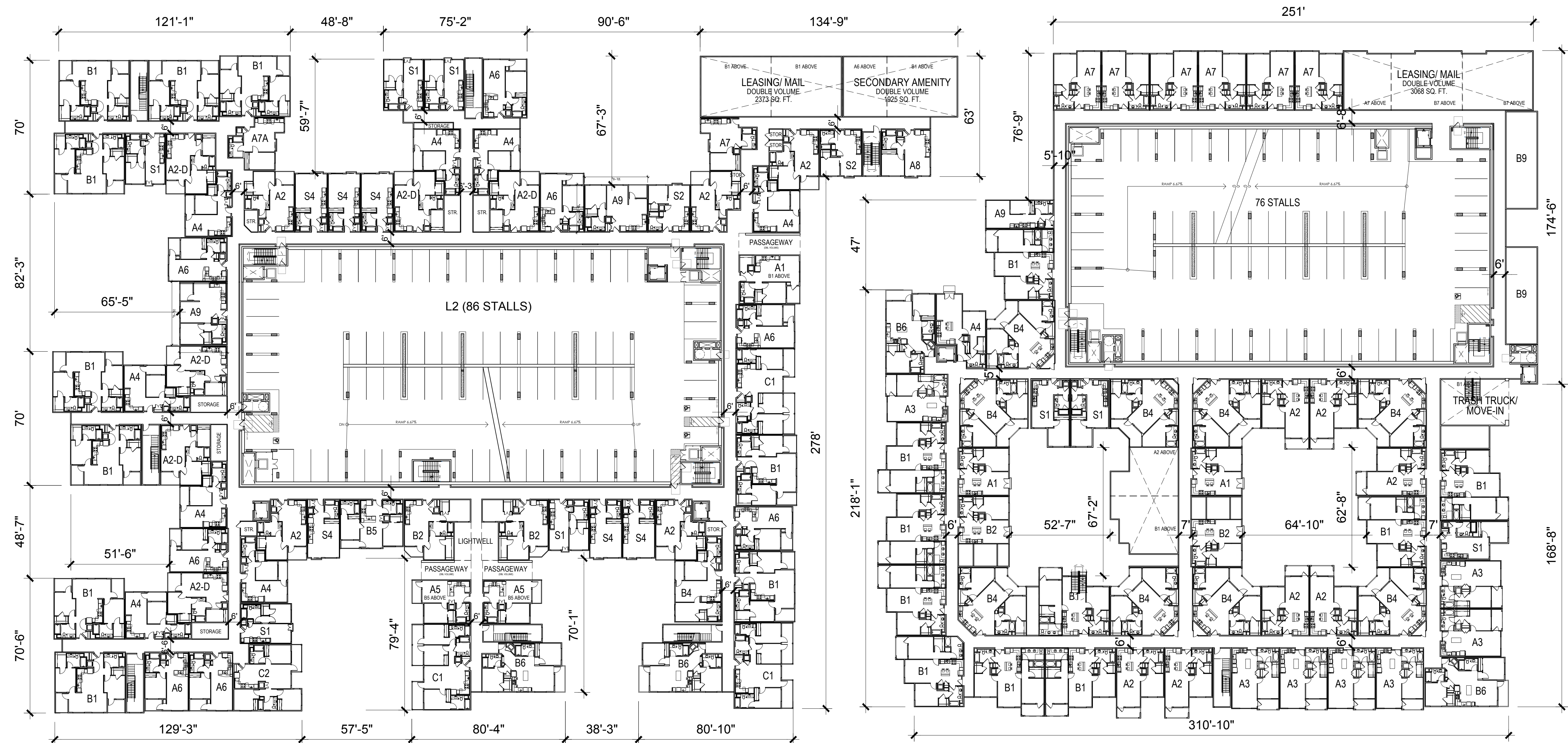
DUARTE, CA

DATE: 09-12-19
JOB NO.: 2018-424

ARCHITECTS ORANGE

144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860





BUILDING COMPOSITE PLAN - LEVEL 2

A1.5

THE RESIDENCES AT DUARTE STATION

DUARTE, CA

Duarte Investment Partners, LLC

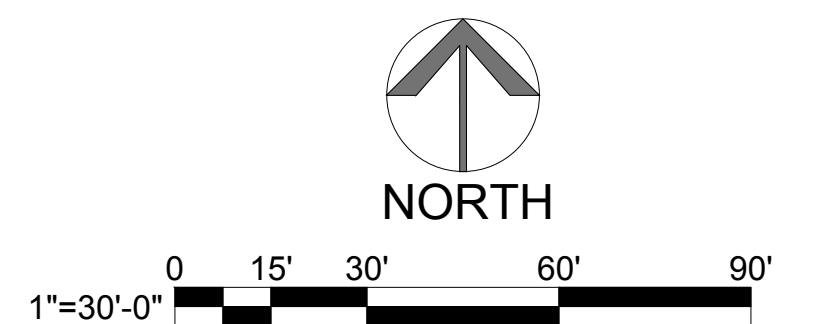
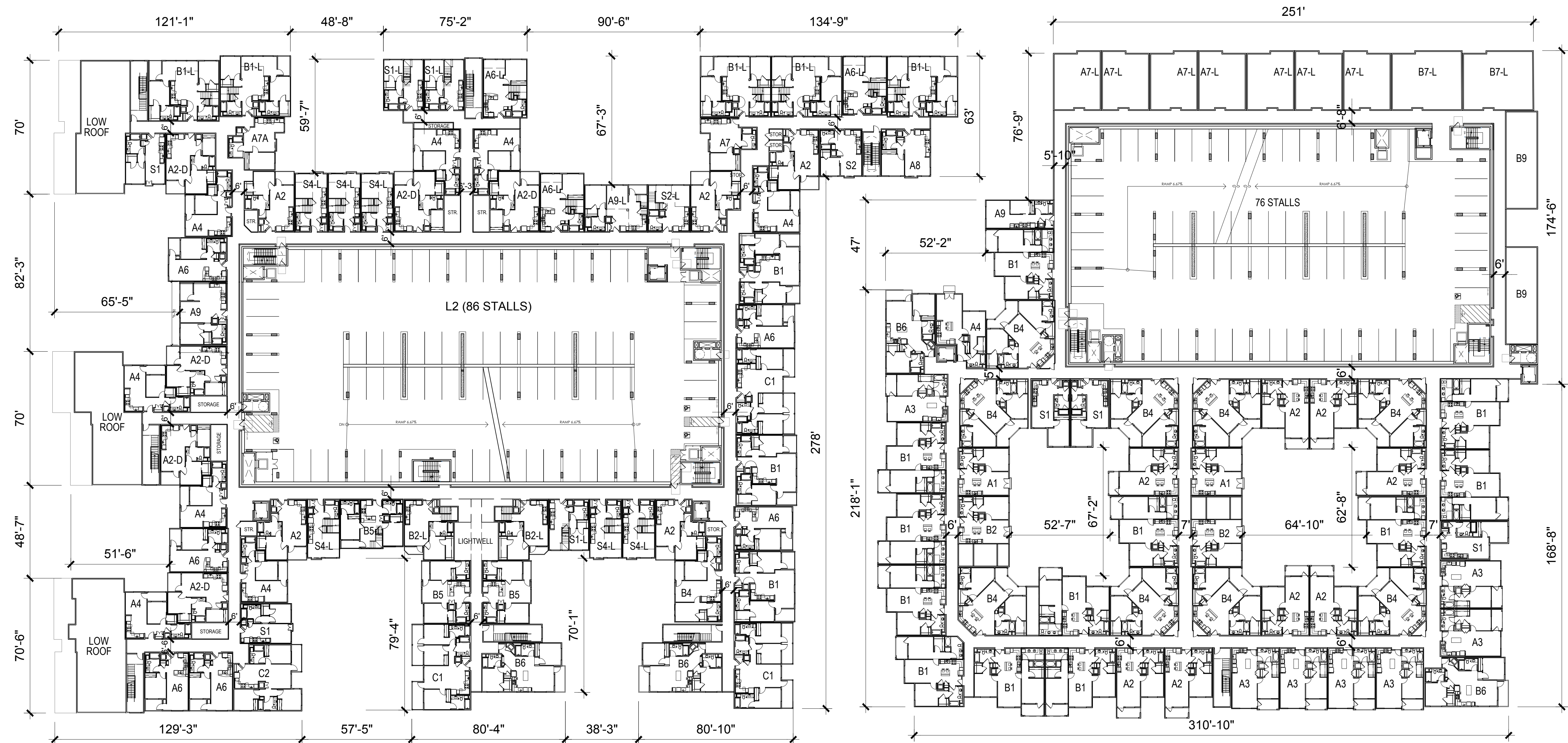
27702 Crown Valley Parkway, Suite D-4-197, Ladera Ranch, CA 92694
(626) 710-6377

DATE: 09-12-19
JOB NO.: 2018-424

ARCHITECTS ORANGE

144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860





BUILDING COMPOSITE PLAN - LEVEL 5

A1.8

THE RESIDENCES AT DUARTE STATION

DUARTE, CA

Duarte Investment Partners, LLC

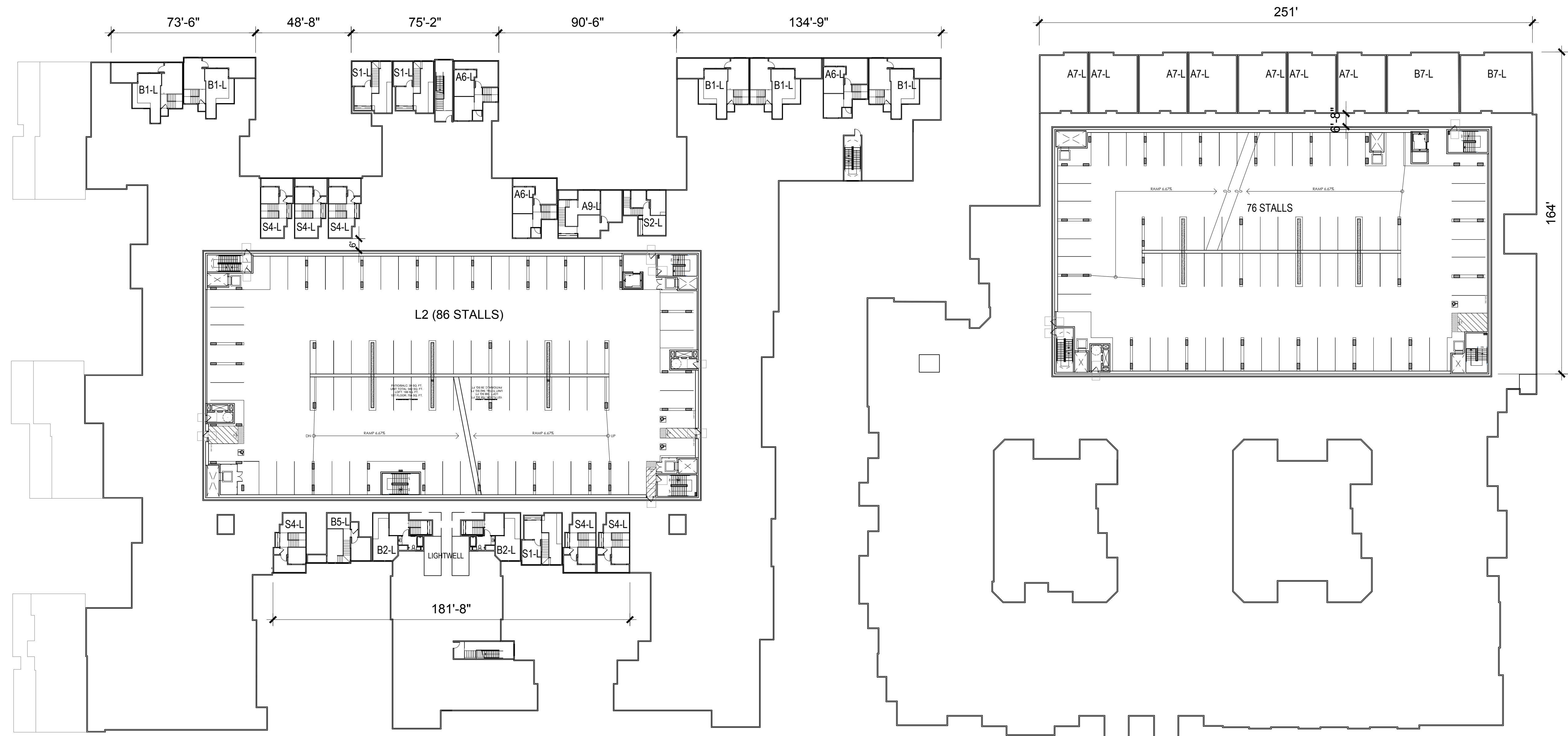
27702 Crown Valley Parkway, Suite D-4-197, Ladera Ranch, CA 92694
(626) 710-6377

DATE: 09-12-19
JOB NO.: 2018-424

ARCHITECTS ORANGE

144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860





BUILDING COMPOSITE PLAN - MEZZANINE / ROOF PLAN

A1.9

THE RESIDENCES AT DUARTE STATION

DUARTE, CA

Duarte Investment Partners, LLC

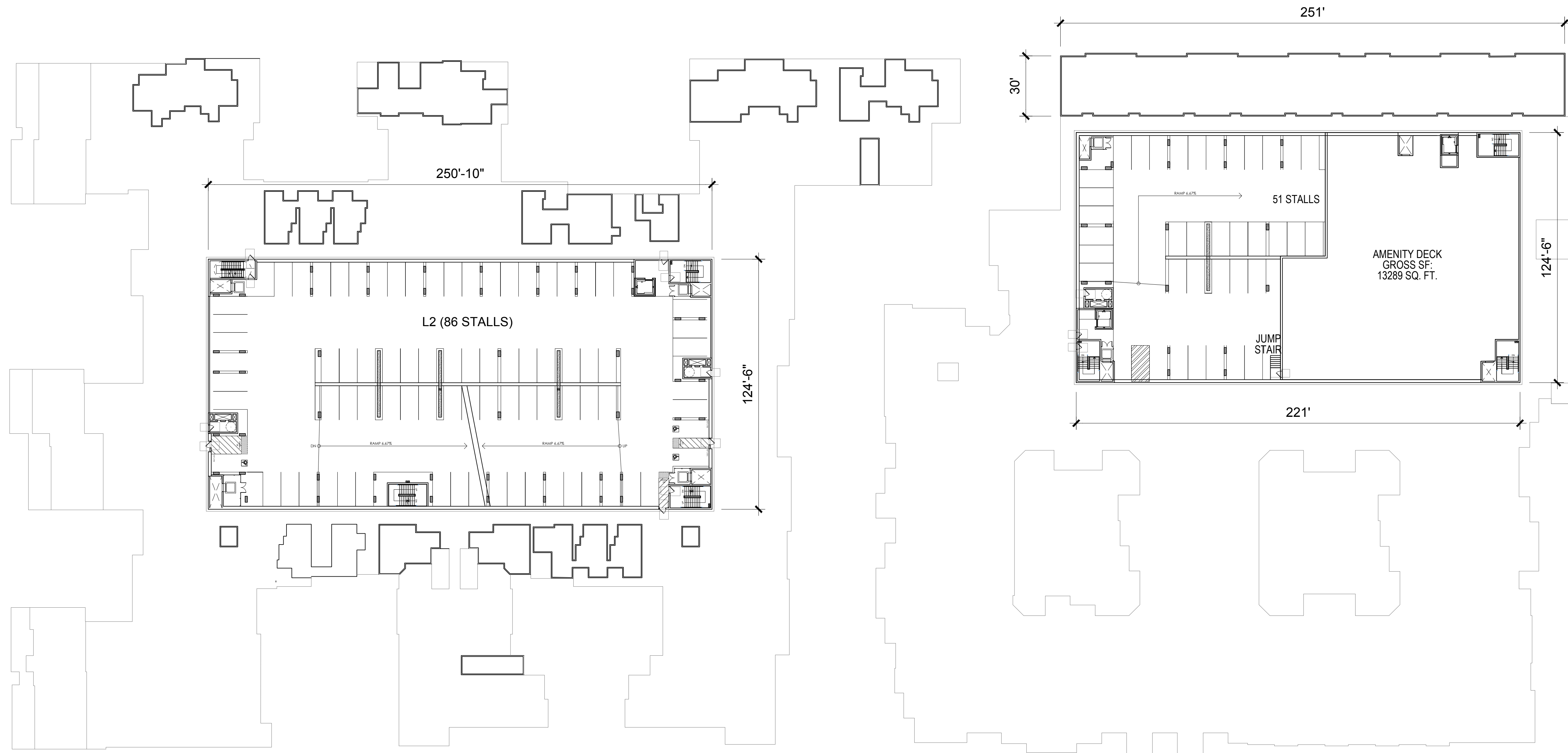
27702 Crown Valley Parkway, Suite D-4-197, Ladera Ranch, CA 92694
(626) 710-6377

DATE: 09-12-19
JOB NO.: 2018-424

ARCHITECTS ORANGE

144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860





1"=30'-0" 0 15' 30' 60' 90'

BUILDING COMPOSITE PLAN - PARKING LEVEL 7 / ROOF DECK

A1.10

THE RESIDENCES AT DUARTE STATION

DUARTE, CA

Duarte Investment Partners, LLC

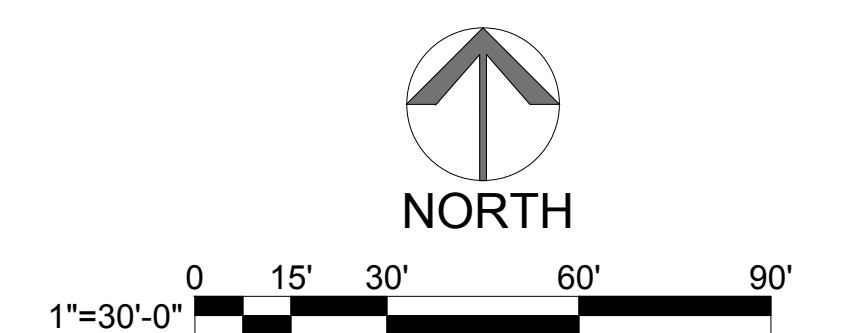
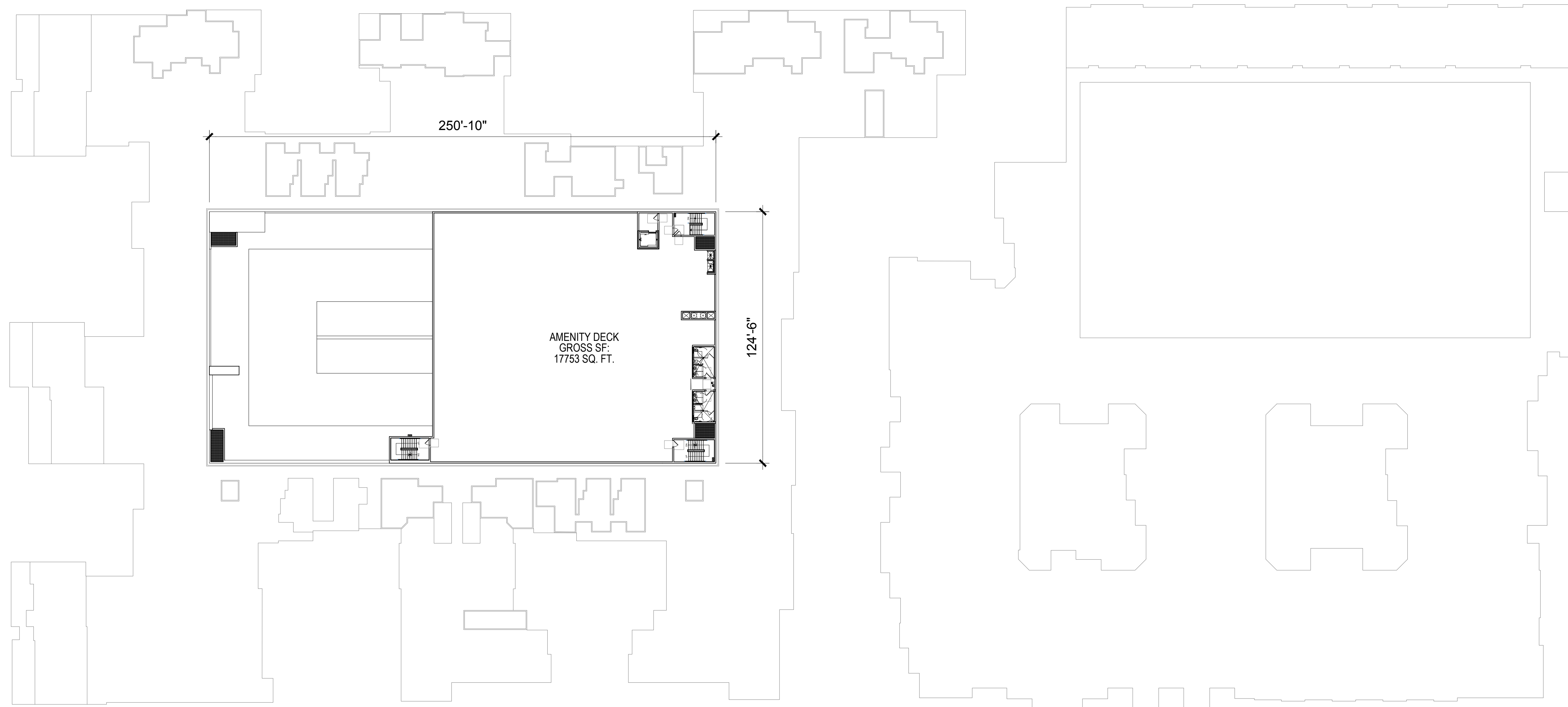
27702 Crown Valley Parkway, Suite D-4-197, Ladera Ranch, CA 92694
(626) 710-6377

DATE: 09-12-19
JOB NO.: 2018-424

ARCHITECTS ORANGE

144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860





BUILDING COMPOSITE PLAN - AMENITY DECK/PARKING LEVEL 8

A1.11

THE RESIDENCES AT DUARTE STATION

DUARTE, CA

Duarte Investment Partners, LLC

27702 Crown Valley Parkway, Suite D-4-197, Ladera Ranch, CA 92694
(626) 710-6377

DATE: 09-12-19
JOB NO.: 2018-424

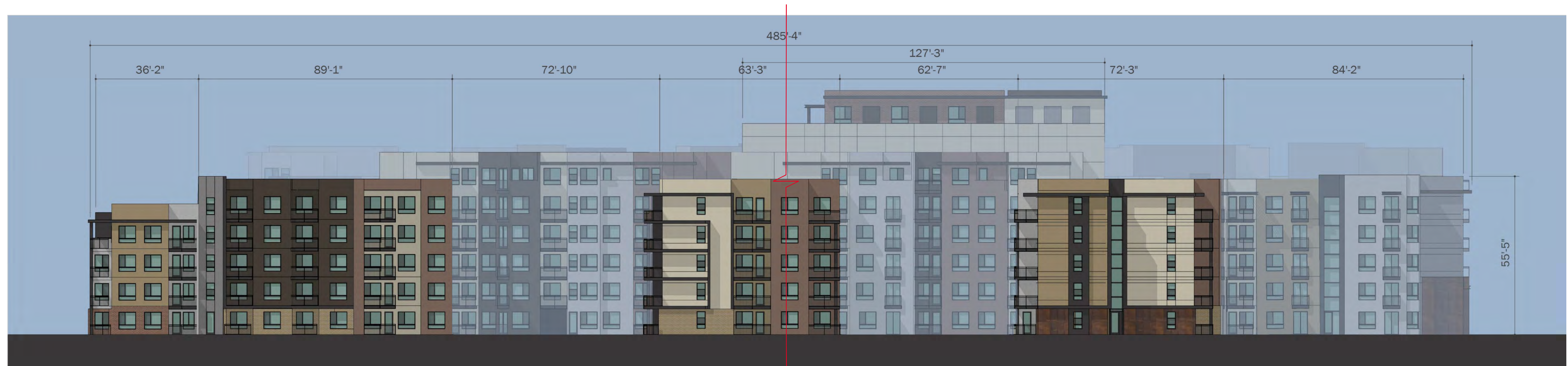
ARCHITECTS ORANGE

144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860





NORTH ELEVATION



SOUTH ELEVATION

BUILDING A - NORTH AND SOUTH ELEVATIONS

A2.1

THE RESIDENCES AT DUARTE STATION

DUARTE, CA

Duarte Investment Partners, LLC
27702 Crown Valley Parkway, Suite D-4-197, Ladera Ranch, CA 92694
(626) 710-6377

1/16"=1'-0" 0 8' 16' 32' 48'

DATE: 09-12-19
JOB NO.: 2018-424

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860





MATERIALS LEGEND	
1	PAINTED STUCCO
2	BRICK VENEER
3	CERAMIC TILE (CORTEN FINISH)
4	VINYL WINDOWS
5	ALUMINUM STOREFRONT
6	WIRE MESH RAILING
SEE COLOR AND MATERIAL BOARD FOR FURTHER SPECIFICATIONS.	



BUILDING A - NORTH ELEVATION

A2.2

THE RESIDENCES AT DUARTE STATION

DUARTE, CA

Duarte Investment Partners, LLC
27702 Crown Valley Parkway, Suite D-4-197, Ladera Ranch, CA 92694
(626) 710-6377

1"=10'-0" 0 5' 10' 20' 30'

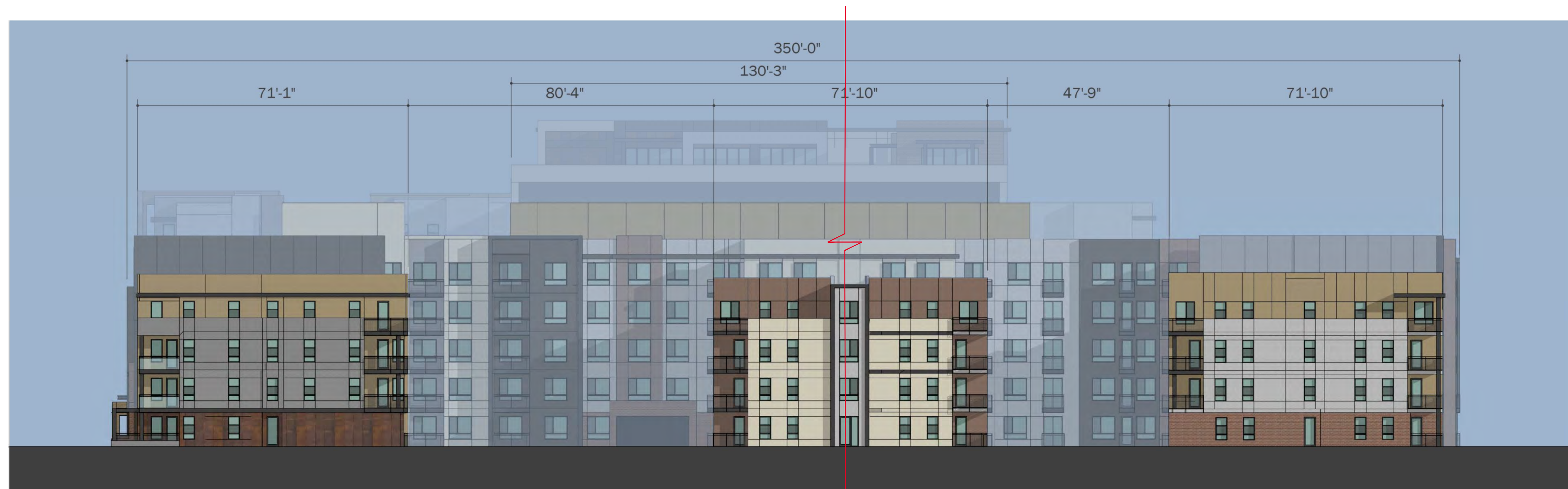
DATE: 09-12-19
JOB NO.: 2018-424

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860





EAST ELEVATION



WEST ELEVATION

BUILDING A - EAST AND WEST ELEVATIONS



DATE: 09-12-19
JOB NO.: 2018-424

THE RESIDENCES AT DUARTE STATION

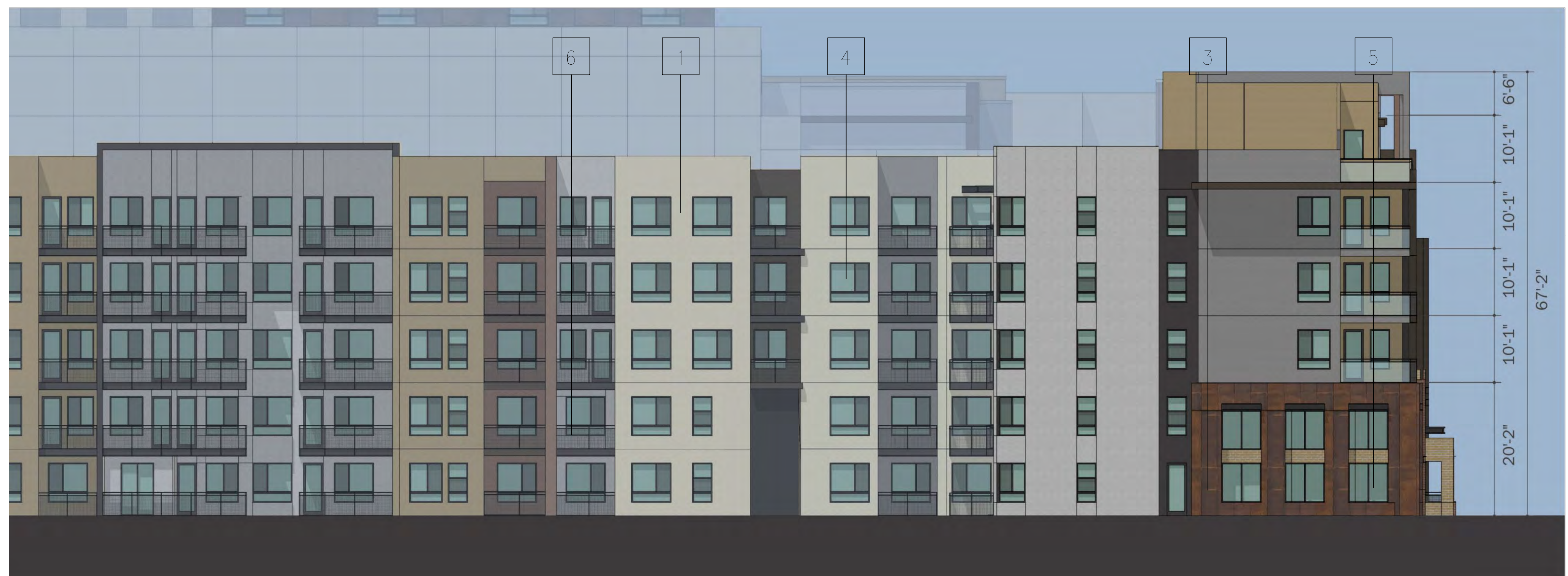
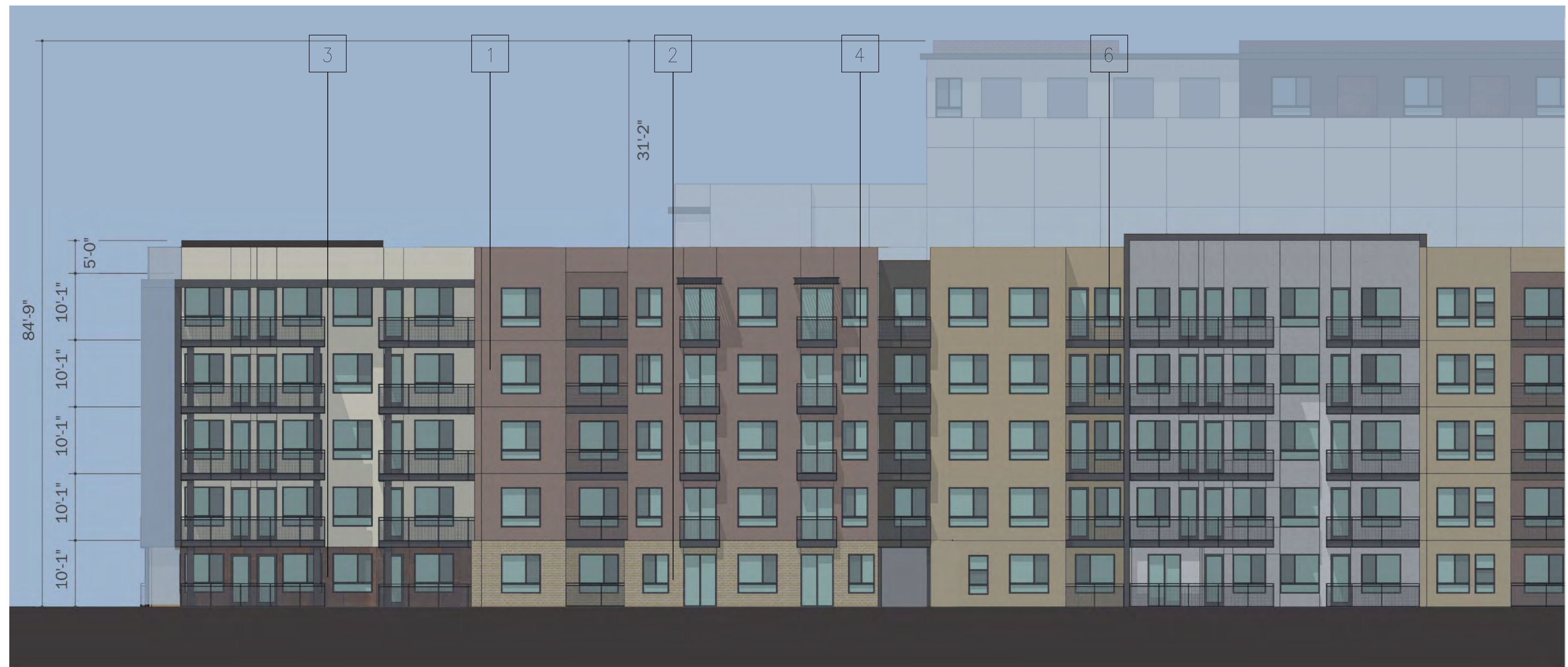
DUARTE, CA

Duarte Investment Partners, LLC
27702 Crown Valley Parkway, Suite D-4-197, Ladera Ranch, CA 92694
(626) 710-6377

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

A2.4





MATERIALS LEGEND	
1	PAINTED STUCCO
2	BRICK VENEER
3	CERAMIC TILE (CORTEN FINISH)
4	VINYL WINDOWS
5	ALUMINUM STOREFRONT
6	WIRE MESH RAILING
SEE COLOR AND MATERIAL BOARD FOR FURTHER SPECIFICATIONS.	

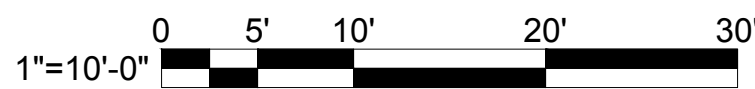
BUILDING A - EAST ELEVATION

A2.5

THE RESIDENCES AT DUARTE STATION

Duarte Investment Partners, LLC
27702 Crown Valley Parkway, Suite D-4-197, Ladera Ranch, CA 92694
(626) 710-6377

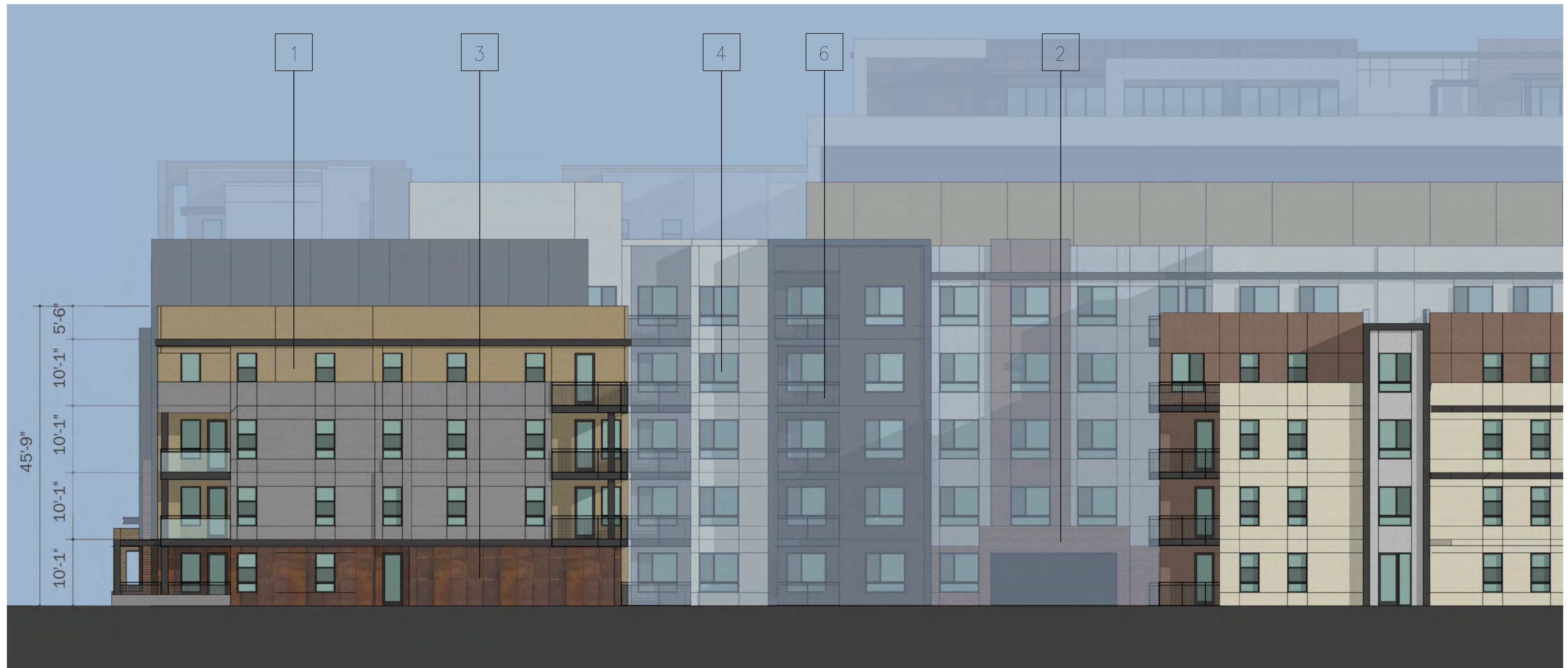
DUARTE, CA



DATE: 09-12-19
JOB NO.: 2018-424

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860





MATERIALS LEGEND

- 1 PAINTED STUCCO
- 2 BRICK VENEER
- 3 CERAMIC TILE (CORTEN FINISH)
- 4 VINYL WINDOWS
- 5 ALUMINUM STOREFRONT
- 6 WIRE MESH RAILING

SEE COLOR AND MATERIAL BOARD FOR FURTHER SPECIFICATIONS.



BUILDING A - WEST ELEVATION

A2.6

THE RESIDENCES AT DUARTE STATION

Duarte Investment Partners, LLC
27702 Crown Valley Parkway, Suite D-4-197, Ladera Ranch, CA 92694
(626) 710-6377

DUARTE, CA

1"=10'-0" 0 5' 10' 20' 30'

DATE: 09-12-19
JOB NO.: 2018-424

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860





NORTH ELEVATION



SOUTH ELEVATION

BUILDING B - NORTH AND SOUTH ELEVATIONS



DATE: 09-12-19
JOB NO.: 2018-424

THE RESIDENCES AT DUARTE STATION

DUARTE, CA

Duarte Investment Partners, LLC
27702 Crown Valley Parkway, Suite D-4-197, Ladera Ranch, CA 92694
(626) 710-6377

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

A2.7





MATERIALS LEGEND	
1	PAINTED STUCCO
2	BRICK VENEER
3	CORRUGATED METAL
4	VINYL WINDOWS
5	ALUMINUM STOREFRONT
6	WIRE MESH RAILING
SEE COLOR AND MATERIAL BOARD FOR FURTHER SPECIFICATIONS.	



BUILDING B - NORTH ELEVATION

A2.8

THE RESIDENCES AT DUARTE STATION

DUARTE, CA

Duarte Investment Partners, LLC
27702 Crown Valley Parkway, Suite D-4-197, Ladera Ranch, CA 92694
(626) 710-6377

1"=10'-0" 0 5' 10' 20' 30'

DATE: 09-12-19
JOB NO.: 2018-424

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860





MATERIALS LEGEND	
1	PAINTED STUCCO
2	BRICK VENEER
3	CORRUGATED METAL
4	VINYL WINDOWS
5	ALUMINUM STOREFRONT
6	WIRE MESH RAILING
SEE COLOR AND MATERIAL BOARD FOR FURTHER SPECIFICATIONS.	

BUILDING B - SOUTH ELEVATION



DATE: 09-12-19
JOB NO.: 2018-424

THE RESIDENCES AT DUARTE STATION

DUARTE, CA

Duarte Investment Partners, LLC

27702 Crown Valley Parkway, Suite D-4-197, Ladera Ranch, CA 92694
(626) 710-6377

ARCHITECTS ORANGE

144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

A2.9





EAST ELEVATION



WEST ELEVATION

BUILDING B - EAST AND WEST ELEVATIONS



DATE: 09-12-19
JOB NO.: 2018-424

THE RESIDENCES AT DUARTE STATION

DUARTE, CA

Duarte Investment Partners, LLC
27702 Crown Valley Parkway, Suite D-4-197, Ladera Ranch, CA 92694
(626) 710-6377

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

A2.10





MATERIALS LEGEND	
1	PAINTED STUCCO
2	BRICK VENEER
3	CORRUGATED METAL
4	VINYL WINDOWS
5	ALUMINUM STOREFRONT
6	WIRE MESH RAILING
SEE COLOR AND MATERIAL BOARD FOR FURTHER SPECIFICATIONS.	

BUILDING B - EAST ELEVATION

A2.11

THE RESIDENCES AT DUARTE STATION

DUARTE, CA

Duarte Investment Partners, LLC
 27702 Crown Valley Parkway, Suite D-4-197, Ladera Ranch, CA 92694
 (626) 710-6377



DATE: 09-12-19
 JOB NO.: 2018-424

ARCHITECTS ORANGE
 144 NORTH ORANGE ST., ORANGE, CA 92866
 (714) 639-9860

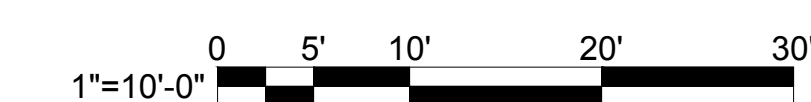




MATERIALS LEGEND	
1	PAINTED STUCCO
2	BRICK VENEER
3	CORRUGATED METAL
4	VINYL WINDOWS
5	ALUMINUM STOREFRONT
6	WIRE MESH RAILING
SEE COLOR AND MATERIAL BOARD FOR FURTHER SPECIFICATIONS.	



BUILDING B - WEST ELEVATION



DATE: 09-12-19
JOB NO.: 2018-424

THE RESIDENCES AT DUARTE STATION

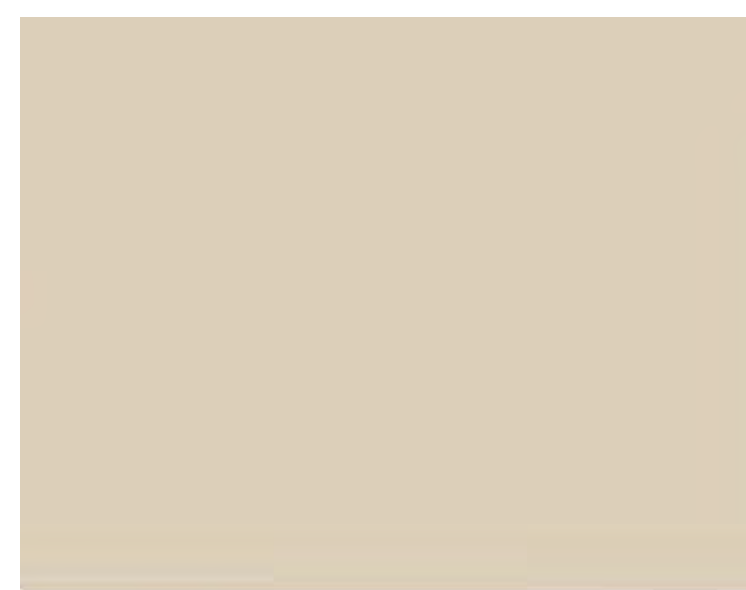
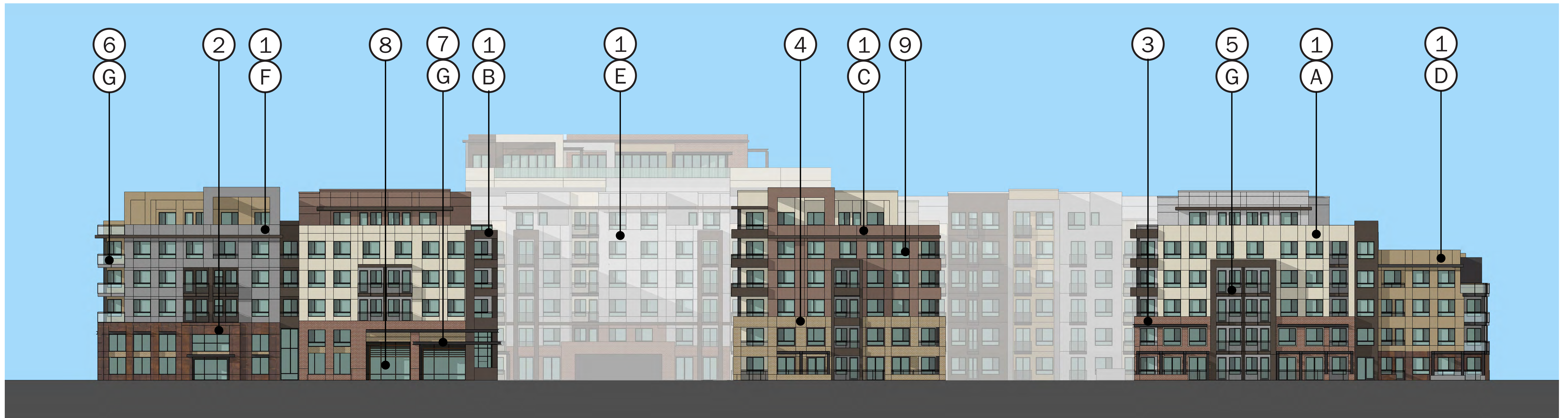
DUARTE, CA

Duarte Investment Partners, LLC
27702 Crown Valley Parkway, Suite D-4-197, Ladera Ranch, CA 92694
(626) 710-6377

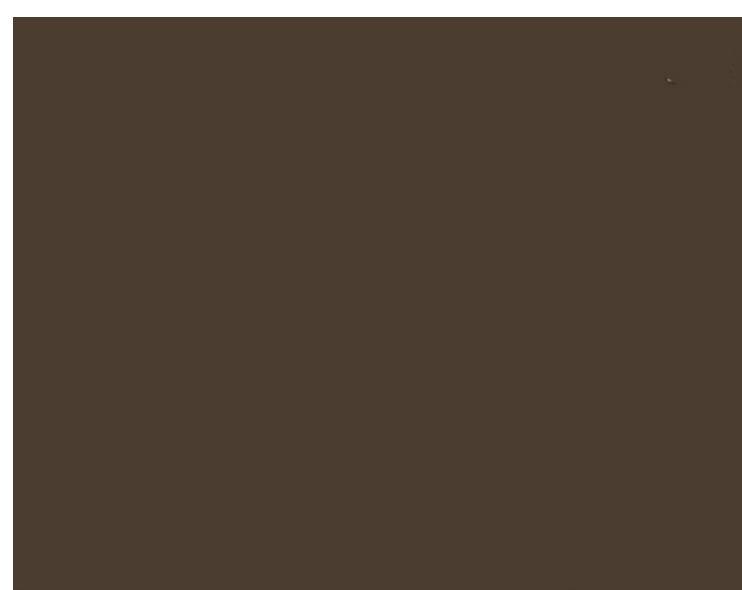
ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

A2.12





(A) SW 7569
Stucco



(B) SW 9183
Dark Clove



(C) SW 6061
Tanbark



(D) SW 2835
Craftsman Brown



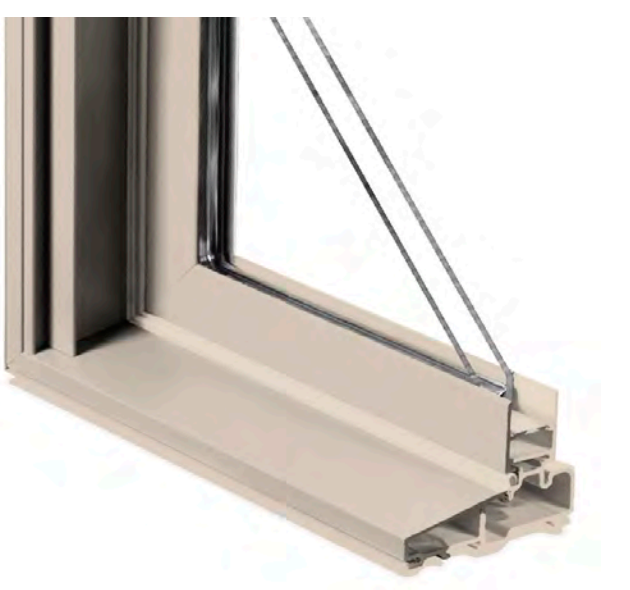
(E) SW 7672
Knitting Needles



(F) SW 7673
Pewter Cast



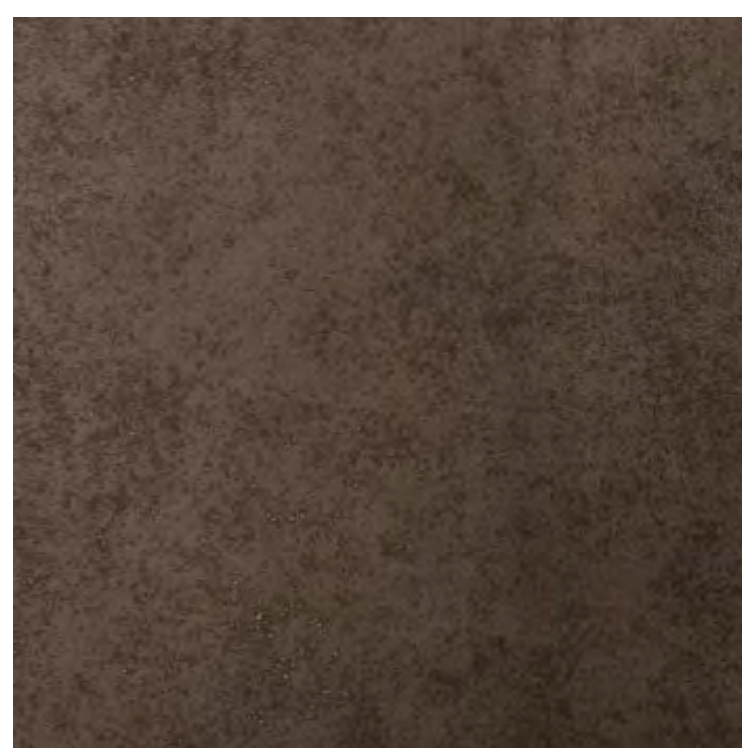
(G) SW 7069
Iron Ore (or similar)



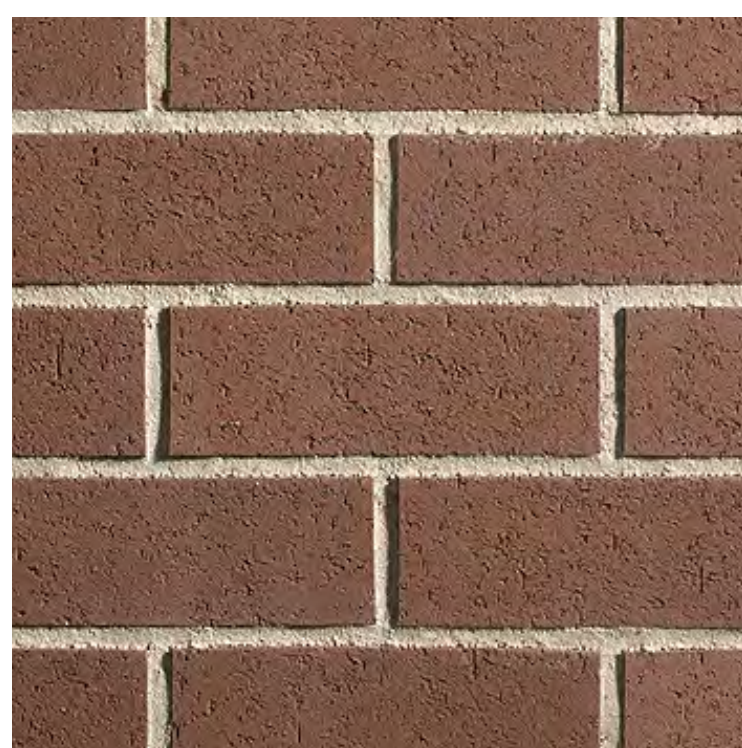
(9) Vinyl Windows - almond
(or similar)



(1) Stucco - 16/20 finish
20/30 finish on north
elevation only



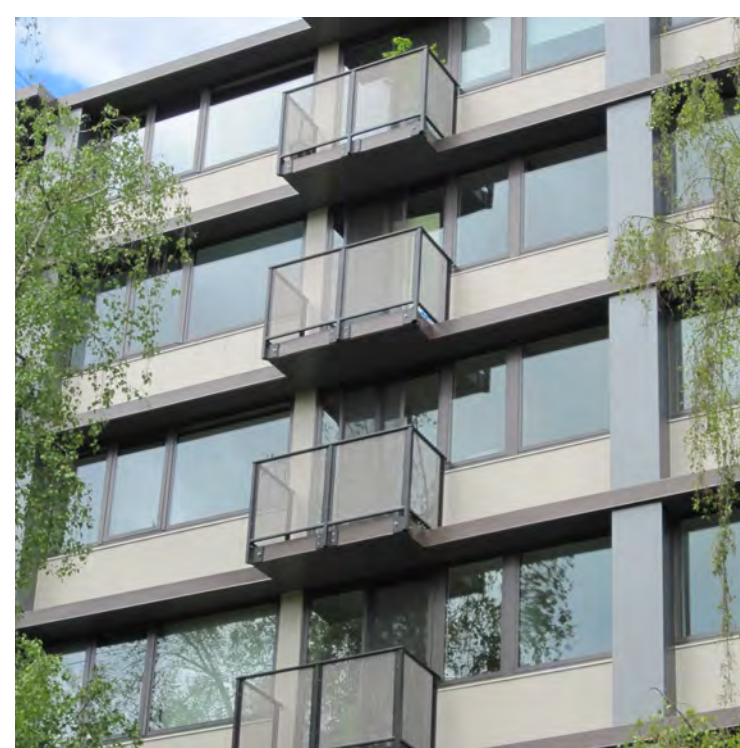
(2) Neolith - Iron Copper
Ceramic Tile



(3) Belden Brick - Canyon
Velour (or similar)



(4) Belden Brick - Lighthouse
Smooth (or similar)



(5) Banker Wire FPZ-46 a -
wire mesh railing
(or similar)



(6) Glass railing (or similar)
for select corners on
north elevation only



(7) Storefront awnings



(8) Storefront windows -
anodized aluminum

BUILDING A - COLOR AND MATERIAL BOARD

A3.1

THE RESIDENCES AT DUARTE STATION

DUARTE, CA

Duarte Investment Partners, LLC

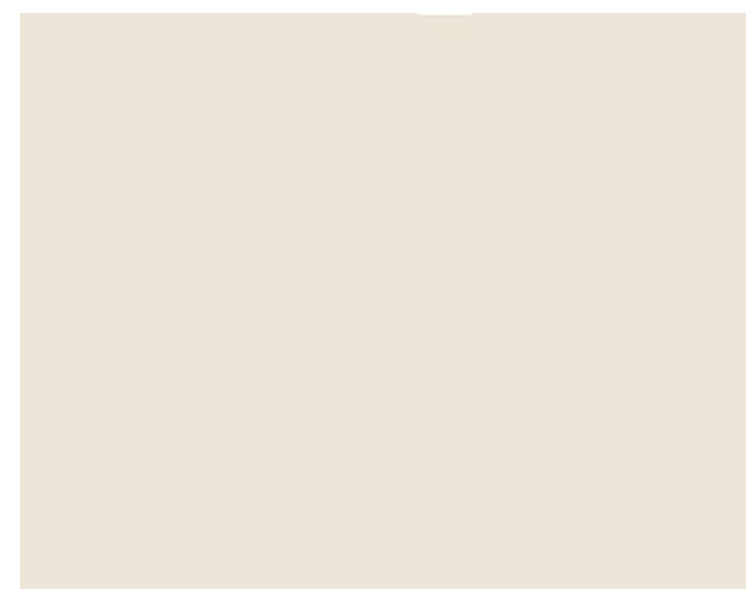
27702 Crown Valley Parkway, Suite D-4-197, Ladera Ranch, CA 92694
(626) 710-6377

DATE: 09-12-19
JOB NO.: 2018-424

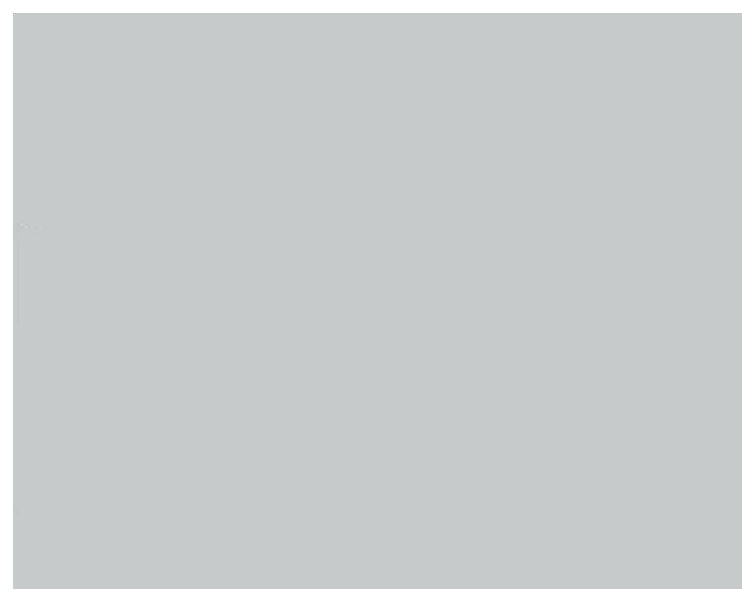
ARCHITECTS ORANGE

144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860





(A) SW 7013
Ivory Lace



(B) SW 7071
Gray Screen



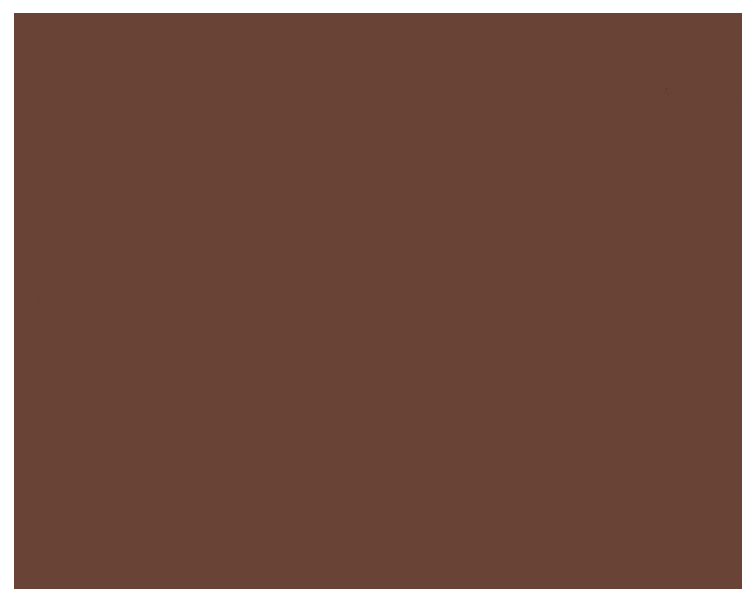
(C) SW 7538
Tamarind



(D) SW 2835
Craftsman Brown



(E) SW 7069
Iron Ore (or similar)



(F) SW 6062
Rugged Brown (or similar)



(8) Window awnings



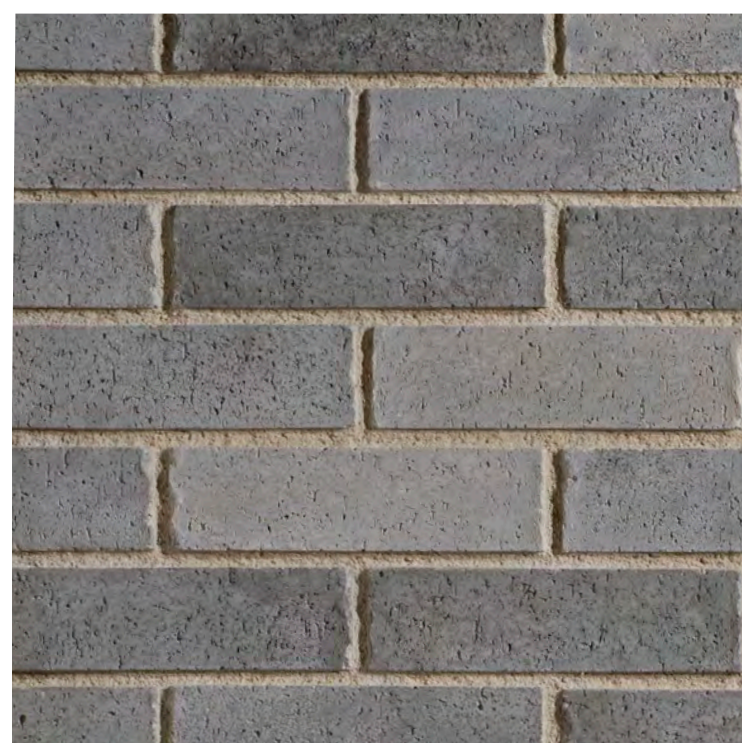
(10) Vinyl Windows - almond
(or similar)



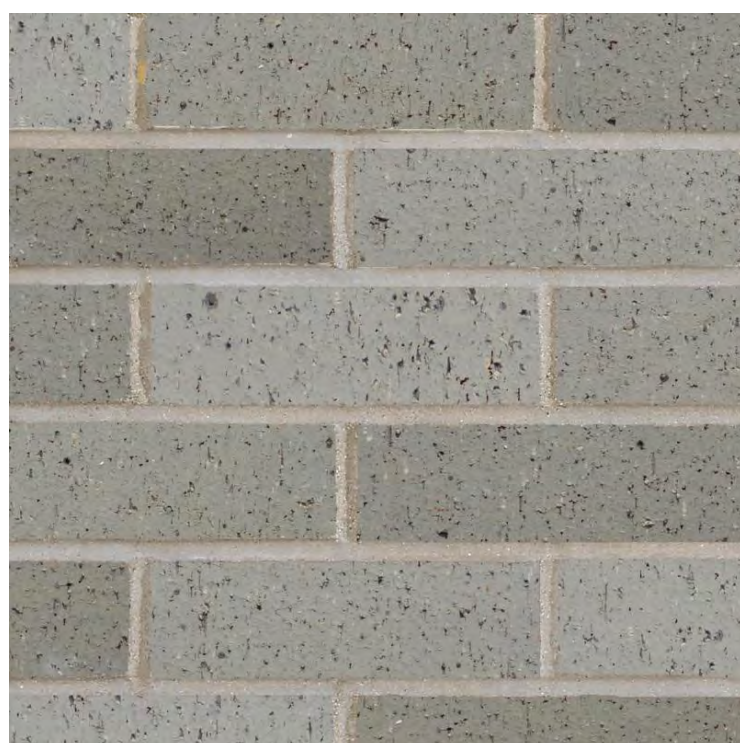
(1) Stucco - 16/20 finish
20/30 finish on north
elevation only



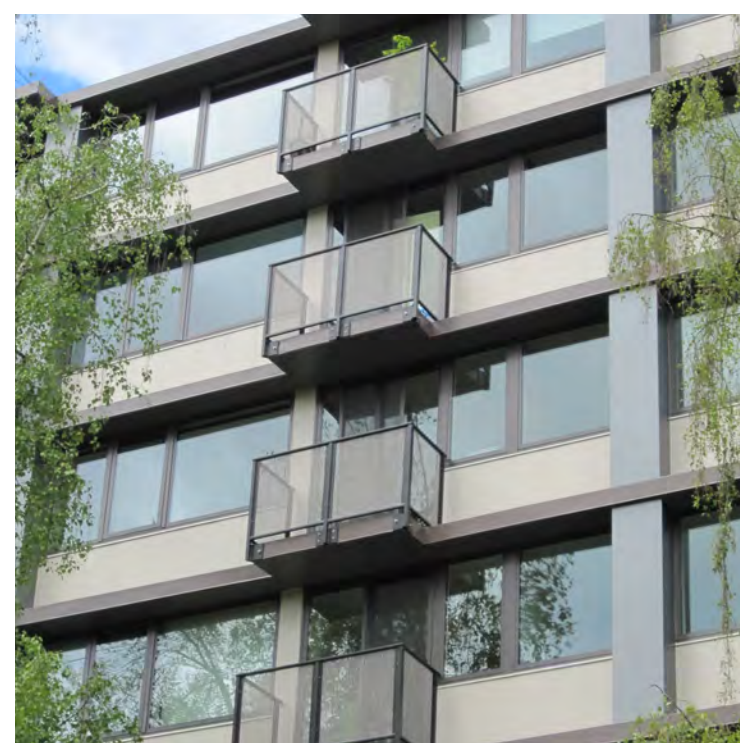
(2) Atas Metafor Panel -
Classic Bronze
(or similar)



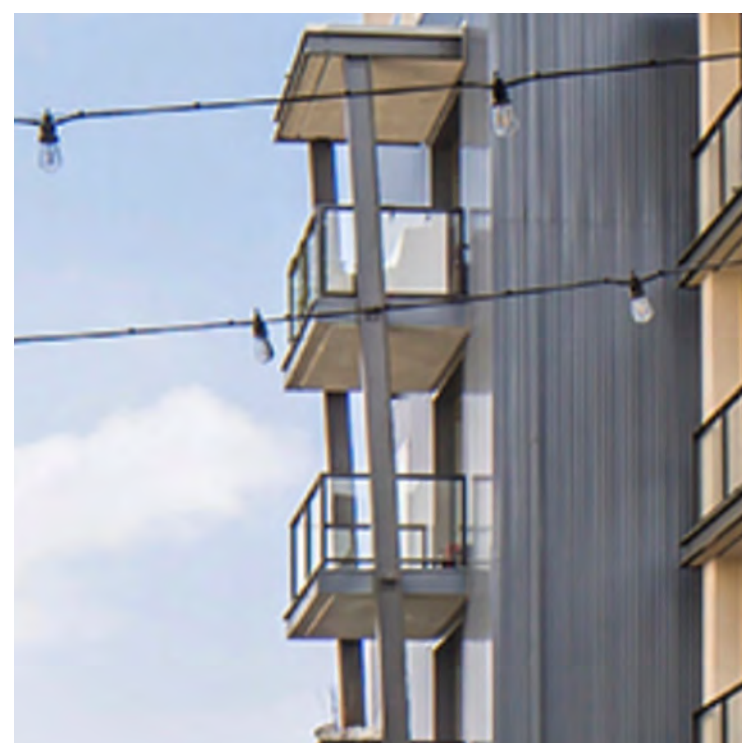
(3) Creative Mines -
Raincloud Craft
Warehouse Brick veneer
(or similar)



(4) Interstate Brick -
Platinum Brick veneer
(or similar)



(5) Banker Wire FPZ-46 a -
wire mesh railing
(or similar)



(6) Fiberglass faux-steel
balcony and canopy
accents - north elevation
only



(7) Storefront awnings



(9) Storefront windows -
anodized aluminum

BUILDING B - COLOR AND MATERIAL BOARD

A3.2

THE RESIDENCES AT DUARTE STATION

DUARTE, CA

Duarte Investment Partners, LLC

27702 Crown Valley Parkway, Suite D-4-197, Ladera Ranch, CA 92694
(626) 710-6377

DATE: 09-12-19
JOB NO.: 2018-424

ARCHITECTS ORANGE

144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860





BUILDING A - VIEW OF BUSINESS CENTER DR. ELEVATION

A3.3

THE RESIDENCES AT DUARTE STATION

DUARTE, CA

Duarte Investment Partners, LLC

27702 Crown Valley Parkway, Suite D-4-197, Ladera Ranch, CA 92694
(626) 710-6377

DATE: 09-12-19
JOB NO.: 2018-424

ARCHITECTS ORANGE

144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860





BUILDING A - VIEW OF LEASING COURT

A3.4

THE RESIDENCES AT DUARTE STATION

DUARTE, CA

Duarte Investment Partners, LLC

27702 Crown Valley Parkway, Suite D-4-197, Ladera Ranch, CA 92694
(626) 710-6377

DATE: 09-12-19
JOB NO.: 2018-424

ARCHITECTS ORANGE

144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860





BUILDING B - VIEW OF BUSINESS CENTER DR. ELEVATION

A3.5

THE RESIDENCES AT DUARTE STATION

DUARTE, CA

Duarte Investment Partners, LLC

27702 Crown Valley Parkway, Suite D-4-197, Ladera Ranch, CA 92694
(626) 710-6377

DATE: 09-12-19
JOB NO.: 2018-424

ARCHITECTS ORANGE

144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860





BUILDING B - VIEW OF NORTHEAST CORNER

A3.6

THE RESIDENCES AT DUARTE STATION

DUARTE, CA

Duarte Investment Partners, LLC

27702 Crown Valley Parkway, Suite D-4-197, Ladera Ranch, CA 92694
(626) 710-6377

DATE: 09-12-19
JOB NO.: 2018-424

ARCHITECTS ORANGE

144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860





VIEW OF LINEAR PARK LOOKING NORTH

A3.7

THE RESIDENCES AT DUARTE STATION

DUARTE, CA

Duarte Investment Partners, LLC

27702 Crown Valley Parkway, Suite D-4-197, Ladera Ranch, CA 92694
(626) 710-6377

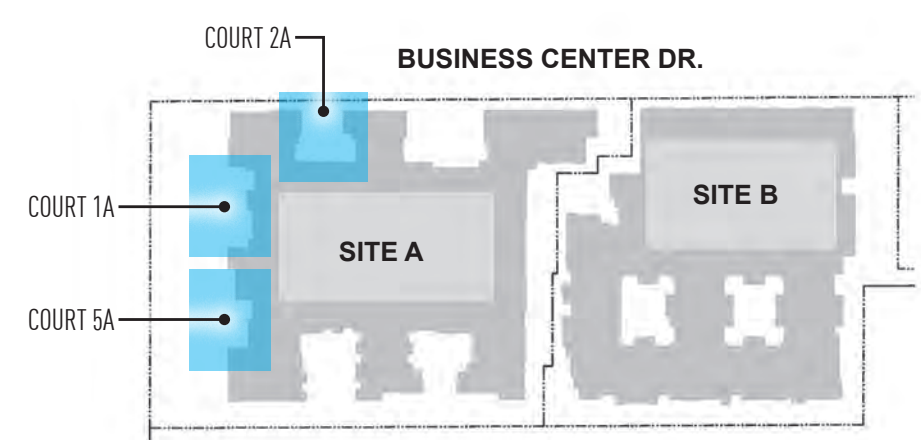
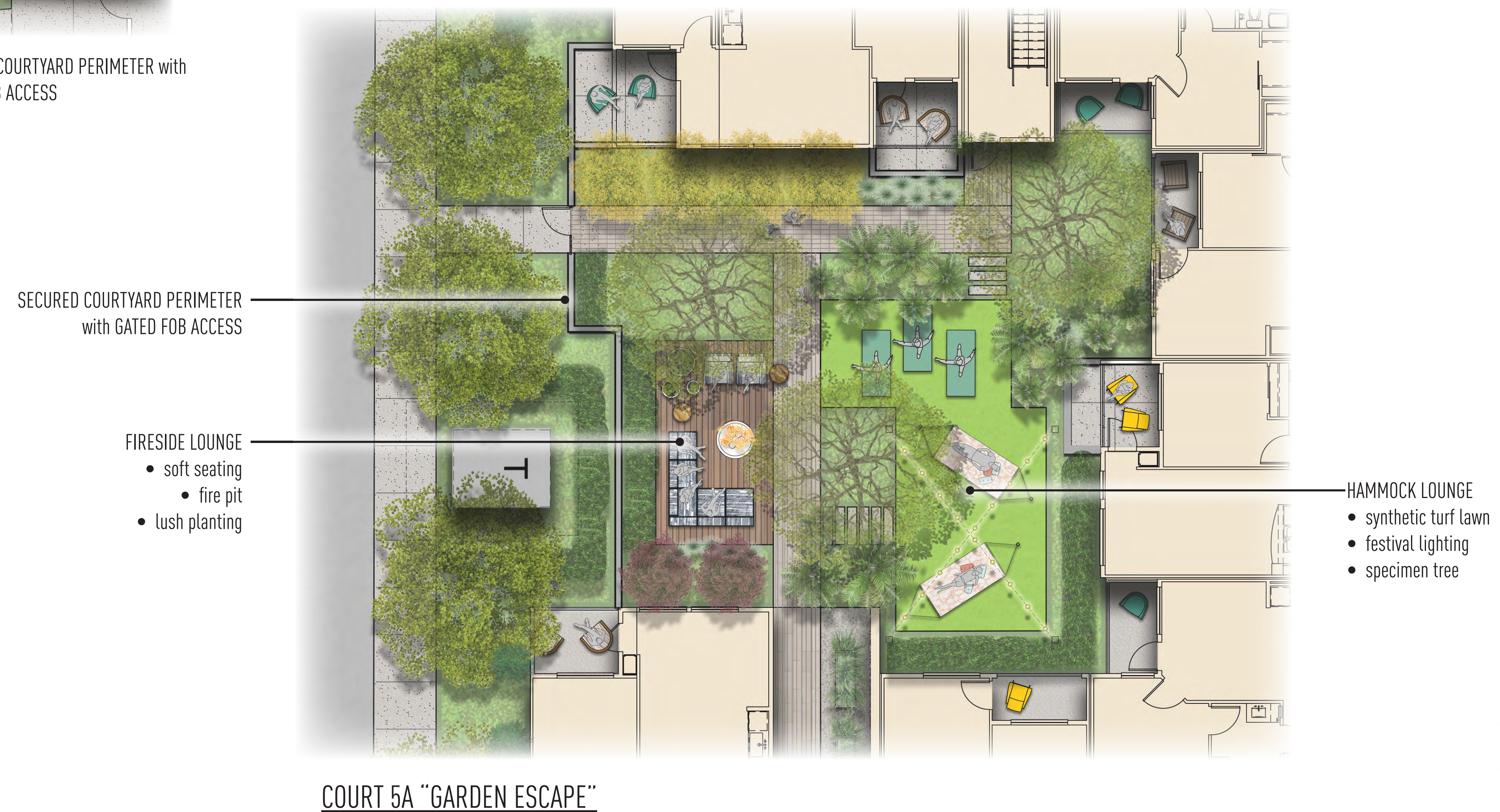
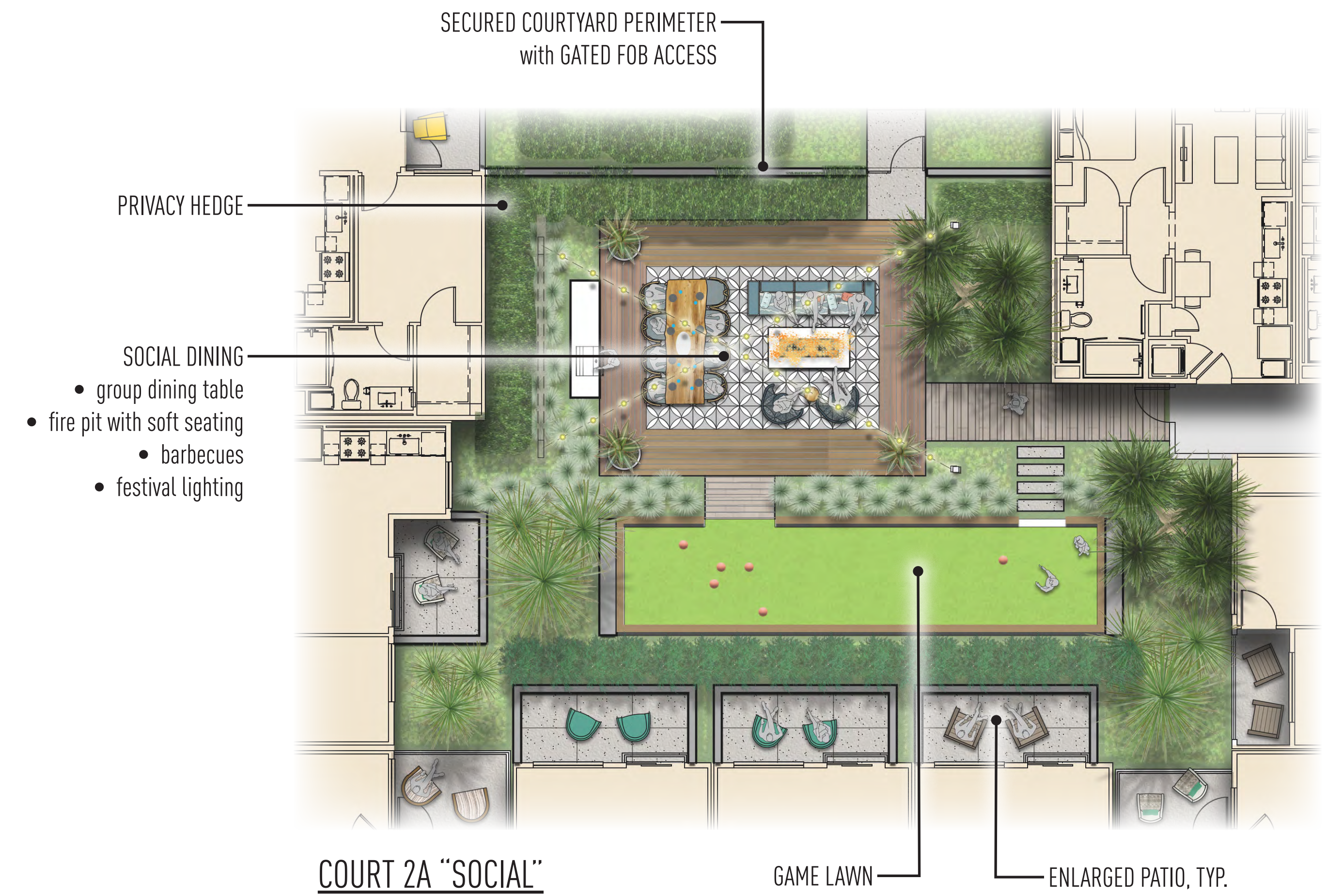
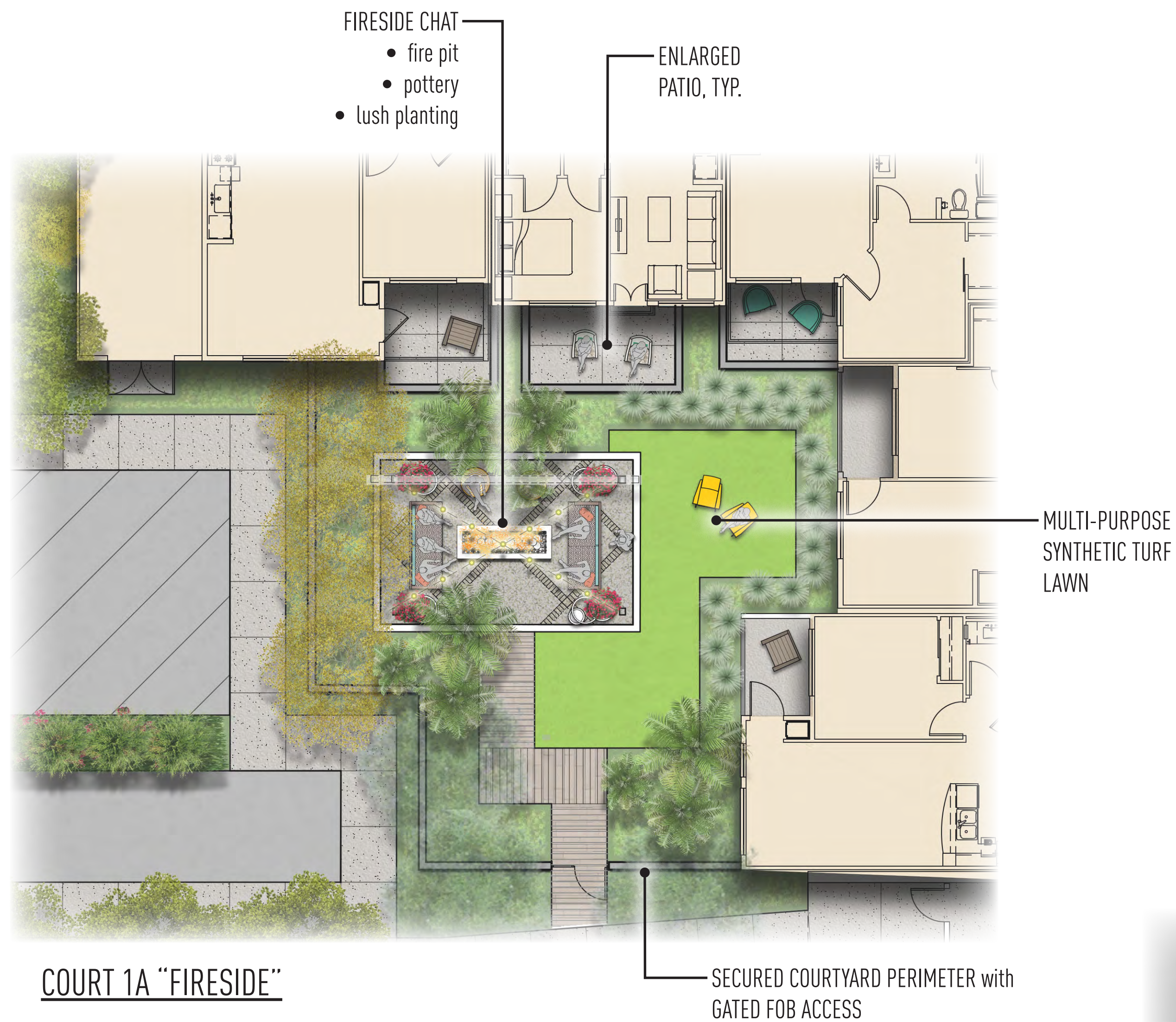
DATE: 09-12-19
JOB NO.: 2018-424

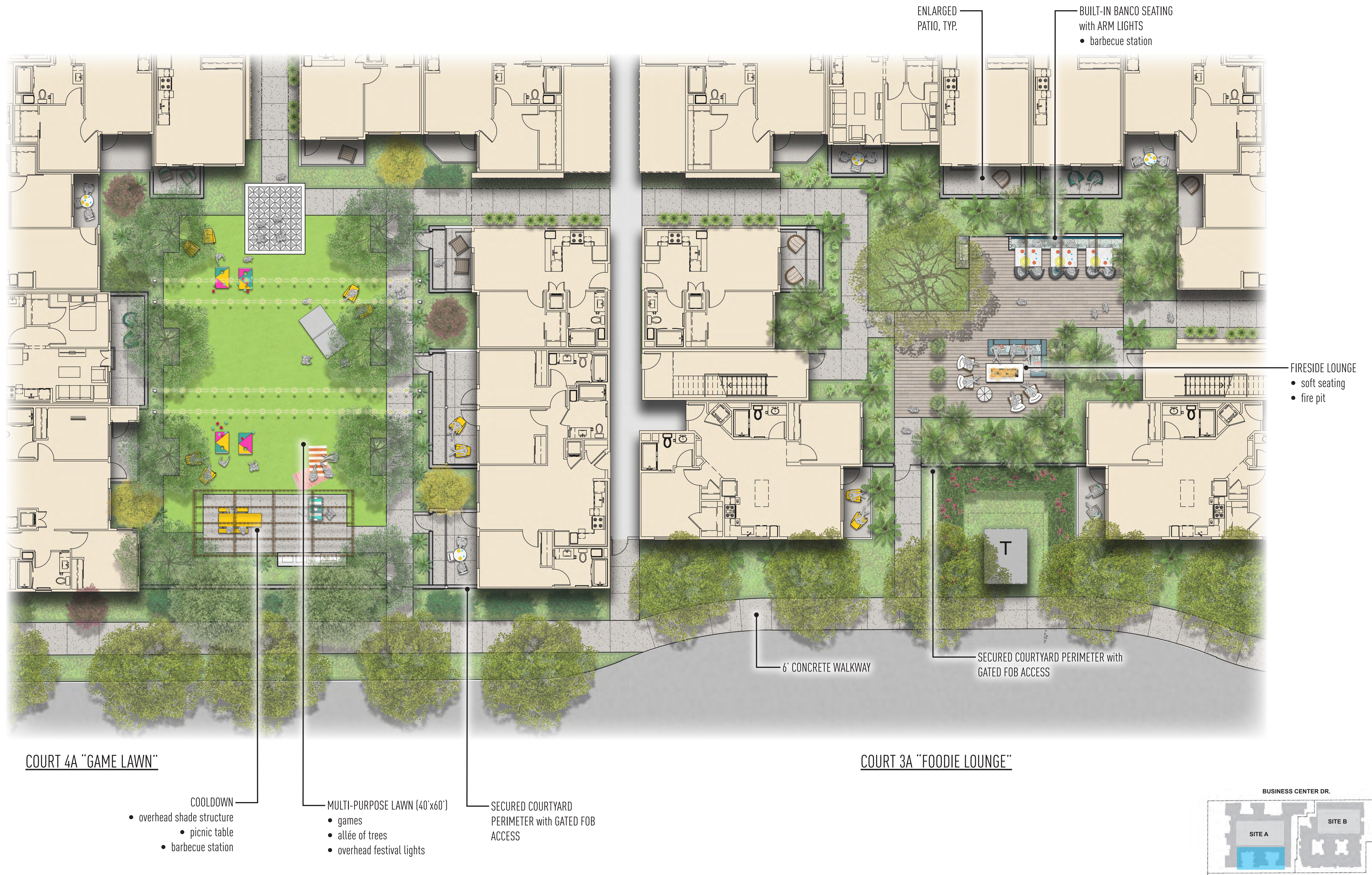
ARCHITECTS ORANGE

144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

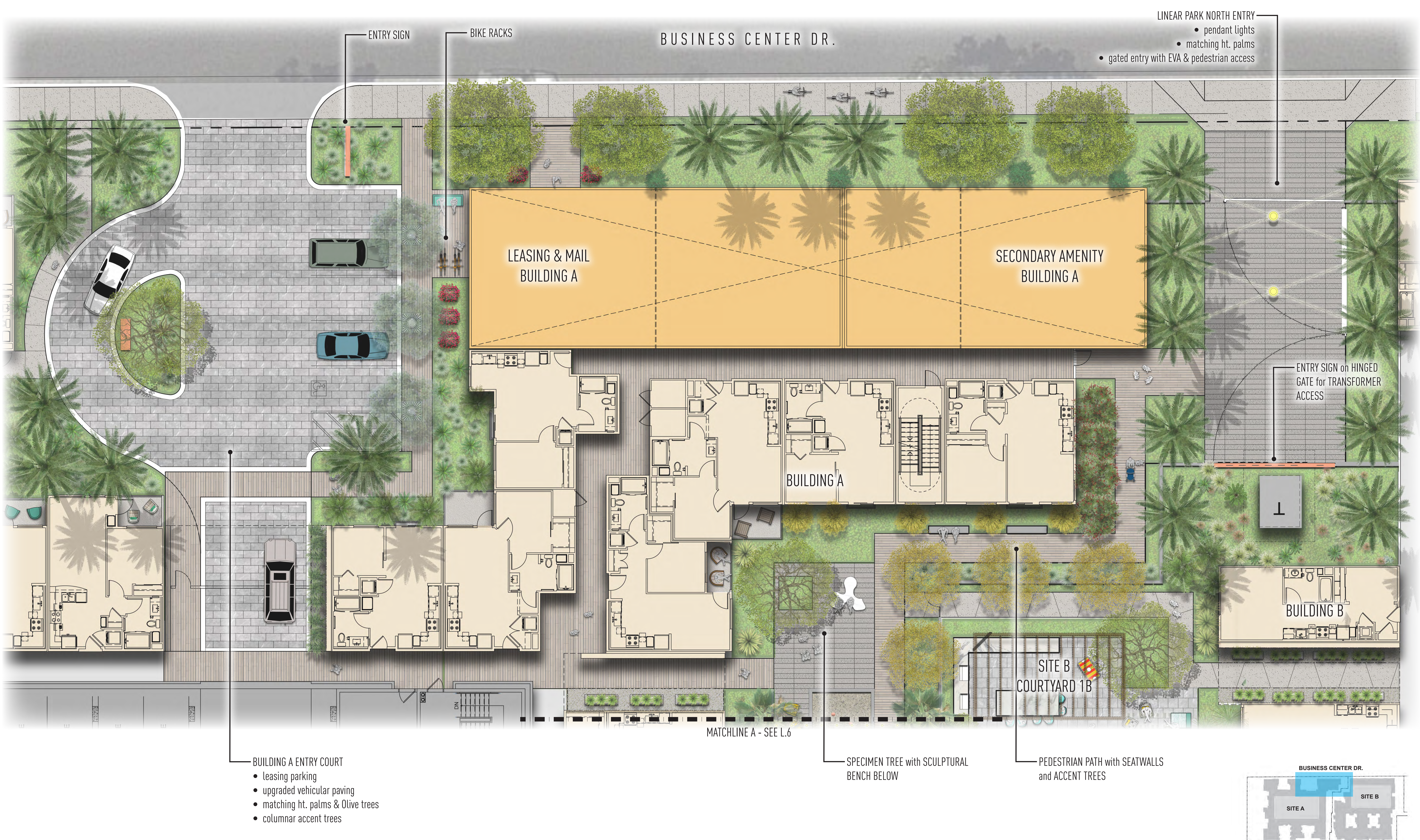












MATCHLINE A - SEE L.5



MATCHLINE B - SEE TOP RIGHT

MATCHLINE B - SEE BOTTOM LEFT

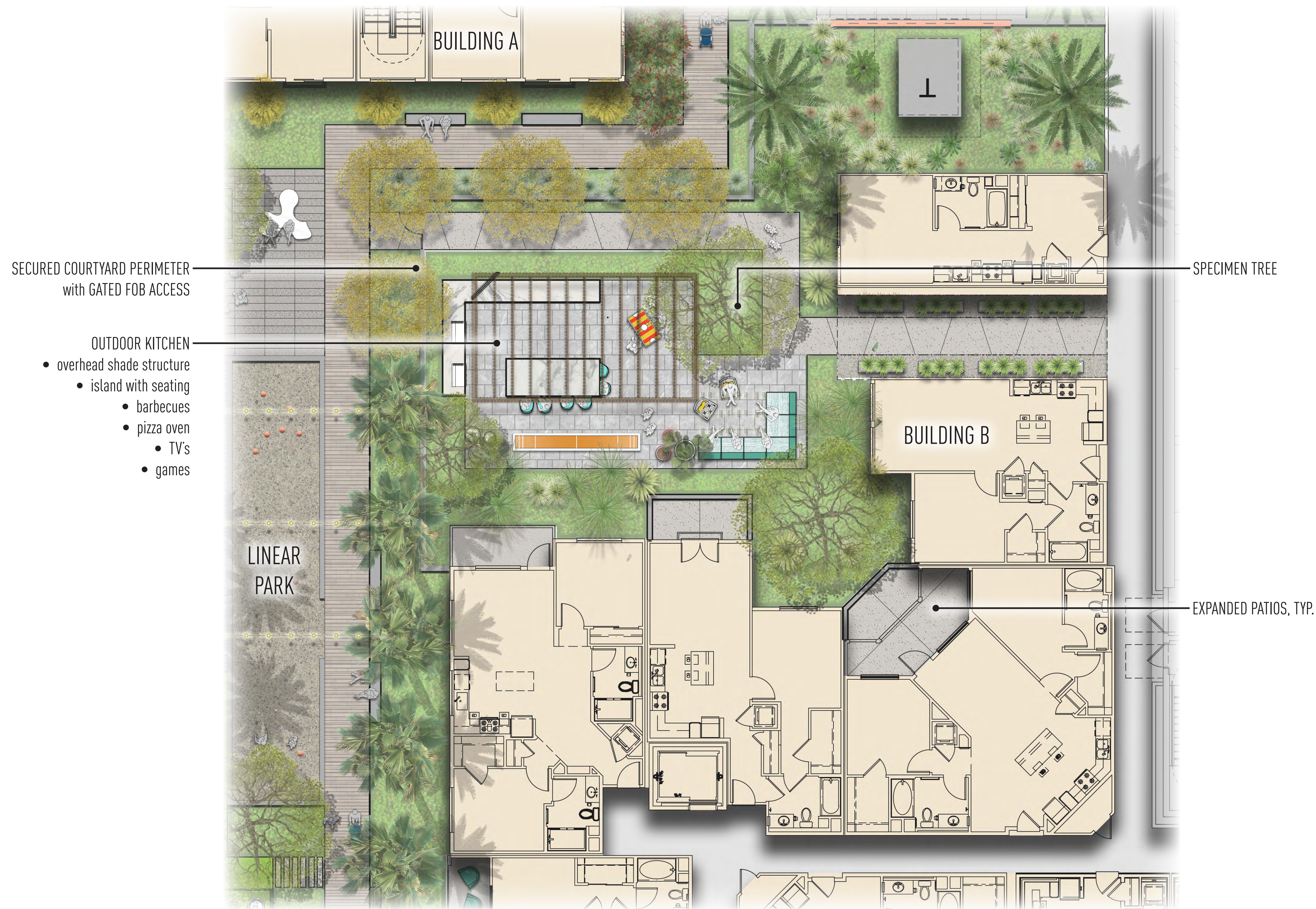


THE RESIDENCES AT DUARTE STATION- DUARTE, CA

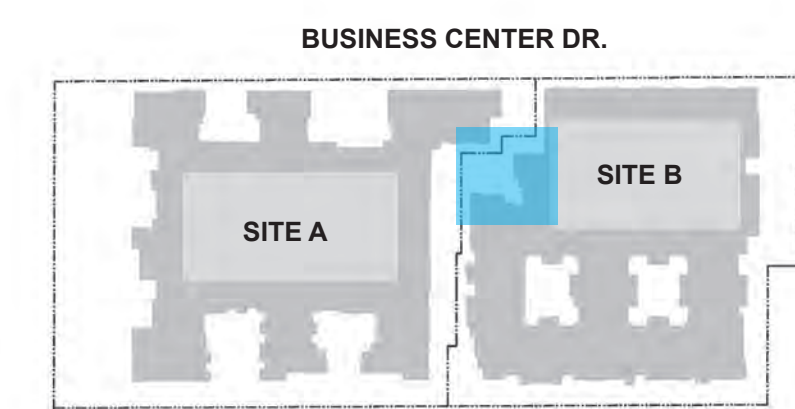
DUARTE INVESTMENT PARTNERS, LLC.

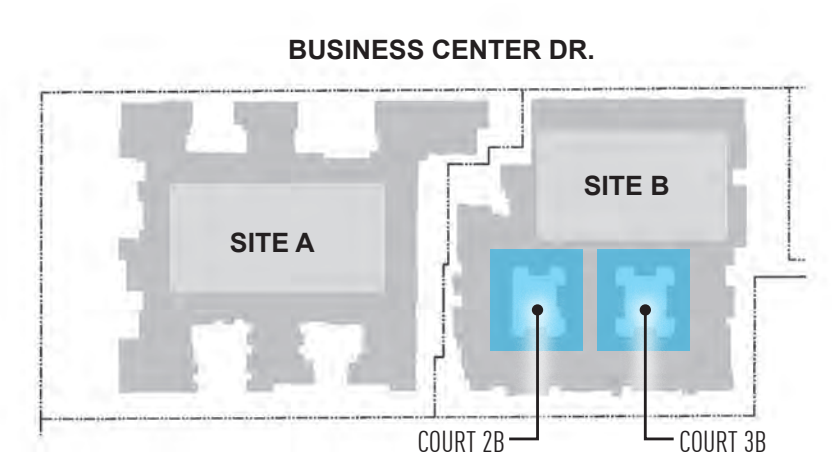
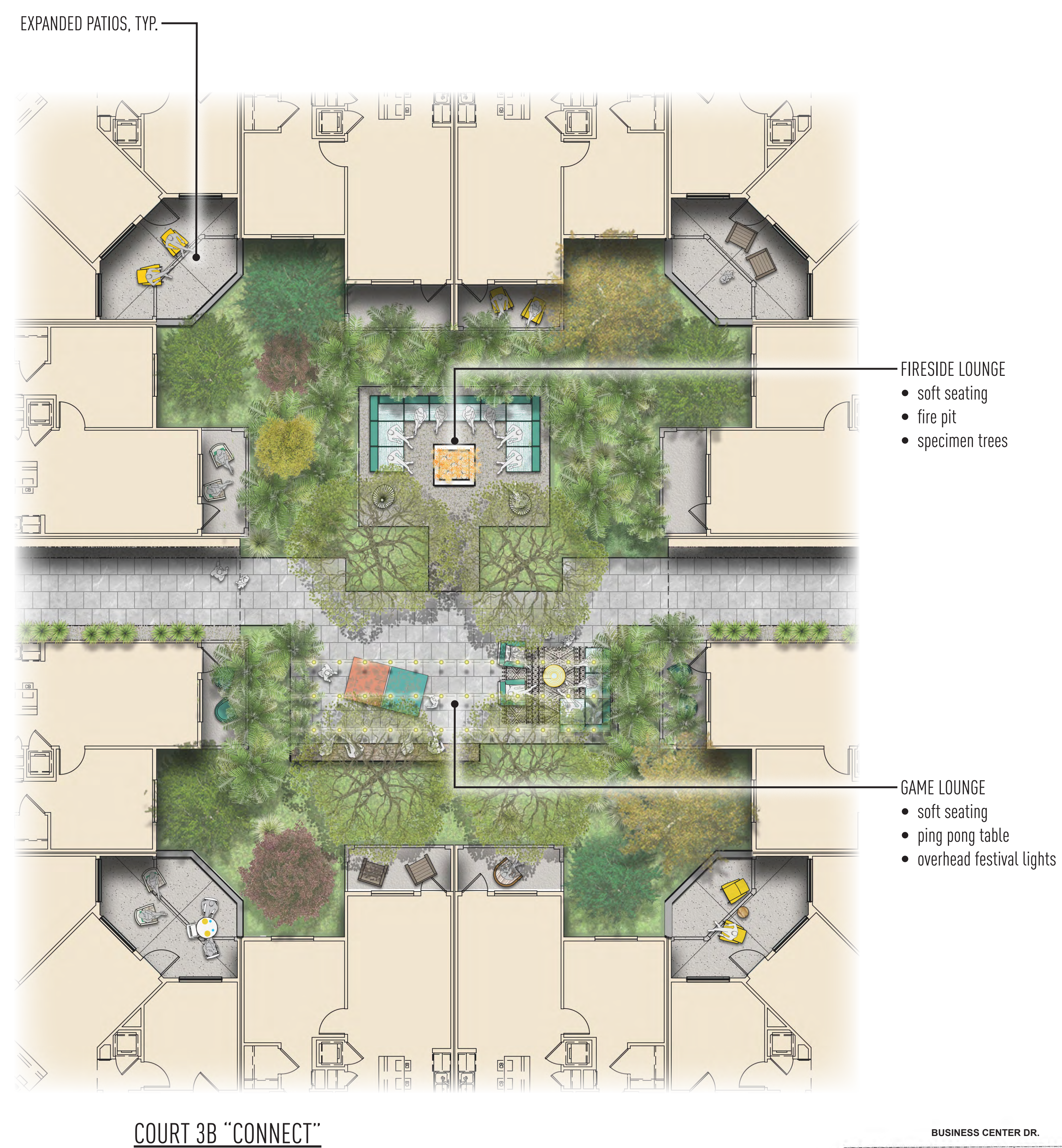
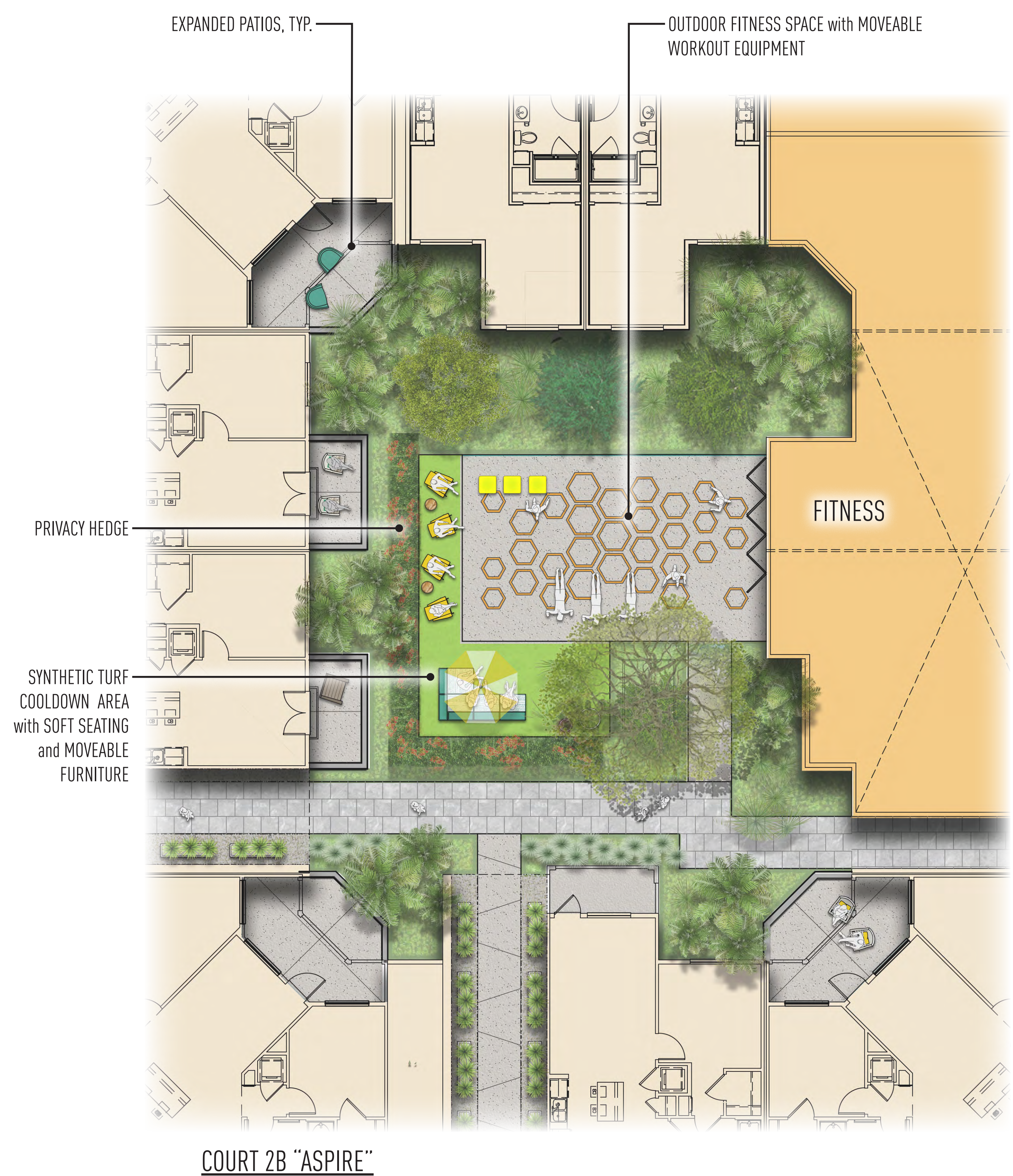
SEPTEMBER 12, 2019

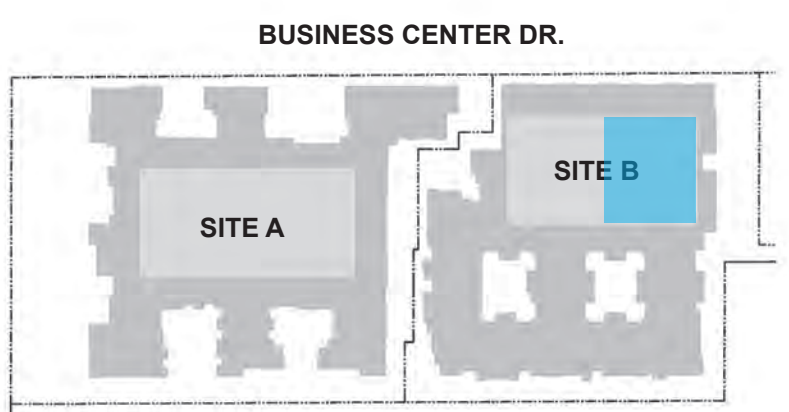
LINEAR PARK ENLARGEMENTS - L.6

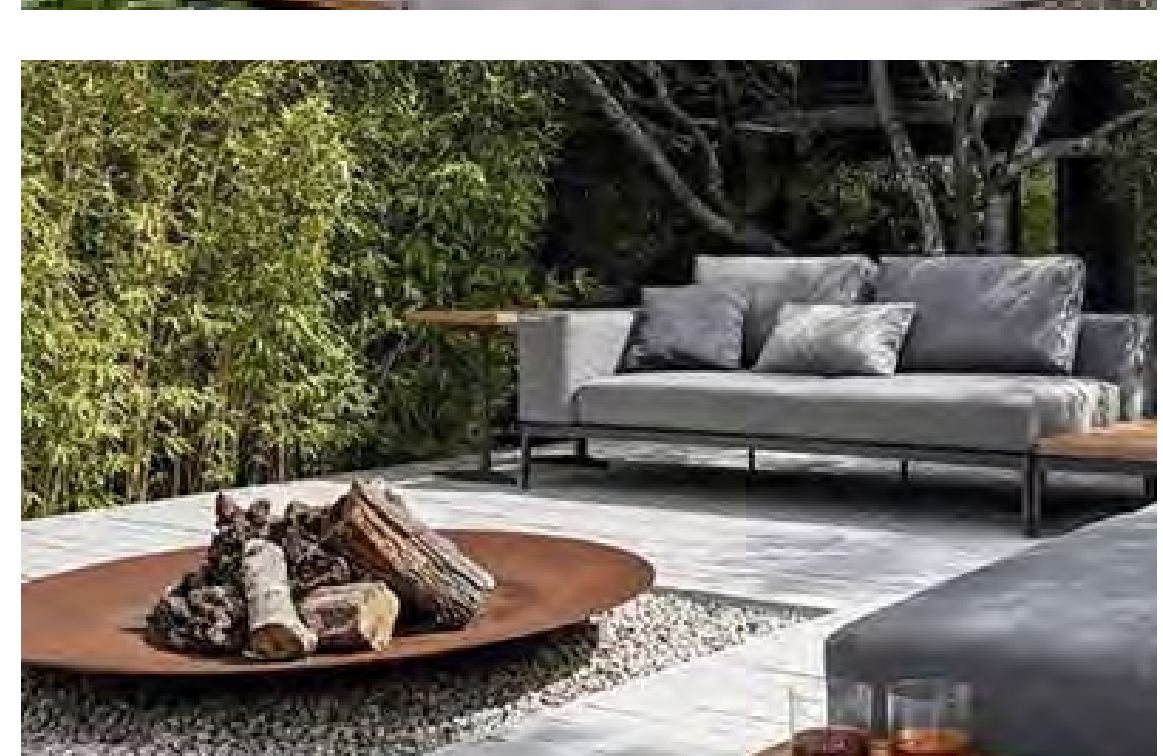
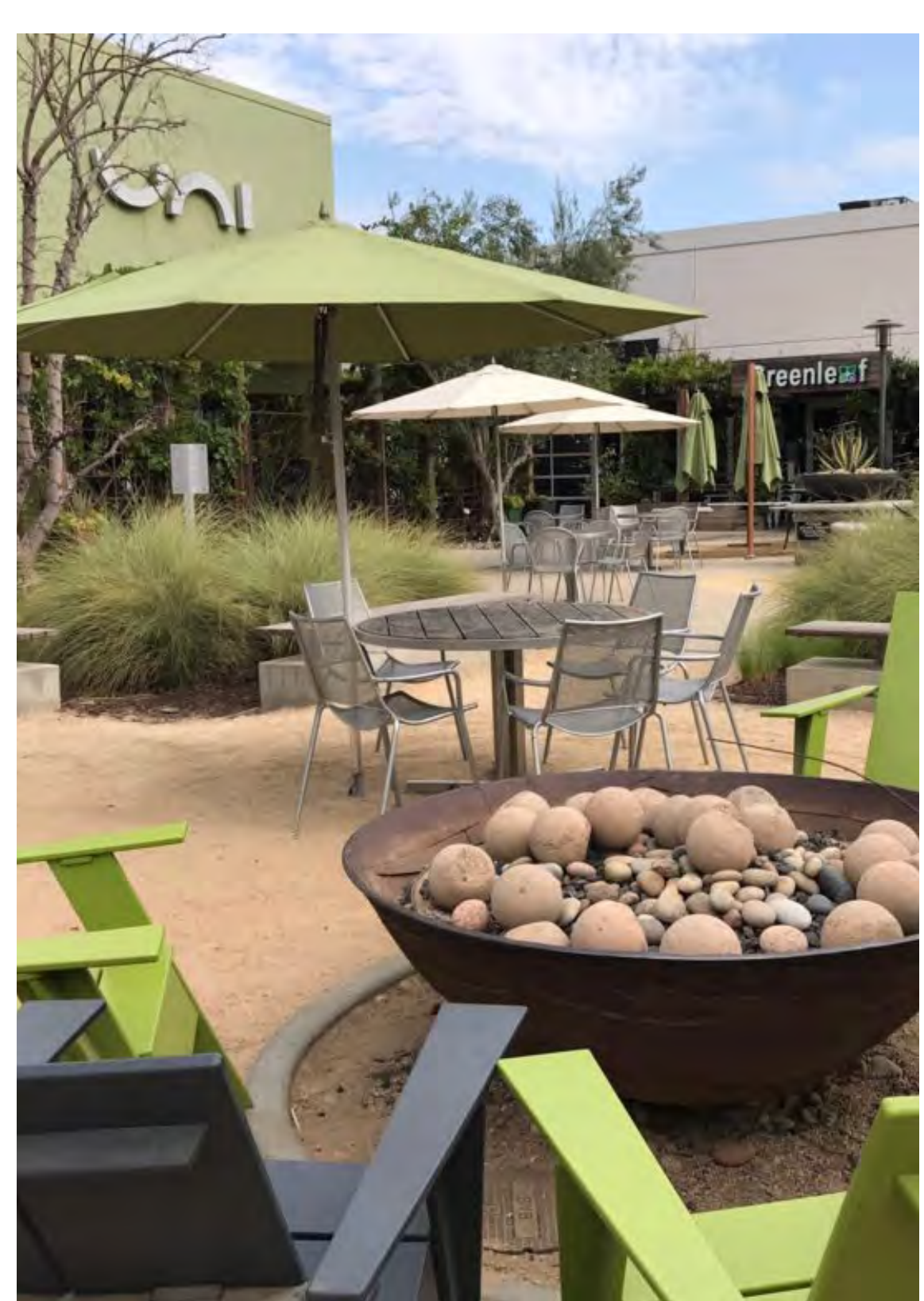


COURT 1B "FEAST"









SITE A APARTMENTS

SITE B APARTMENTS

THE RESIDENCES AT DUARTE STATION- DUARTE, CA
DUARTE INVESTMENT PARTNERS, LLC.

SEPTEMBER 12, 2019

COURTYARD LIFESTYLE IMAGERY - L.10



35 COLLECTION
Product Data Sheet



- Loop**
- Loop bike rack is a simple, sweeping circle with a twist.
 - Both functional and sculptural.
 - Cyclists can loop and lock one or two bikes around its shape-shifting cast aluminum ribbon frame.
 - The aluminum casting, finished with Pangard IP powdercoat, is offered in a selection of colors. Must be embedded to a concrete surface.
 - Bike racks must be placed 30" apart, and 24" from wall; see installation guide.
 - Meets APBP guidelines.
- Metal Finishes**
- All metal is finished with Pangard IP, offered exclusively by Landscape Forms, a 19-step program of cleaning, priming, and powder coating that resists rusting, chipping, peeling and fading to produce the finest metal finish available for site furniture. In addition, Pangard IP contains no heavy metals and is free of Hazardous Air Pollutants.
 - Call for standard color chart.

- Recycled Content**
- Loop has a recycled content of 97%, and is 100% recyclable.
- To Specify**
- Specify collection name and product name.
 - Specify powdercoat color.

BIKE RACK

landscapeforms

UNIVERSE SYSTEM
Product Data Sheet



- Bench**
- The Universe System is a set of simple, comfortable and universal accessories, suitable for any element that requires a seat. It was designed as a complement to Escofet's concrete backless bench collection. The system includes lightweight steel and wood benches and chairs with armrests and a backless bench and backless seat. All rest on standard backless benches or on "in situ" masonry walls. The seats are made from FSC-certified tropic wood boards with steel supports and arms and are anchored to a wall or concrete bench with stainless steel screws and metal expansion plugs.

	STYLE	DEPTH	LENGTH	HEIGHT	PRODUCT WEIGHT
	backless 71"	22"	71"	25"	84 lb
	backless 71"	22"	71"	8"	62 lb
	backless 25"	22"	25"	25"	44 lb
	backless 25"	22"	25"	8"	36 lb

- Mounting**
- The Universe System is anchored to wall with screws.
 - Benches can be mounted on masonry walls or some of Escofet's cast stone backless benches.

- Product Warranty**
- ESCOFET warrants the durability of its product to Landscape Forms for a period of five (5) years from the date of invoice.
 - The warranty covers the repair or replacement of the product or components at no charge.
 - Notwithstanding, this warranty does not cover damages to ESCOFET products resulting from unloading, handling, installation, abuse, exposure to paint, liquids or corrosives; or any other damage not attributable to ESCOFET.
 - The warranty shall also be void if ESCOFET products are tampered with, handled, removed or modified by persons not authorized by ESCOFET, or if the product has not been properly maintained by the customer.

- To Specify**
- To order, specify Universe System, select 71" or 25", and backless or backless.
 - Bench is anchored to wall or concrete bench with screws.
 - See materials/color sheet for standard Escofet color options.

Designed by Escofet 1886

BENCHES



TRASH RECEPTACLE

CUT-SHEETS

Staubach & Kuckertz
Box
litter bins

26 /

- Disponibile nei seguenti materiali e dimensioni:
Available in the following materials and sizes:
Disponible dans les dimensions et matériaux suivants:
Disponible en los siguientes materiales y tamaños:
Disponível nos seguintes materiais e tamanhos:
Erhältlich in den folgenden Materialien und Größen:
- Acciaio Zincato e Verniciato / Galvanized and Powder Coated Steel
Acier Galvanisé et Thermolaqué / Acero Galvanizado y Barnizado
Aço Galvanizado e Pintado / Stahl, Verzinkt und Pulverbeschichtet
 - Acciaio Corten / Corten Steel
Acier Corten / Acero Corten
Aço Corten / Corten-Stahl
 - Legno / Wood
Bois / Madera
Madeira / Holz

393/517 mm
400/255 mm
H 1005/780 mm
55/110/150 lb
Disegni / Drawings / Plans / Dibujos / Desenhos / Zeichnungen/ p. 703

Fissaggio / Fixings / Fixation / Fijación / Fixação / Befestigung:
Pre-disposizione per tasselli / Pre-drilled for anchors
Réserve des chevilles / Pre-disposición para tacos
Preparação para buchas / Mit Bohrungen für Verschraubung



LIFESTYLE IMAGERY

General Planting Notes:

- 1. MAINTAIN SHRUBS AT 24" HIGH INSIDE OF VEHICULAR LINE OF SIGHT.
- 2. SECURITY PLANTING MATERIALS WILL BE UTILIZED ALONG WALL AND PROPERTY LINES AND UNDER VULNERABLE WINDOWS.
- 3. ROOT BARRIERS ARE REQUIRED FOR ALL TREES WITHIN 5' OF ANY HARDSCAPE SURFACE.

Graffiti Notes:

- 1. ANY GRAFFITI PAINTED OR MARKED UPON THE PREMISES OR ON ANY ADJACENT AREA UNDER THE CONTROL OF THE LICENSEE(S) SHALL BE REMOVED OR PAINTED WITHIN 24 HOURS OF BEING APPLIED.

Water Efficient Landscaping:

- THE FOLLOWING MEASURES WILL BE INCORPORATED INTO THE PROJECT TO CONSERVE WATER:
- 1. THE IRRIGATION SYSTEM SHALL MEET THE REQUIREMENTS OF THE CITY OF DUARTE GUIDELINES FOR WATER EFFICIENT LANDSCAPES.
 - 2. THE ESTIMATED APPLIED WATER USE ALLOWED FOR THE LANDSCAPE AREA SHALL NOT EXCEED THE MAWA CALCULATION.

Landscaping Principles and Goals:

- IN DEVELOPING THE MASTER LANDSCAPE CONCEPT FOR THE DUARTE STATION APARTMENTS, CONSIDERATION WILL BE GIVEN TO THE FOLLOWING GOALS AND OBJECTIVES.
- PROVIDE A DISTINCT VISUAL IMPRESSION AND COMMUNITY IDENTITY, SOFTEN THE URBAN EXPERIENCE, PROVIDE THE HIGHEST LEVEL OF AESTHETIC STANDARDS COMPLIMENTED BY THE QUALITY OF THE BUILDING MATERIALS THAT WILL ASSURE AN ATTRACTIVE ENVIRONMENT ENHANCING THE QUALITY OF LIFE AMONG ITS RESIDENTS.
 - CREATE "GREEN AREAS" AND ENHANCE IMPORTANT PUBLIC SPOTS EASILY ACCESSIBLE TO ALL IN THE COMMUNITY.
 - LANDSCAPE DESIGN WILL INTEGRATE THE AESTHETIC AND FUNCTIONAL REQUIREMENTS OF URBAN LIFE.
 - MAKE SIDEWALKS, WALKWAYS, AND ALL PEDESTRIAN AREAS CONVENIENT, ATTRACTIVE, COMFORTABLE, AND SAFE.
 - ACCOMMODATE ALTERNATIVE TRANSPORTATION MODES THROUGHOUT THE SPECIFIC PLAN AREA INCLUDING WALKING, BICYCLING, AND USE OF PUBLIC TRANSIT.

Application of Sustainable Landscape Design Practices:

TO THE EXTENT CONSISTENT WITH OTHER DESIGN CONSIDERATIONS, LANDSCAPE DESIGN WILL MINIMIZE RESOURCE CONSUMPTION. MATERIALS CONSIDERED WILL PROTECT THE NATURAL ENVIRONMENT FROM LONG-TERM HARM. MATERIALS WILL BE USED WHICH ARE LONG LIVED AND USE MINIMAL ENERGY IN THEIR MANUFACTURE AND/OR TRANSPORT TO THE SITE, HAVE HIGH RECYCLED CONTENT, AND HAVE MINIMAL NON-RENEWABLE MATERIAL CONTENT.

TO THE EXTENT POSSIBLE, TREES SHALL BE SITED TO SHADE SOUTH FACING ELEVATIONS OF BUILDINGS TO HELP REDUCE COOLING REQUIREMENTS.

Water Conserving Landscaping:

WATER CONSERVING LANDSCAPING WILL BE UTILIZED AS REQUIRED BY CITY AND STATE MANDATE SB1881 CHARACTERISTICS SUCH AS EXPOSURE, LIGHT INTENSITY, SOIL ANALYSIS, SITE DRAINAGE, AND IRRIGATION. PROPER PLANT SELECTION BASED ON SITE CHARACTERISTICS WILL ENHANCE THE PLANTS' LIKELIHOOD OF BECOMING ESTABLISHED IN THE SITE AND REDUCE POTENTIAL INCIDENCES OF LOW VIGOR, EXCESSIVE MAINTENANCE, DISEASE, OR DEATH.

THE LANDSCAPE IRRIGATION CONCEPT FOR THE SITE WILL BE DESIGNED TO PROVIDE THE MOST EFFICIENT AND CONSERVING MEANS TO DISTRIBUTE IRRIGATION WATER AND PROVIDE THE PROPERTY MANAGEMENT COMPANY AND LANDSCAPE MAINTENANCE COMPANY WITH THE LATEST TECHNOLOGY FOR WATER CONSERVATION.

Irrigation Systems:

- THE LANDSCAPE PALETTE WILL ALLOW FOR A HIGH DEGREE OF WATER CONSERVATION. IRRIGATION PRACTICES WILL INCLUDE THE USE OF WATER-EFFICIENT EQUIPMENT THAT COMPLIES WITH APPLICABLE CITY CODES. THE IRRIGATION SYSTEM WILL BE DESIGNED TO MEET THE FOLLOWING CRITERIA:
- THE SYSTEM WILL CONFORM TO THE REGULATIONS FOR THE CONSTRUCTION OF IRRIGATION WATER SYSTEMS WITHIN THE CITY OF DUARTE.
 - WITHIN THE LANDSCAPED AREAS, AN APPROVED WEATHER-BASED IRRIGATION SYSTEM WILL BE UTILIZED.
 - DESIGN, INSTALLATION, AND EQUIPMENT WILL CONFORM TO THE HIGHEST INDUSTRY STANDARDS. ALL CONSTANT PRESSURE POTABLE WATER MAINLINE PIPING INSTALLED WILL BE IDENTIFIED IN ACCORDANCE WITH THE CITY OF DUARTE REGULATIONS.
 - ALL IRRIGATION SYSTEMS WILL BE CONTROLLED WITH AUTOMATIC IRRIGATION CONTROLLERS, AND BE INSTALLED TO MAXIMIZE EASE OF OPERATION AND MAINTENANCE.
 - SYSTEMS SHOULD BE INSTALLED IN A MANNER THAT MINIMIZES OPPORTUNITIES FOR VANDALISM. ALL CONTROLLERS, PUMPS AND ASSOCIATED EQUIPMENT MUST BE SCREENED FROM VIEW WITH PLANTING AND/OR LANDSCAPE WALLS.
 - ALL LANDSCAPE PLANTING AREAS WILL BE ADEQUATELY IRRIGATED.
 - IRRIGATION SYSTEMS WILL BE PROGRAMMED TO OPERATE GENERALLY BETWEEN THE HOURS OF 9:00 P.M. AND 6:00 A.M., UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER.

Plant Palette Note:

THIS PRELIMINARY PLANT PALETTE IS INTENDED TO REPRESENT A TYPICAL SAMPLE OF THE PROPOSED PLANTS BUT DOES NOT INDICATE THE EXACT SPECIES WHICH WILL BE DEVELOPED ON THE DETAILED PLANS.

WUCOLS Note:

WUCOLS, WATER USE CLASSIFICATION OF LANDSCAPE SPECIES, IS A UNIVERSITY OF CALIFORNIA COOPERATIVE EXTENSION PUBLICATION AND IS A GUIDE TO THE WATER NEEDS OF LANDSCAPE PLANTS.

Tree Survey Note:

ALL EXISTING TREES ON-SITE TO BE REMOVED.

Preliminary Plant Palette

CITY OF DUARTE, CA

- The following plant material as selected is compliant with local growing conditions including consideration for water conservation and non-invasive species.
- Plant Material not included in this Plant Palette may be used during the Final Documentation Phase subject to approval by the City.
- All landscape areas will receive automatic drip irrigation to meet AB1881 Water Conservation requirements.
- All landscape areas will be permanently maintained by the Property Management Company

TREES:

Botanical Name	Common Name	Size:	WUCOLS Region 4
Business Center Drive Street Tree			
<i>Ulmus parvifolia</i> 'True Green'	Chinese Elm	36" box	Mod
<i>Phoenix dactylifera</i> 'Medjool'	Date Palm	22' BTH	Low
Shared Access Drive Street Tree			
<i>Magnolia' grandiflora</i> 'St. Mary's'	Southern Magnolia	36" box	Mod
<i>Phoenix dactylifera</i> 'Medjool'	Date Palm	22' BTH	Low

Perimeter Screen Trees			
<i>Pinus eldarica</i>	Afghan Pine	24" box	Mod
<i>Podocarpus gracilior</i> - column	Fern Pine	24" box	Mod
<i>Prunus caroliniana</i> 'Bright & Tight'	Compact Carolina Cherry	24" box	Mod
<i>Tristania conferta</i>	<i>Brisbane Box</i>	24" box	Mod

Common Landscape Areas			
<i>Agonis flexuosa</i>	Peppermint Tree	36" box	Mod
<i>Arbutus x 'Marina'</i>	Hybrid Strawberry Tree	36" box	Mod
<i>Bambusa oldhamii</i>	Clumping Giant Bamboo	30 gal.	Mod
<i>Elaeocarpis decipens</i>	Japanese Blueberry Tree	24" box	Mod
<i>Magnolia</i> 'Little Gem'	Little Gem Southern Magnolia	48" box	Mod
<i>Olea europeae</i> 'Swan Hill'	<i>Fruitless Olive</i>	36" box	Mod
<i>Phoenix dactylifera</i> 'Medjool'	Date Palm	22' BTH	Low
<i>Quercus virginiana</i>	Southern Live Oak	48" box	Mod
<i>Tabebuia ipe</i>	Pink Trumpet Tree	48" box	Mod
<i>Tristania conferta</i>	Brisbane Box	24" box	Mod
<i>Magnolia</i> 'Little Gem'	Little Gem Southern Magnolia	36" box	Mod
<i>Phoenix dactylifera</i> 'Medjool'	Date Palm	22' BTH	Mod
<i>Plantanus x a.</i> 'Bloodgood'-multi	London Plane Tree	24" box	Mod
<i>Tabebuia ipe</i>	Pink Trumpet Tree	24" box	Mod
<i>Tristania conferta</i>	Brisbane Box	36" box	Mod

Accent Trees and Palms			
<i>Aloe baineii</i>	Tree Aloe	24" box	Low
<i>Aloe barberae</i>	Tree Aloe	24" box	Low
<i>Brahea armata</i>	Mexican Blue Palm	36" box	Low
<i>Chamaerops humilis</i> -multi	Mediterranean Fan Palm	48" box	Low
Citrus species TBD	Thornless Citrus	24" box	Mod
<i>Draceana draco</i>	Dragon Tree	48" box	Low
<i>Parkinsonia x</i> 'Desert Museum'	Hybrid Palo Verde	24" box	Very Low
<i>Strelitzia nicolai</i>	Giant Bird of Paradise	24" box	Mod
<i>Washingtonia filifera</i>	California Fan Palm	Hts. vary	Low

SHRUBS and GROUNDCOVERS:

Botanical Name	Common Name	Size:	WUCOLS Region 4
Streetscape and Ground Level			
<i>Agapanthus</i> 'Peter Pan'	Dwarf Agapanthus	5 gal.	Mod
<i>Callistemon</i> 'Little John'	Dwarf Bottlebrush	5 gal.	Mod
<i>Carex species</i>	Sedge	1 gal.	Low
<i>Dianella</i> 'Little Rev'	Little Rev Flax Lilly	1 gal.	Mod
<i>Gevillea</i> species	Grevillea	5 gal.	Mod
<i>Lantana montevidensis</i>	Trailing Lantana	5 gal.	Mod
<i>Muhlenbergis species</i>	Deer grass	1 gal.	Low
<i>Phormium hybrid</i>	Hybrid Flax	5 gal.	Mod
<i>Podocarpus</i> 'Icee Blue'	Yellowwood	15 gal.	Mod
<i>Rosmarinus prostratus</i>	Dwarf Rosemary	1 gal.	Low

Line of Sight Note:
Maintain shrubs at 24" high inside of Line of Sight at street intersections.

Large shrubs (minimum 5 gallon size at 3' o.c.)			
<i>Arbutus unedo</i>	Strawberry Tree	5 gal.	Mod
<i>Furcraea 'Mediopicta'</i>	Mauritius Hemp	15 gal.	Mod
<i>Olea</i> 'Little Ollie'	Dwarf Olive	5 gal.	Mod
<i>Phormium Hybrid</i>	Hybrid Flax	5 gal.	Mod
<i>Photinia x fraserii</i>	Red-tipped Photinia	5 gal.	Mod
<i>Pittosporum</i> 'Silver Sheen'	Silver Sheen Kohuhl	15 gal.	Mod
<i>Tecoma stans</i>	Yellow Bells	5 gal.	Low

<i>Westringia fruticosa</i>	Coast Rosemary	5 gal.	Mod
-----------------------------	----------------	--------	-----

Medium Shrubs (minimum 5 gallon size)			
<i>Bougainvillea</i> species	Bougainvillea	5 gal.	Mod
<i>Callistemon</i> 'Little John'	Dwarf Bottlebrush	5 gal.	Mod
<i>Dianella variegata</i>	Variegated Flax Lilly	5 gal.	Mod
<i>Dietes vegeta</i>	Fortnight Lily	5 gal.	Mod
<i>Grevillia</i> species	Grevillia	5 gal.	Mod
<i>Ligustrum j. texanum</i>	Wax Leaf Privet	5 gal.	Mod
<i>Pennisetum</i> 'Fairy Tale'	Evergreen Pennisetum	1 gal.	Mod
<i>Pittosporum species</i>	Mock Orange	5 gal.	Mod
<i>Philodendron xanadu</i>	Dwarf Philodendron	1 gal.	Mod
<i>Raphiolepis indica</i> species	India Hawthorn	5 gal.	Mod
<i>Strelitzia reginae</i>	Bird of Paradise	5 gal.	Mod

Low Shrubs and Groundcovers (minimum 1 gallon size)			
<i>Carissa M.</i> 'Horizontalis'	Natal Plum	1 gal.	Mod
<i>Carex</i> species	Sedge	1 gal.	Mod
<i>Dianella</i> 'Little Rev'	Little Rev Dianella	1 gal.	Mod
<i>Hemerocallis</i> hybrids	Evergreen Daylilies	1 gal.	Mod
<i>Lantana montevidensis</i>	Trailing Lantana	1 gal.	Mod
<i>Mahonia repens</i>	Creeping Mahonia	5 gal.	Mod
<i>Myoporum parvifolium</i>	Myoporum	1 gal.	Low
<i>Rosmarinus o. prostratus</i>	Dwarf Rosemary	1 gal.	Mod
<i>Salvia</i> species	Sage	5 gal.	Low

Accent/color shrubs (minimum 5 gallon size)			
<i>Aeonium x floribundum</i>	Aeonium Hybrid	1 gal.	Mod
<i>Aloe</i> species	Aloe	5 gal.	Low
<i>Agave</i> species	Agave	5 gal.	Low
<i>Cycas revoluta</i>	Sago	15 gal.	Mod
<i>Dasyllirion wherlerii</i>	Desert Spoon	15 gal.	Low
<i>Hesperaloe parvifola</i>	Red Yucca	5 gal.	Low
<i>Muhlenbergia</i> species	Deer Grass	1 gal.	Low

Screen Hedge at above-ground Utilities			
<i>Ficus</i> 'Green Gem' - column	Ficus Hedge	15 gal.	Mod
<i>Ligustrum j. texanum</i> - column	Wax Leaf Privet	15 gal.	Mod
<i>Prunus</i> 'Bright & Tight' - column	Compact Carolina Cherry	15 gal.	Mod

Turf			
Synthetic Turf - Imperial Rye Fescue (90 oz.)			

Preliminary Drainage Study

The Residences at Duarte Station

Duarte, California



September 12, 2019

Prepared for

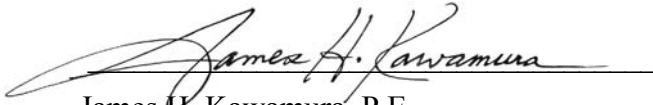
Duarte Investment Partners, LLC

Prepared by

 **KHR ASSOCIATES**
Consulting Engineers - Surveyors - Planners

ATTESTATION

This report has been prepared by, and under the direction of, the undersigned, a duly Registered Civil Engineer in the State of California. Except as noted, the undersigned attests to the technical information contained herein, and has judged to be acceptable the qualifications of any technical specialists providing engineering data for this report, upon which findings, conclusions, and recommendations are based.



James H. Kawamura, P.E.
Registered Civil Engineer No. C30560
Exp. 3/31/20



TABLE OF CONTENTS

Section 1	Purpose and Scope	1
Section 2	Project Information	1
2.1	Project Description	1
2.1.1	Project Location	1
2.2	Hydrologic Setting	3
2.2.1	Watershed	3
2.2.2	Existing Topography, Drainage Patterns, and Facilities (Narrative)	3
2.2.3	Adjacent Land Use	3
2.2.4	Soil Conditions	3
2.2.5	Downstream Conditions	3
2.2.6	Impervious Cover	4
Section 3	Design Criteria and Methodology	4
3.1	Design Criteria	4
3.1.1	Drainage Design Criteria	4
3.2	Methodology	4
3.2.1	HydroCalc Software	4
Section 4	Hydrology and Drainage Analysis	6
4.1	Summary of Drainage Delineation	6
4.2	Summary of Results	7
4.3	Conclusion	8

APPENDIX

Appendix 1	50-year 24-Hour Isohyet Map
Appendix 2	Existing Conditions Hydrology Map – 10 year storm
Appendix 3	Existing Conditions Peak Flow Hydraulic Analysis – 10 year storm
Appendix 4	Proposed Conditions Hydrology Map – 10 year storm
Appendix 5	Proposed Conditions Peak Flow Hydraulic Analysis – 10 year storm
Appendix 6	CSV Text Files for Q Allowable Analysis – 10 year storm
Appendix 7	LACFCD Allowable Q Information Sheet – 10 year storm
Appendix 8	LACFCD Project No. 426 Line C Storm Drain Drainage Map

Section 1 Purpose and Scope

This drainage study presents an analysis of the hydrology associated with the proposed mixed-use development located southwest of the intersection of Business Center Drive and Highland Avenue, in the City of Duarte, County of Los Angeles. The study details the general project characteristics, the design, criteria and methodology applied to the analysis of the area in terms of drainage and associated conveyance facilities.

The plans and specifications in the drainage study are not for construction purposes; the contractor shall refer to final approved construction documents for plans and specifications.

Section 2 Project Information

2.1 *Project Description*

The proposed mixed-use project, “*The Residences at Duarte Station*” entails the demolition of an existing parking lot and an existing building. The project totals 7.75 acres and includes numerous multi-family residential units.

2.1.1 *Project Location*

Figure 1 below illustrates the project vicinity and Figure 2 provides an aerial perspective of the project site and immediate surroundings.

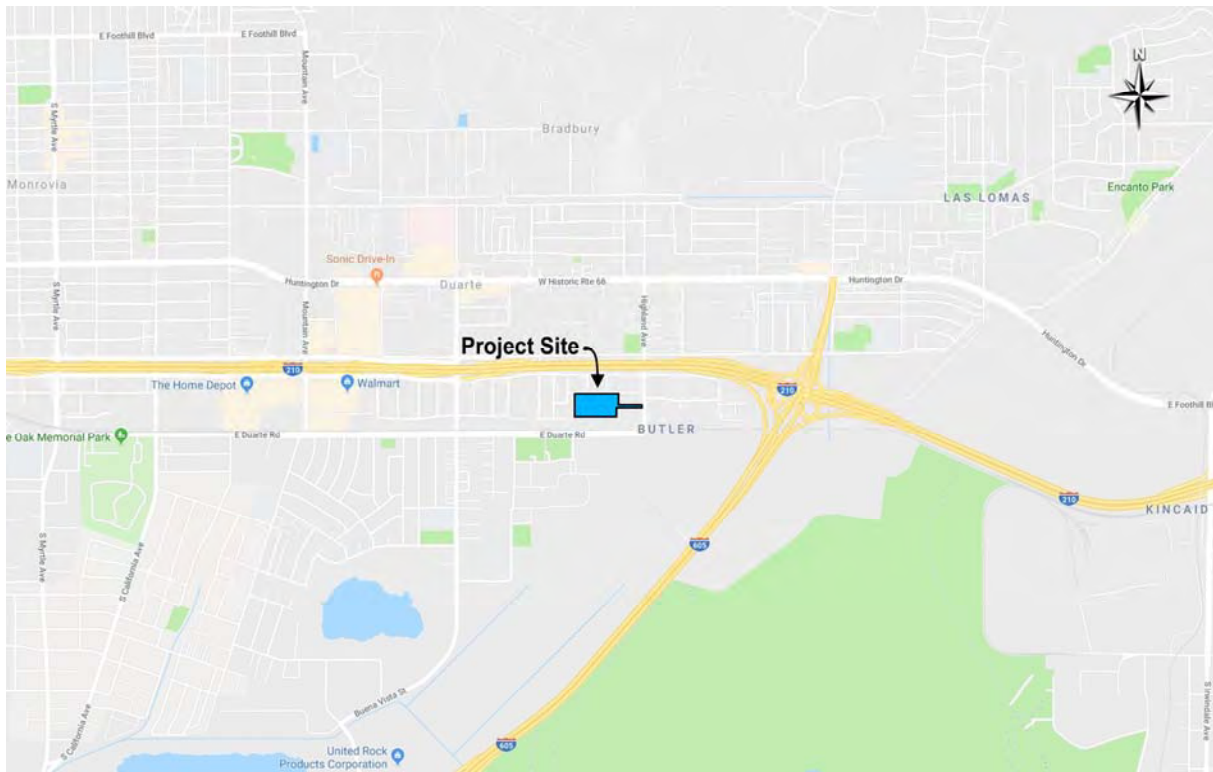


Figure 1 – Project Vicinity Map



Figure 2 – Aerial Perspective of Project Site

2.2 *Hydrologic Setting*

This section summarizes the project's size and location in the context of the larger watershed perspective, topography, soil and vegetation conditions, percent impervious area, natural and infrastructure drainage features, and other relevant hydrologic and environmental factors to be protected specific to the project area's watershed.

2.2.1 *Watershed*

The proposed project is located within the 834 square mile Los Angeles River watershed. The receiving waters directly affected by the proposed development include Duarte Channel, Buena Vista Channel, Sawpit Wash, Rio Hondo Channel, Los Angeles River, Los Angeles River Estuary (Queensway Bay), and San Pedro Bay.

2.2.2 *Existing Topography, Drainage Patterns, and Facilities (Narrative)*

Business Center Drive slopes from east to west and Highland Avenue slopes from north to south. Runoff on the property that flows southerly gets collected by one of the four inlet drains near the southerly property line. These inlets connect to the existing County of Los Angeles storm drain line which varies in size from 30", 36" and 42" at the various inlet connections. The County of Los Angeles storm drain runs from Highland Avenue to Three Ranch Road through the neighboring lot to the south. Furthermore, the landscape areas fronting the existing building slope towards Business Center Drive and runoff that reaches the street then slopes west towards Fairdale Avenue. The runoff then travels south down Fairdale, west on Sandefur Street, south on Eastford Avenue, and west on Three Ranch Road until it reaches the catch basin at the dead end on Three Ranch Road. The catch basin connects to the County of Los Angeles 48" RCP storm drain line in Three Ranch Road.

2.2.3 *Adjacent Land Use*

The project site is bounded by Business Center Drive to the north, Highland Avenue to the east, an industrial building to the south, and existing residential structures to the west.

2.2.4 *Soil Conditions*

According to the Geotechnical Investigation report prepared by LGC Geotechnical, Inc. (dated December 20, 2018), the site is underlain by 5 feet of undocumented artificial fill over naïve alluvial soils. Native alluvial fan deposits are primarily dense sands with gravel and cobble, including varying amounts of oversized materials. The area is not located within a liquefaction or earthquake-induced landslide hazard zone.

2.2.5 *Downstream Conditions*

This section summarizes the existing downstream conditions and any conditions of concern with respect to erosion and/or sedimentation due to the proposed project.

The stormwater will be collected by an existing County of Los Angeles maintained storm drain system. The proposed condition will be connecting to the County line on the south portion of the project site at an allowable flow rate implemented by the County. The County storm drain continues on to the Three Ranch Road. The proposed development is not expected to have negative impacts downstream since stormwater will be stored and infiltrated on-site with overflow being discharge into the County storm drain system.

2.2.6 Impervious Cover

The proposed project will have a net increase in total impervious area compared to the existing condition of the site. Currently, the project site is being occupied by an existing building and a parking lot with a total imperviousness percentage of 82% and perviousness of 18%. The proposed mixed-use project increases the site's overall total imperviousness percentage to 87% and decreases perviousness to 13%.

Section 3 Design Criteria and Methodology

This section summarizes the design criteria and methodology applied during the drainage analysis of the project site. The design criteria and methodology follows the County of Los Angeles Drainage Design Manual (January 2006).

3.1 Design Criteria

3.1.1 Drainage Design Criteria

Local storm drain facilities have been designed to conform to standards found in the County of Los Angeles Drainage Design Manual.

3.2 Methodology

3.2.1 HydroCalc Software

The HydroCalc software, developed and provided by Los Angeles County Public Works, calculates various parameters using the modified rational method, which is an iterative process. The table below shows the input data that is entered into the program and the output data that is produced.

Input Data	Output Data
Area (ac)	Modeled (10-yr) Rainfall Depth (in)
Flow Path Length (ft)	Peak Intensity (in/hr)
Flow Path Slope (vft/hft)	Undeveloped Runoff Coefficient (Cu)
24-hr, 50-yr Rainfall Depth (in)	Developed Runoff Coefficient (Cd)
Percent Impervious (0.01-1.0)	Time of Concentration (min)
Soil Type (2-180)	Clear Peak Flow Rate (cfs)
Design Storm Frequency	Burned Peak Flow Rate (cfs)
Fire Factor	24-Hr Clear Runoff Volume (ac-ft)

24-Hr Clear Runoff Volume (cu-ft)

Once the input data has been entered, HydroCalc then computes the output data using the following steps:

1. Assumes an initial time of concentration (T_c)
2. Uses the assumed T_c to calculate rainfall intensity (I_t) with the following equation:

$$I_t = I_{1440} \times (1440/t)^{0.47}$$

where...
 t = assumed initial time of concentration (min)
 I_t = rainfall intensity for the duration (in/hr)
 I_{1440} = 24-hour rainfall intensity (in/hr)

3. Calculates impervious area and stormwater runoff coefficient using the following equation:

$$IMP = [\sum_{i=1}^n (IMP_i \times A_i) / A_T]$$

where...
 IMP = site percent impervious
 IMP_i = impervious area (i)
 A_i = area, i (ft^2)
 A_T = total project site area (ft^2)

$$C_d = (0.9 \times IMP) + (1.0 - IMP) \times C_u$$

where...
 C_d = developed site stormwater runoff coefficient
 IMP = site percent impervious
 C_u = undeveloped site stormwater runoff coefficient
(Obtained from soil curve data)

4. Calculates the time of concentration (T_c) and compares it to the initial assumption using the following equation:

$$T_c = [0.31 \times L^{0.483}] / [(C_d \times I_t)^{0.519} \times S^{0.135}]$$

where...
 T_c = time of concentration (min)
 L = longest flow path length
 C_d = developed site stormwater runoff coefficient
 I_t = rainfall intensity for the duration (in/hr)
 S = slope of longest flow path (ft/ft)

If the calculated T_c and the assumed T_c are more than 0.5 minutes apart then the process is repeated by rounding the calculated T_c to the nearest minute and using it as the assumed value. The process is complete once the calculated T_c and the assumed T_c are within 0.5 minutes of each other.

5. Peak flow rate is then calculated using the rational equation, as shown below:

$$Q = C \times I \times A$$

where...
Q = Peak discharge (cfs);
C = runoff coefficient, based on land use and soil type;
I = Rainfall intensity (in/hr);
A = watershed area (acre)

The runoff coefficient represents the ratio of rainfall that runs off the watershed versus the portion that infiltrates to the soil or is held in depression storage. The runoff coefficient is dependent on the land use coverage and soil type. The County of Los Angeles Drainage Design Manual methodology assumes hydrologic Soil Type 7 for this project site (See Appendix for Isohyet Map).

Peak discharges were computed for the 10-year hypothetical storm return frequency and the output results of the HydroCalc can be found in the appendix section of this report.

Section 4 Hydrology and Drainage Analysis

This section summarizes the quantitative hydrologic analysis of the existing and proposed conditions of the site.

4.1 Summary of Drainage Delineation

To analyze the existing conditions, the site was broken into seven subareas: A, B, C, D, E, F and G (see Appendix for the Existing Hydrology Map). Runoff from subarea's A, E, F and G flow into separate inlets that are located near the south property line. These inlets are connected to the County of Los Angeles storm drain line that run from Highland Avenue to Three Ranch Road through the adjacent property to the south. Area B flows into a retention pond and the overflow sheet flows west to an inlet that presumably connects to the inlet at area A. Area C sheet flows towards a retention pond with overflows going to Business Center Drive. Area D sheet flows onto Business Center Drive. Runoff on Business Center Drive travels west following the gutter until it reaches the dead end on Three Ranch Road and flows into a catch basin. The catch basin is connected to the County of Los Angeles storm drain system.

The proposed site is broken into two subareas: A and B (see Appendix for the Proposed Hydrology Map). The site runoff for subarea A and B will be routed to an Aqual-Swirl Hydrodynamic Separator for pre-treatment and then to the infiltration tank systems. CMP tank A is located on the north-western corner of the site along Business Center Drive and CMP tank B is located on the north-eastern corner of the project site area. The overflow will be diverted through the proposed private storm drain system where it will be directed to one of the two connections (Connection #1 and Connection #2) that leads to the existing LACFCD 30-42 inch Storm Drain Project No. 429.

4.2 Summary of Results

For the 10-year storm event, the existing site contributes 17.36 cfs of runoff to the County storm drain system (see Appendix for Existing Hydrology Map). The proposed will produce 20.62 cfs of stormwater runoff which will be picked up by the private storm drain system, pre-treatment, and will be routed to the infiltration tanks. All overflows from subarea A and B will connect to the County storm drain system at a restricted flow of 10.77. The proposed conditions has a higher flow rate compared to the existing flow rate due to an increase of imperviousness, the proposed removal of the on-site retention ponding area, and the design of the private storm drain system. The stormwater runoff produced in the existing and proposed condition is displayed in the tables provided below.

Existing Hydrology			
Subarea	Area (acres)	Q ₁₀ (cfs)	T _C (min)
EX-A	0.47	1.24	5
EX-B	3.23	6.03	10
EX-C	0.59	1.37	5
EX-D	0.48	1.17	5
EX-E	1.18	2.88	6
EX-F	1.30	3.29	6
EX-G	0.50	1.38	5
	7.75	17.36	

Proposed Hydrology		
Subarea	Area (acres)	Q ₁₀ (cfs)
P-A	4.34	11.51
P-B	3.41	9.11
	7.75	20.62

Based on the contributing subareas, the breakdown of the allowable flow (Q_{allowable}) for each connection to the existing LACFCD 30-42 inch Storm Drain is summarized below.

Q _{allowable} for County Connections & Storage				
Subarea	Total Area (acres)	Q _{allowable} Factor (cfs/acre)	Q _{allowable} (cfs)	Required Storage (cf)
A	4.31	1.39	6.03	1,396
B	3.44	1.39	4.74	1,123
	7.75		10.77	2,531

The proposed project will be connecting into the County's storm drain system at a flow rate that does not exceed the Q allowable flow rate established for the project by the County. The calculations indicate that flow rate at both county connections surpasses the Q allowable, and therefore detention of the volume during the Q allowable exceedance will be required (see appendix for cvs file calculations). To meet the Q allowable, each subarea will restrict the outlet pipe to the private main and direct flows higher than the Q allowable into infiltration tanks sized to receive the detention volume, and prevent negative hydrological impacts to the site.

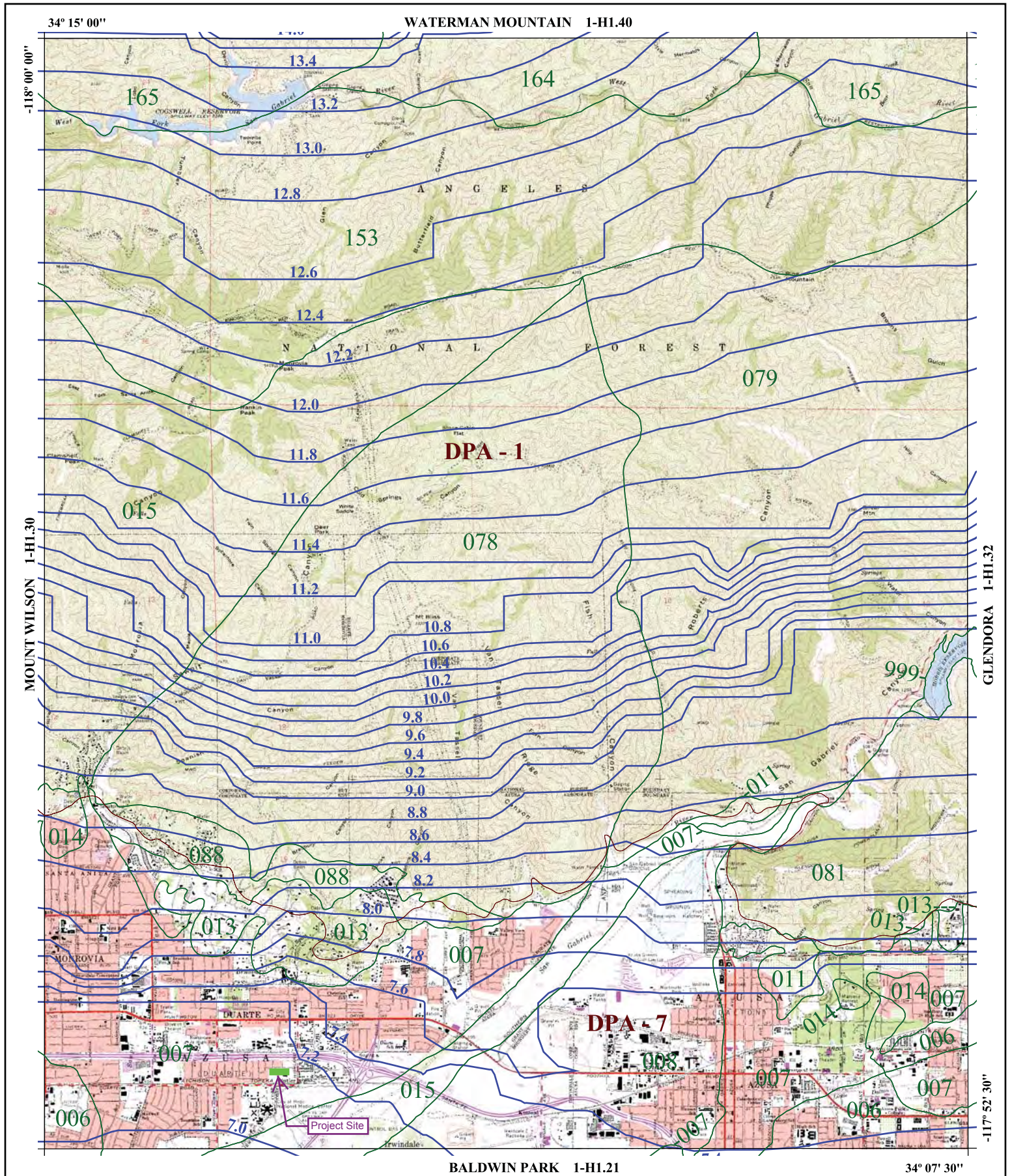
4.3 Conclusion

The proposed project will have a net increase in total impervious area and total stormwater runoff compared to the existing condition. All on-site stormwater runoff from proposed areas P-A and P-B, excluding overflow, that previously connected to the public storm drain system will be mitigated through on-site infiltration. Overflow from P-A and P-B will be routed to the existing LAFCD 30-42 inch storm drain pipe located in the south portion of the project and will be restricted to the allowable Q set by the County. The change in runoff from existing to proposed conditions, considering the onsite infiltration and retention system, it is minimal and does not significantly impact the downstream storm drain system and receiving waters.

APPENDIX

Appendix 1

50-year 24-Hour Isohyet Map



016 SOIL CLASSIFICATION AREA

7.2 INCHES OF RAINFALL

DPA - 6 DEBRIS POTENTIAL AREA

1 0 1 2 Miles

25-YEAR 24-HOUR ISOHYET REDUCTION FACTOR: 0.878
 10-YEAR 24-HOUR ISOHYET REDUCTION FACTOR: 0.714

A Z U S A

50-YEAR 24-HOUR ISOHYET

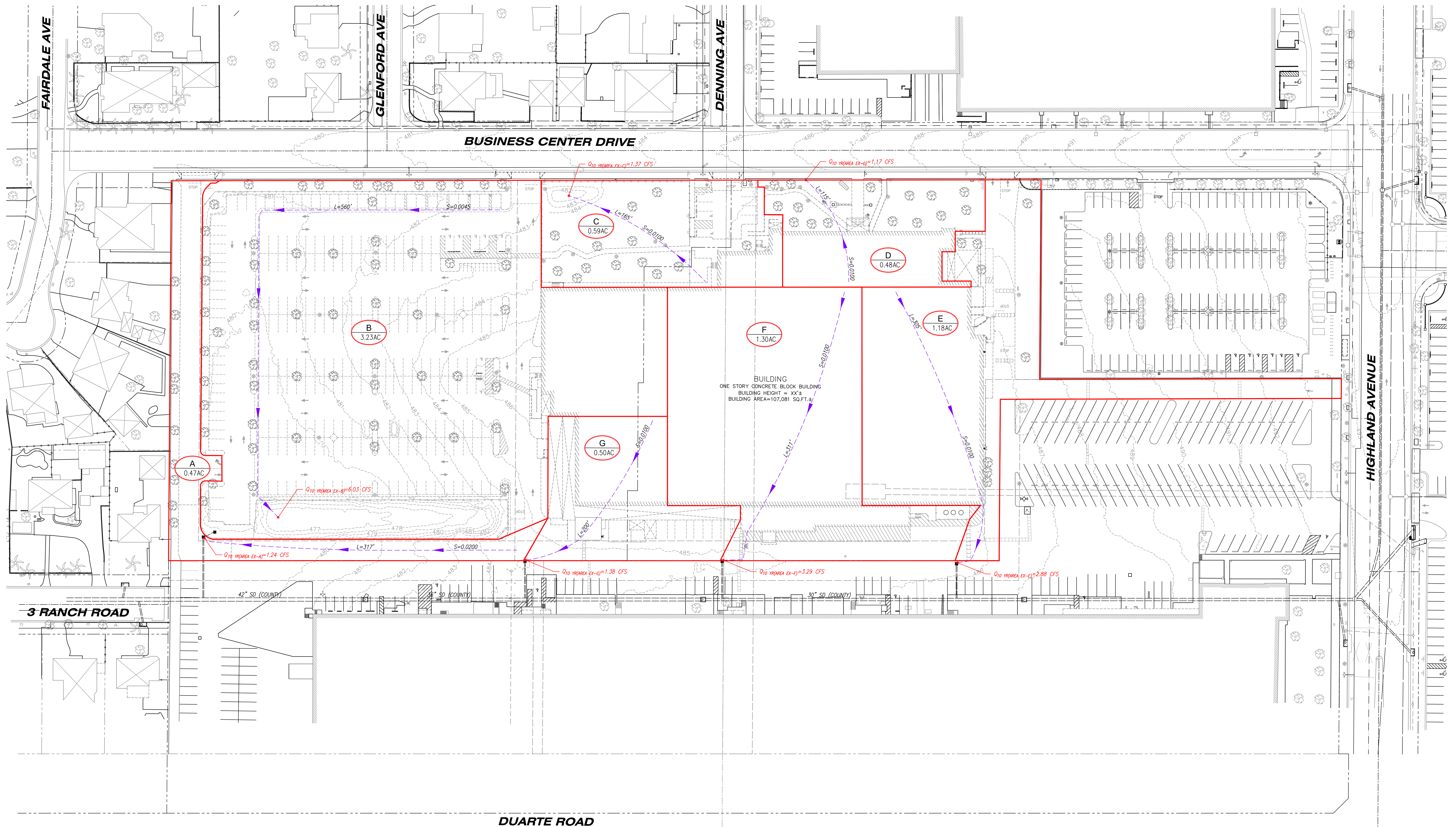
1-H1.31



Appendix 2

Existing Conditions Hydrology Map

10 year storm



THE RESIDENCES AT DUARTE STATION **DUARTE INVESTMENT PARTNERS, LLC**

EXISTING HYDROLOGY MAP - 10 YEAR STORM **DUARTE, CALIFORNIA**

LEGEND

- SUBAREA BOUNDARY
- SURFACE FLOW PATH ONSITE
- SUBAREA LABEL

0 20 40 80 120

SCALE: 1"=40' DATE: 9/12/19

KHR ASSOCIATES
 CONSULTING ENGINEERS/SURVEYORS/PLANNERS
 17530 Von Karman Ave., Suite 200
 Irvine, California 92614
 Tel (949) 756-6440
 Fax (949) 756-6444

Appendix 3

Existing Conditions Peak Flow Hydraulic Analysis

10 year storm

Peak Flow Hydrologic Analysis

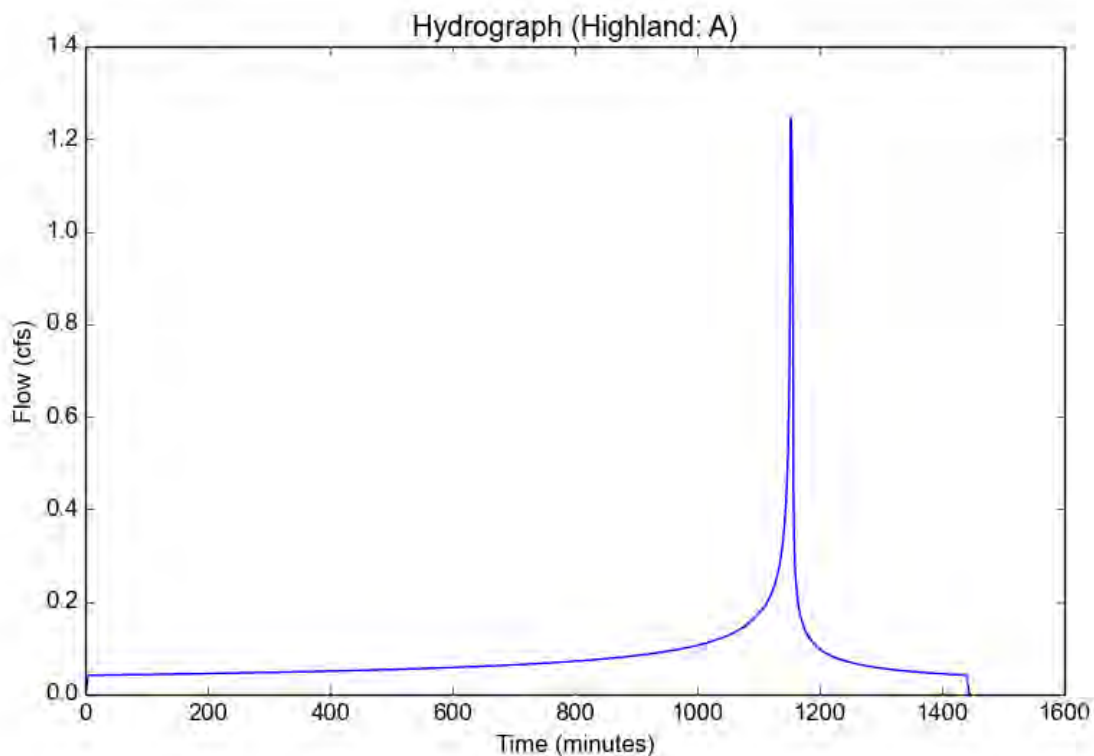
File location: R:/MW Investments/Highland-Duarte/Documents/Hydrology/Hydrology Calcs/18.11.09/Highland - A.pdf
Version: HydroCalc 1.0.3

Input Parameters

Project Name	The Residences at Duarte Station
Subarea ID	A (Existing)
Area (ac)	0.47
Flow Path Length (ft)	317.0
Flow Path Slope (vft/hft)	0.02
50-yr Rainfall Depth (in)	7.2
Percent Impervious	0.84
Soil Type	7
Design Storm Frequency	10-yr
Fire Factor	0
LID	False

Output Results

Modeled (10-yr) Rainfall Depth (in)	5.1408
Peak Intensity (in/hr)	3.0671
Undeveloped Runoff Coefficient (Cu)	0.6687
Developed Runoff Coefficient (Cd)	0.863
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	1.2441
Burned Peak Flow Rate (cfs)	1.2441
24-Hr Clear Runoff Volume (ac-ft)	0.1554
24-Hr Clear Runoff Volume (cu-ft)	6769.8469



Peak Flow Hydrologic Analysis

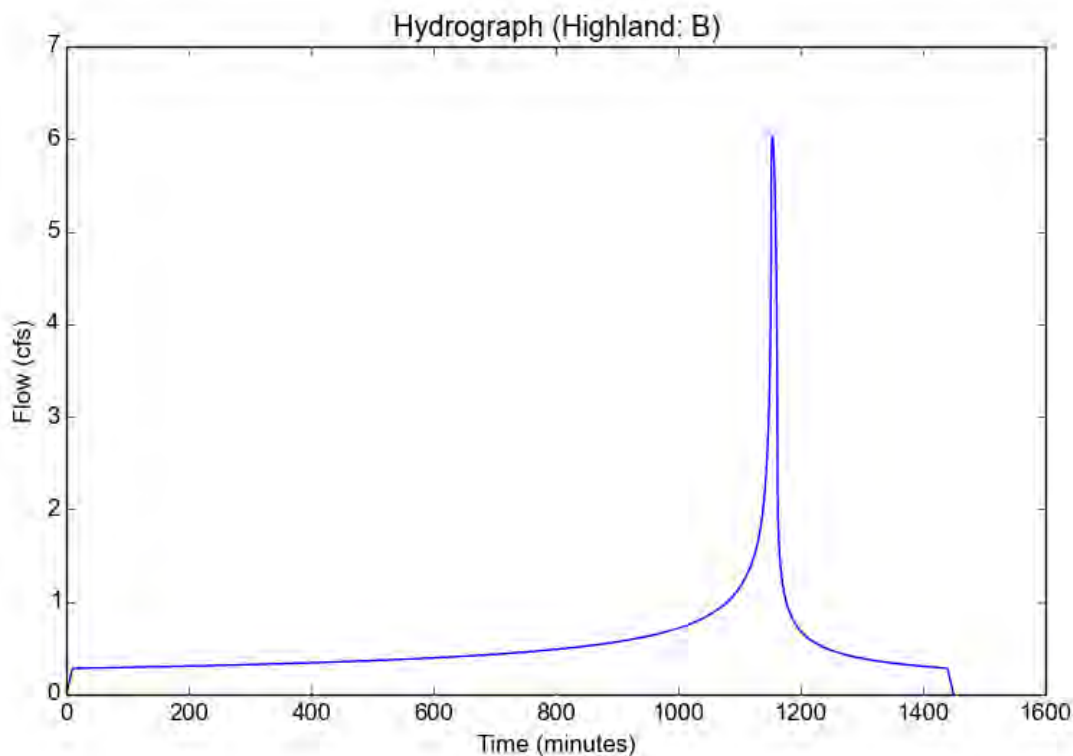
File location: R:/MW Investments/Highland-Duarte/Documents/Hydrology/Hydrology Calcs/18.11.09/Highland - B.pdf
Version: HydroCalc 1.0.3

Input Parameters

Project Name	The Residences at Duarte Station
Subarea ID	B (Existing)
Area (ac)	3.23
Flow Path Length (ft)	560.0
Flow Path Slope (vft/hft)	0.0045
50-yr Rainfall Depth (in)	7.2
Percent Impervious	0.83
Soil Type	7
Design Storm Frequency	10-yr
Fire Factor	0
LID	False

Output Results

Modeled (10-yr) Rainfall Depth (in)	5.1408
Peak Intensity (in/hr)	2.2144
Undeveloped Runoff Coefficient (Cu)	0.5667
Developed Runoff Coefficient (Cd)	0.8433
Time of Concentration (min)	10.0
Clear Peak Flow Rate (cfs)	6.0319
Burned Peak Flow Rate (cfs)	6.0319
24-Hr Clear Runoff Volume (ac-ft)	1.0572
24-Hr Clear Runoff Volume (cu-ft)	46050.9698



Peak Flow Hydrologic Analysis

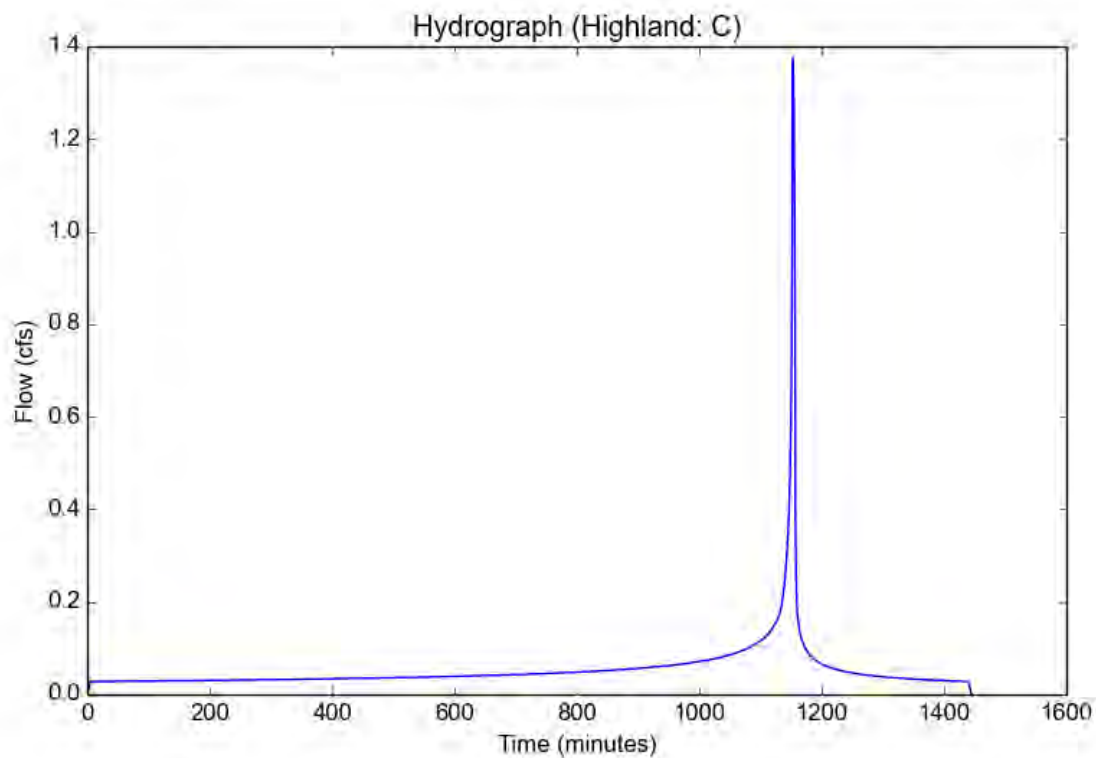
File location: R:/MW Investments/Highland-Duarte/Documents/Hydrology/Hydrology Calcs/18.11.09/Highland - C.pdf
Version: HydroCalc 1.0.3

Input Parameters

Project Name	The Residences at Duarte Station
Subarea ID	C (Existing)
Area (ac)	0.59
Flow Path Length (ft)	165.0
Flow Path Slope (vft/hft)	0.01
50-yr Rainfall Depth (in)	7.2
Percent Impervious	0.39
Soil Type	7
Design Storm Frequency	10-yr
Fire Factor	0
LID	False

Output Results

Modeled (10-yr) Rainfall Depth (in)	5.1408
Peak Intensity (in/hr)	3.0671
Undeveloped Runoff Coefficient (Cu)	0.6687
Developed Runoff Coefficient (Cd)	0.7589
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	1.3733
Burned Peak Flow Rate (cfs)	1.3733
24-Hr Clear Runoff Volume (ac-ft)	0.1093
24-Hr Clear Runoff Volume (cu-ft)	4760.9618



Peak Flow Hydrologic Analysis

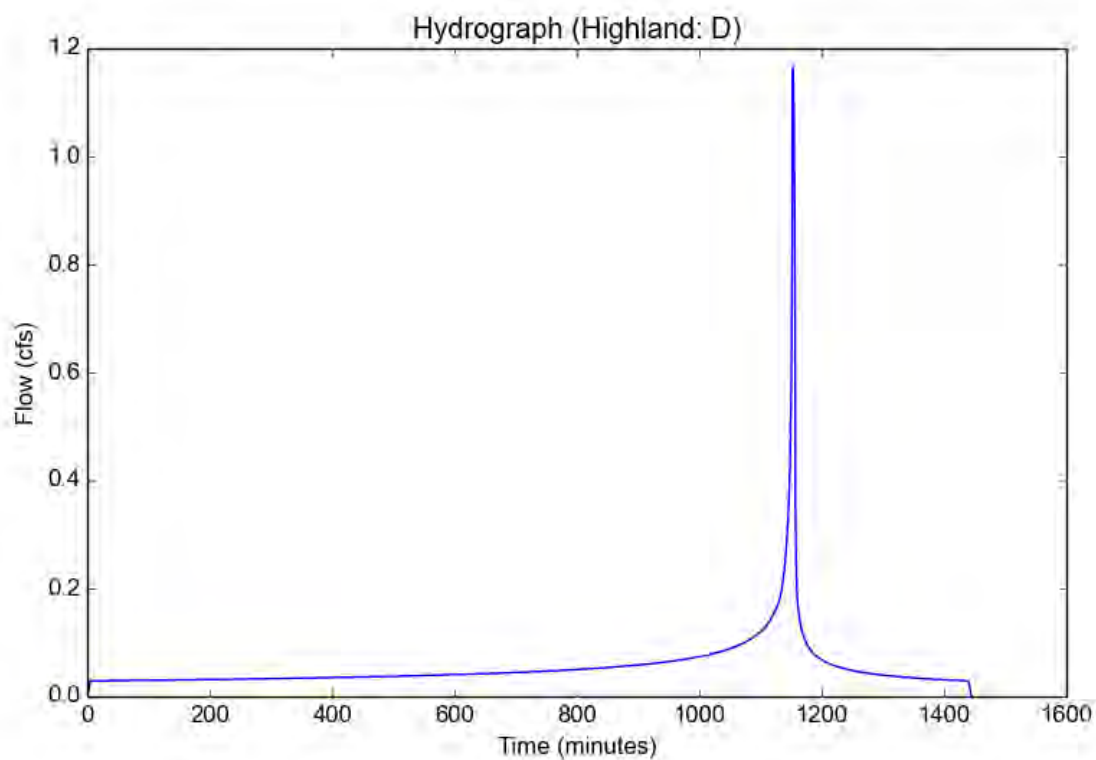
File location: R:/MW Investments/Highland-Duarte/Documents/Hydrology/Hydrology Calcs/18.11.09/Highland - D.pdf
Version: HydroCalc 1.0.3

Input Parameters

Project Name	The Residences at Duarte Station
Subarea ID	D (Existing)
Area (ac)	0.48
Flow Path Length (ft)	115.0
Flow Path Slope (vft/hft)	0.01
50-yr Rainfall Depth (in)	7.2
Percent Impervious	0.53
Soil Type	7
Design Storm Frequency	10-yr
Fire Factor	0
LID	False

Output Results

Modeled (10-yr) Rainfall Depth (in)	5.1408
Peak Intensity (in/hr)	3.0671
Undeveloped Runoff Coefficient (Cu)	0.6687
Developed Runoff Coefficient (Cd)	0.7913
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	1.165
Burned Peak Flow Rate (cfs)	1.165
24-Hr Clear Runoff Volume (ac-ft)	0.1106
24-Hr Clear Runoff Volume (cu-ft)	4819.2773



Peak Flow Hydrologic Analysis

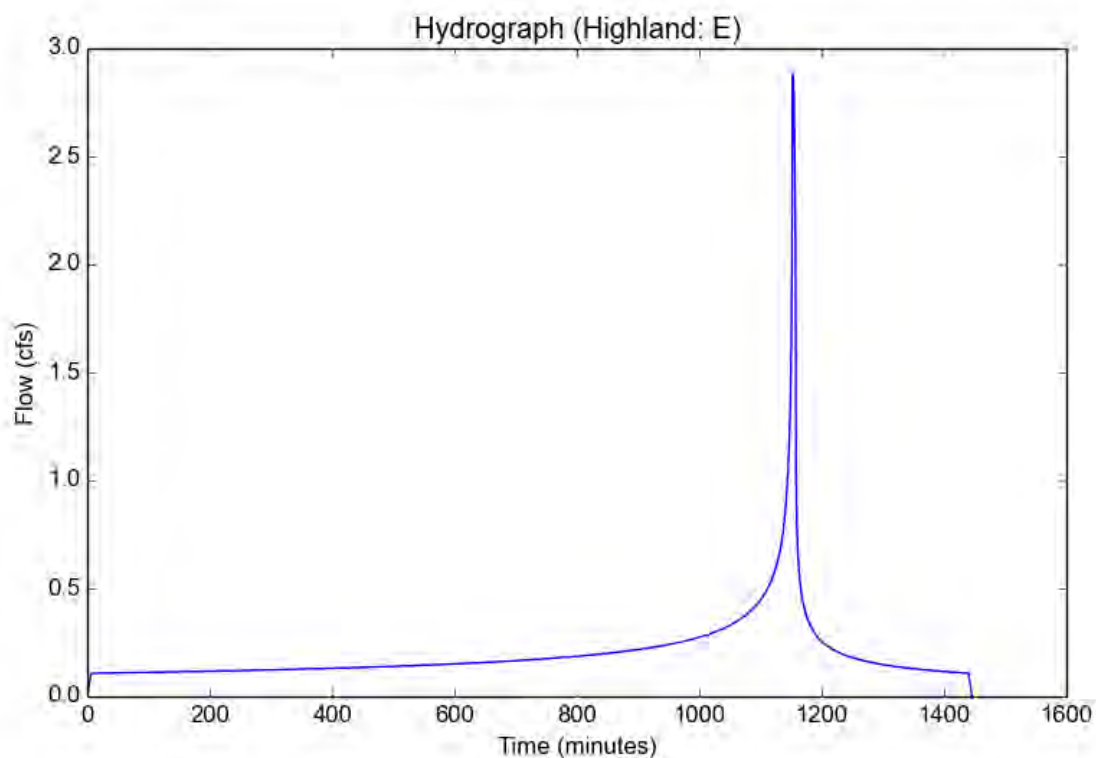
File location: R:/MW Investments/Highland-Duarte/Documents/Hydrology/Hydrology Calcs/18.11.09/Highland - E.pdf
Version: HydroCalc 1.0.3

Input Parameters

Project Name	The Residences at Duarte Station
Subarea ID	E (Existing)
Area (ac)	1.18
Flow Path Length (ft)	305.0
Flow Path Slope (vft/hft)	0.01
50-yr Rainfall Depth (in)	7.2
Percent Impervious	0.87
Soil Type	7
Design Storm Frequency	10-yr
Fire Factor	0
LID	False

Output Results

Modeled (10-yr) Rainfall Depth (in)	5.1408
Peak Intensity (in/hr)	2.8153
Undeveloped Runoff Coefficient (Cu)	0.6425
Developed Runoff Coefficient (Cd)	0.8665
Time of Concentration (min)	6.0
Clear Peak Flow Rate (cfs)	2.8786
Burned Peak Flow Rate (cfs)	2.8786
24-Hr Clear Runoff Volume (ac-ft)	0.4016
24-Hr Clear Runoff Volume (cu-ft)	17493.7584



Peak Flow Hydrologic Analysis

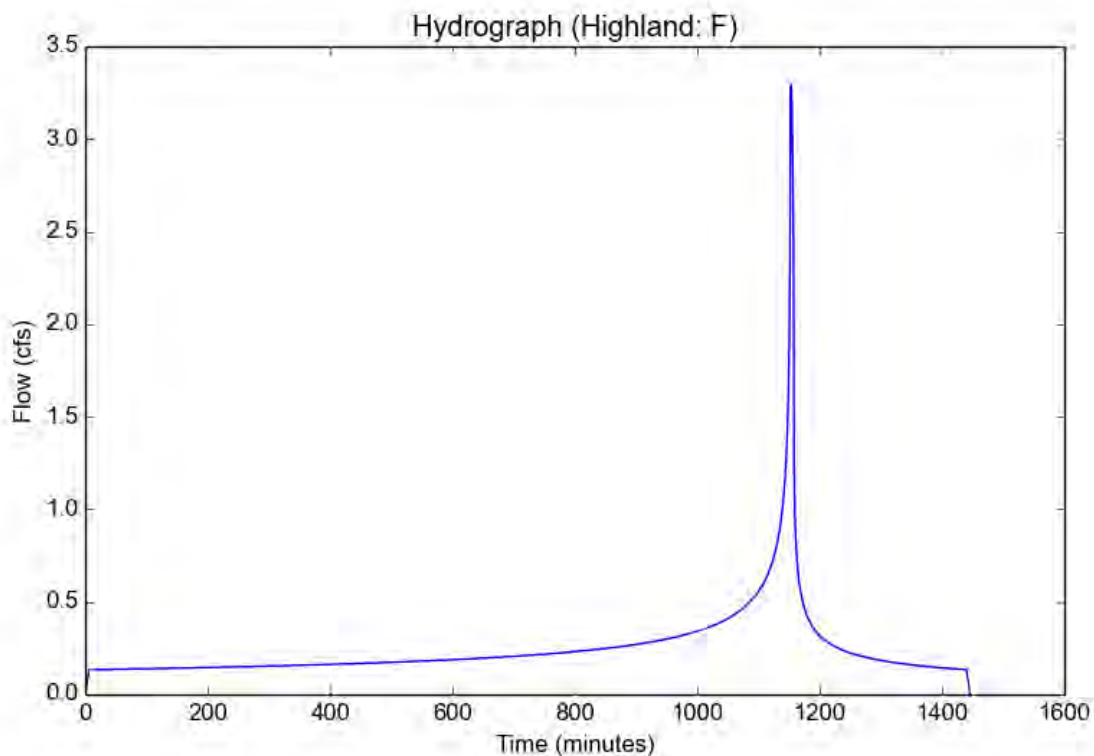
File location: R:/MW Investments/Highland-Duarte/Documents/Hydrology/Hydrology Calcs/18.11.09/Highland - F.pdf
Version: HydroCalc 1.0.3

Input Parameters

Project Name	The Residences at Duarte Station
Subarea ID	F (Existing)
Area (ac)	1.3
Flow Path Length (ft)	311.0
Flow Path Slope (vft/hft)	0.01
50-yr Rainfall Depth (in)	7.2
Percent Impervious	1.0
Soil Type	7
Design Storm Frequency	10-yr
Fire Factor	0
LID	False

Output Results

Modeled (10-yr) Rainfall Depth (in)	5.1408
Peak Intensity (in/hr)	2.8153
Undeveloped Runoff Coefficient (Cu)	0.6425
Developed Runoff Coefficient (Cd)	0.9
Time of Concentration (min)	6.0
Clear Peak Flow Rate (cfs)	3.2939
Burned Peak Flow Rate (cfs)	3.2939
24-Hr Clear Runoff Volume (ac-ft)	0.4971
24-Hr Clear Runoff Volume (cu-ft)	21653.0594



Peak Flow Hydrologic Analysis

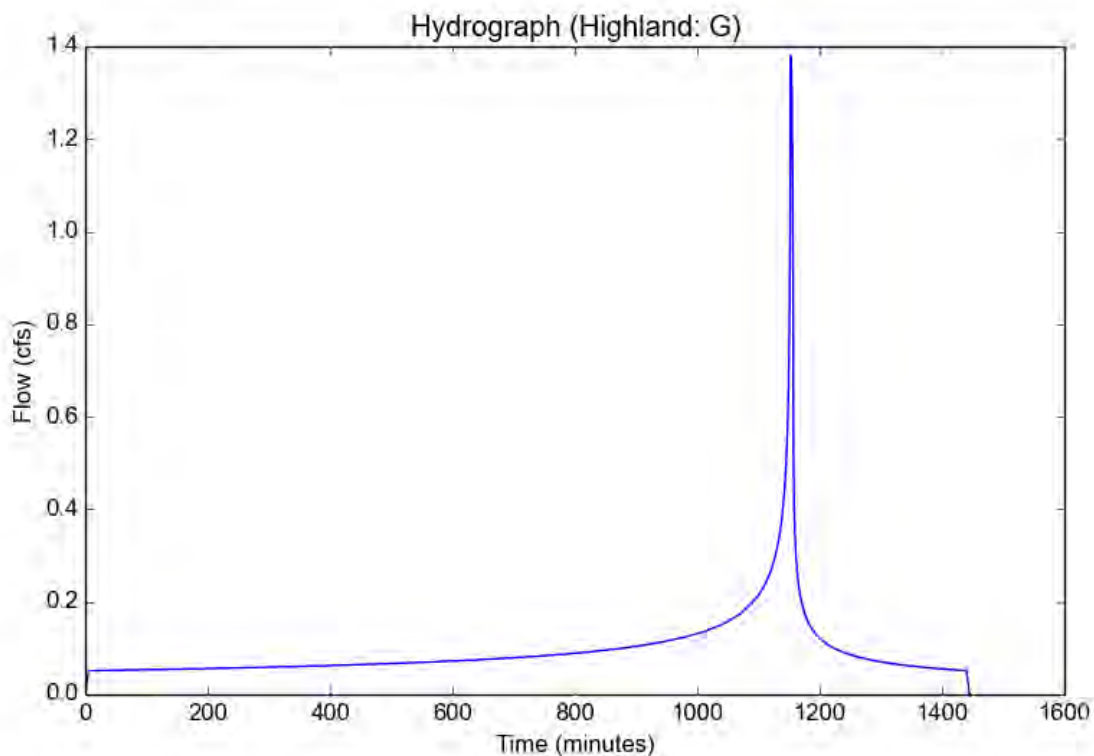
File location: R:/MW Investments/Highland-Duarte/Documents/Hydrology/Hydrology Calcs/18.11.09/Highland - G.pdf
Version: HydroCalc 1.0.3

Input Parameters

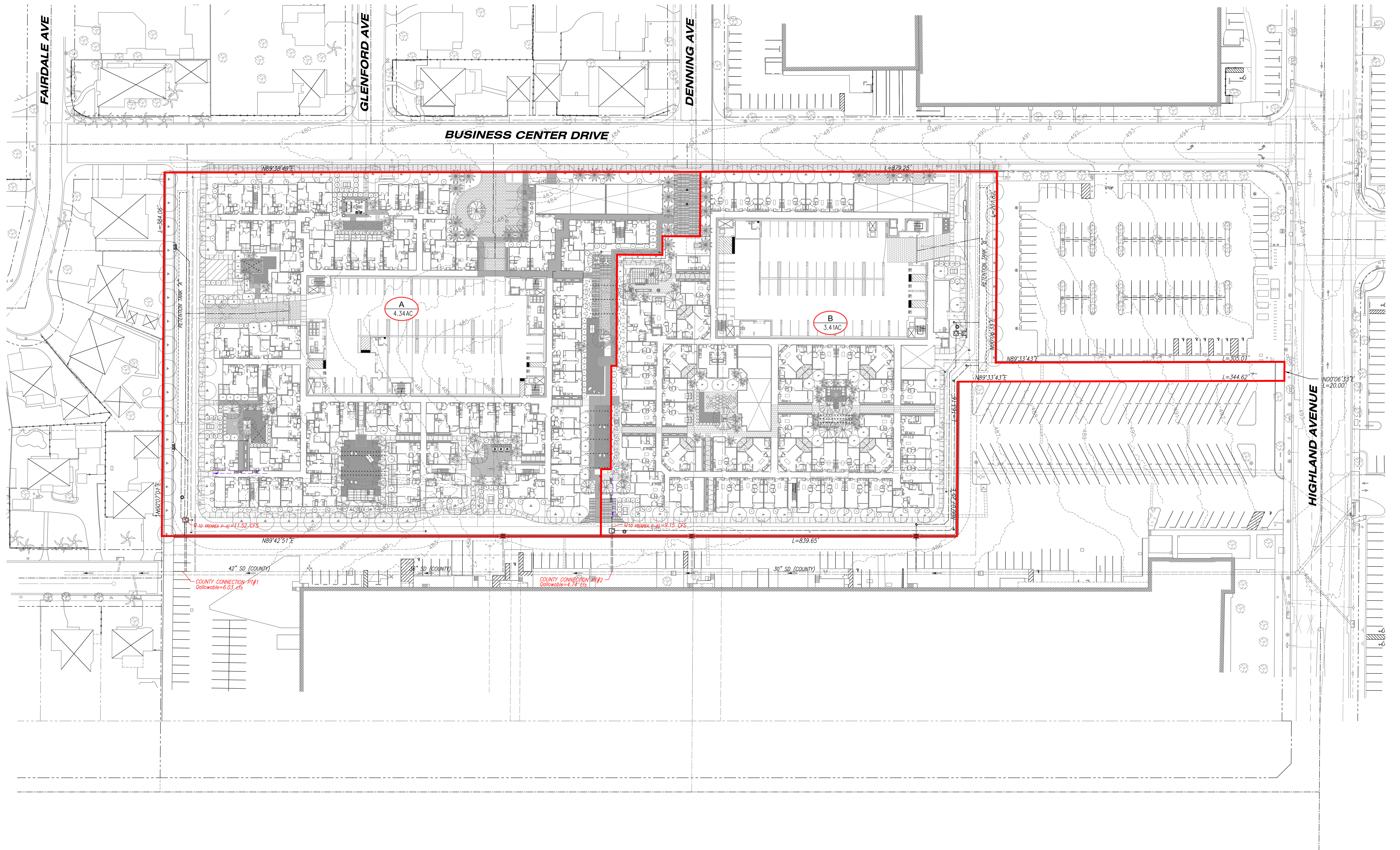
Project Name	The Residences at Duarte Station
Subarea ID	G (Existing)
Area (ac)	0.5
Flow Path Length (ft)	200.0
Flow Path Slope (vft/hft)	0.01
50-yr Rainfall Depth (in)	7.2
Percent Impervious	1.0
Soil Type	7
Design Storm Frequency	10-yr
Fire Factor	0
LID	False

Output Results

Modeled (10-yr) Rainfall Depth (in)	5.1408
Peak Intensity (in/hr)	3.0671
Undeveloped Runoff Coefficient (Cu)	0.6687
Developed Runoff Coefficient (Cd)	0.9
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	1.3802
Burned Peak Flow Rate (cfs)	1.3802
24-Hr Clear Runoff Volume (ac-ft)	0.1912
24-Hr Clear Runoff Volume (cu-ft)	8328.0986

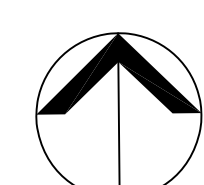


Appendix 4
Proposed Conditions Hydrology Map
10 year storm



LEGEND

- SUBAREA BOUNDARY
- SURFACE FLOW PATH ONSITE
- SUBAREA LABEL



0 20 40 80 120
SCALE: 1"=40' DATE: 09/12/19

THE RESIDENCES AT DUARTE STATION
DUARTE INVESTMENT PARTNERS, LLC

PROPOSED HYDROLOGY MAP - 10 YEAR STORM
DUARTE, CALIFORNIA

KHR ASSOCIATES
CONSULTING ENGINEERS/SURVEYORS/PLANNERS
17530 Von Karman Ave., Suite 200
Irvine, California 92614
Tel (949) 756-6440
Fax (949) 756-6444

Appendix 5

Proposed Conditions Peak Flow Hydraulic Analysis

10 year storm

Peak Flow Hydrologic Analysis

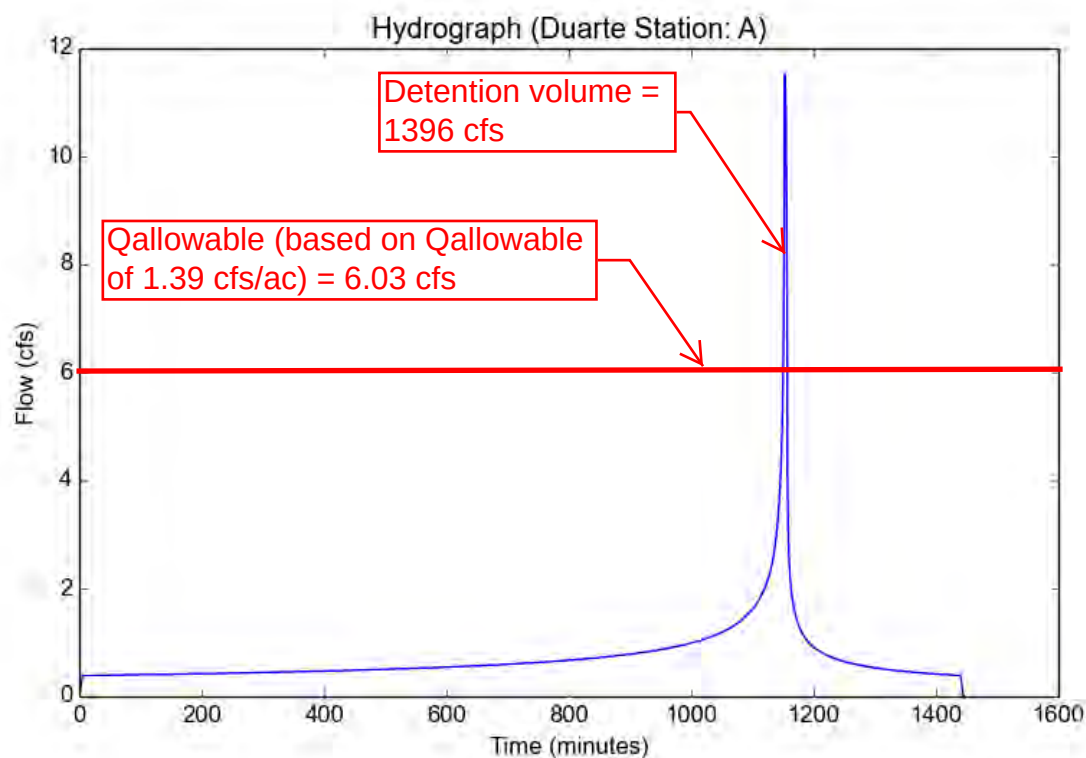
File location: R:/MW Investments/Highland-Duarte/Documents/Hydrology/Hydrology Calcs/18.11.09/HydroCalc- Proposed/Duarte Station
Version: HydroCalc 0.3.1-beta

Input Parameters

Project Name	The Residences at Duarte Station
Subarea ID	A (Proposed)
Area (ac)	4.34
Flow Path Length (ft)	50.0
Flow Path Slope (vft/hft)	0.02
50-yr Rainfall Depth (in)	7.2
Percent Impervious	0.85
Soil Type	7
Design Storm Frequency	10-yr
Fire Factor	0
LID	False

Output Results

Modeled (10-yr) Rainfall Depth (in)	5.1408
Peak Intensity (in/hr)	3.0671
Undeveloped Runoff Coefficient (Cu)	0.6687
Developed Runoff Coefficient (Cd)	0.8653
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	11.5185
Burned Peak Flow Rate (cfs)	11.5185
24-Hr Clear Runoff Volume (ac-ft)	1.4491
24-Hr Clear Runoff Volume (cu-ft)	63123.9819



Peak Flow Hydrologic Analysis

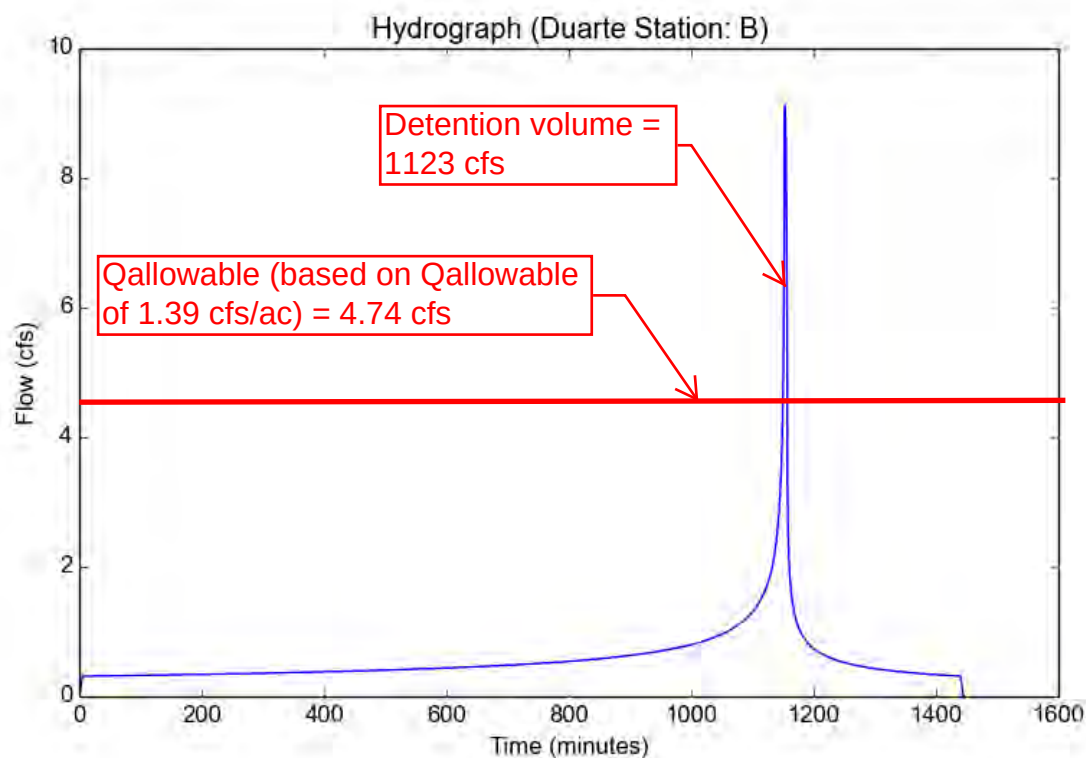
File location: R:\MW Investments\Highland-Duarte\Documents\Hydrology\Hydrology Calcs\18.11.09\HydroCalc- Proposed\Duarte Station
Version: HydroCalc 0.3.1-beta

Input Parameters

Project Name	The Residences at Duarte Station
Subarea ID	B (Proposed)
Area (ac)	3.41
Flow Path Length (ft)	50.0
Flow Path Slope (vft/hft)	0.02
50-yr Rainfall Depth (in)	7.2
Percent Impervious	0.878
Soil Type	7
Design Storm Frequency	10-yr
Fire Factor	0
LID	False

Output Results

Modeled (10-yr) Rainfall Depth (in)	5.1408
Peak Intensity (in/hr)	3.0671
Undeveloped Runoff Coefficient (Cu)	0.6687
Developed Runoff Coefficient (Cd)	0.8718
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	9.1179
Burned Peak Flow Rate (cfs)	9.1179
24-Hr Clear Runoff Volume (ac-ft)	1.1695
24-Hr Clear Runoff Volume (cu-ft)	50941.4551



Appendix 6
CSV Text Files for Q Allowable Analysis
10 year storm

Inputs: The Residences at Duarte Station-Proposed

Subarea ID	Area (ac)	Flow Path Length (ft)	Flow Path Slope (vft/hft)	50-yr Rainfall Depth (in)	Percent Impervious	Soil Type	Design Storm Frequency	Fire Factor	Qallowable Factor
A	4.34	50	0.02	7.2	0.85		7 10-yr		0 1.39 cfs/ac Qallowable 6.03

Outputs: The Residences at Duarte Station-Proposed

Area (ac)	Modeled (10-yr) Rainfall Depth (in)	Time of Concentration (min)	Clear Peak Flow Rate (cfs)	24-Hr Clear Runoff Volume (ac-ft)	Burned Peak Flow Rate (cfs)	Peak Intensity (in/hr)	Undeveloped Runoff Coefficient (Cu)	Developed Runoff Coefficient (Cd)
A	5.1408	5	11.518454	1.449127226	11.5184544	3.0671424	0.66871765	0.865307647

Hydrograph: The Residences at Duarte Station - A

Time (min)	Incremental Masscurve	Incremental Design Storm Depth (in)	Intensity (in/hr)	Undeveloped Runoff Coefficient (Cu)	Developed Runoff Coefficient (Cd)	Clear Peak Flow Rate (cfs)	Incremental Volume (cu-ft)	Cumulative Volume (cu-ft)	Over Q (cfs)	Over Q Vol (cf)
1150.4	0.77552607	3.98682441	1.689774	0.475053276	0.83625799	6.1327977	72.5284043	47755.04609	0.102797667	1.23357
1150.6	0.77719826	3.9954208	1.7411724	0.485192561	0.83777888	6.3308339	74.7817892	47829.82788	0.300833873	3.61001
1150.8	0.77898709	4.00461682	1.7990003	0.496600187	0.83949003	6.5544539	77.3117267	47907.13961	0.524453912	6.29345
1151	0.78092256	4.01456668	1.8650717	0.509633983	0.8414451	6.8110025	80.1927387	47987.33235	0.781002534	9.37203
1151.2	0.78305046	4.02550581	1.9421722	0.524843481	0.84372652	7.1117938	83.5367782	48070.86912	1.081793829	12.9815
1151.4	0.78544741	4.03782804	2.0349844	0.541214968	0.84618225	7.4733398	87.5108017	48158.37993	1.443339794	17.3201
1151.6	0.78826152	4.05229481	2.1525991	0.5579031	0.84868547	7.9286572	92.411982	48250.79191	1.898657208	22.7839
1151.8	0.79187046	4.07084765	2.3182632	0.58140889	0.85221133	8.5743218	99.0178738	48349.80978	2.544321764	30.5319
1152	0.8	4.11264	2.7617619	0.636496759	0.86047451	10.313688	113.328056	48463.13784	4.283687557	51.4043
1152.2	0.80423738	4.13442355	2.9640537	0.659141249	0.86387119	11.112833	128.559122	48591.69696	5.082832773	60.994
1152.4	0.80611848	4.1440939	3.0198177	0.664803966	0.86472059	11.333036	134.675211	48726.37217	5.303035679	63.6364
1152.6	0.80758529	4.15163445	3.0487792	0.667199039	0.86507986	11.446479	136.677085	48863.04926	5.416478569	64.9977
1152.8	0.80883466	4.1580572	3.0629979	0.668374903	0.86525624	11.502207	137.692111	49000.74137	5.47220658	65.6665
1153	0.80994379	4.16375904	3.0671424	0.668717646	0.86530765	11.518454	138.123966	49138.86533	5.48845439	65.8615

1153.2	0.81095262	4.16894523	3.0635699	0.668422209	0.86526333	11.504449	138.137421	49277.00275	5.474449028	65.6934
1153.4	0.81188502	4.1737385	3.0536333	0.667600464	0.86514007	11.465501	137.8197	49414.82245	5.435500946	65.226
1153.6	0.81275662	4.17821922	3.0381604	0.666320881	0.86494813	11.404874	137.22225	49552.0447	5.374874062	64.4985
1153.8	0.81357833	4.18244349	3.0176675	0.664626153	0.86469392	11.324617	136.376947	49688.42165	5.294617143	63.5354
1154	0.81435813	4.18645227	2.9924652	0.662321632	0.86434824	11.225549	135.300998	49823.72265	5.195549135	62.3466
1154.2	0.81510205	4.19027664	2.9627143	0.658991319	0.8638487	11.107522	133.998427	49957.72107	5.07752198	60.9303
1154.4	0.81581481	4.19394077	2.9284552	0.655156371	0.86327346	10.97177	132.475753	50090.19683	4.941770267	59.3012
1154.6	0.81650015	4.19746396	2.8896214	0.650809318	0.8626214	10.818098	130.739207	50220.93604	4.788097632	57.4572
1154.8	0.81716112	4.20086191	2.8460398	0.64593081	0.86188962	10.645899	128.783981	50349.72002	4.615899261	55.3908
1155	0.81780026	4.20414755	2.7974218	0.640488526	0.86107328	10.454128	126.600162	50476.32018	4.424127725	53.0895
1155.2	0.81841965	4.20733176	2.7433406	0.634434686	0.8601652	10.241211	124.172034	50600.49221	4.211211355	50.5345
1155.4	0.81902111	4.21042371	2.6831916	0.627701628	0.85915524	10.004907	121.476712	50721.96893	3.974907286	47.6989
1155.6	0.81960615	4.21343129	2.6161259	0.620194301	0.85802915	9.7420511	118.48175	50840.45068	3.712051094	44.5446
1155.8	0.8201761	4.21636131	2.5409338	0.611777324	0.8567666	9.4481246	115.141054	50955.59173	3.418124586	41.0175
1156	0.82073212	4.2192197	2.4558362	0.600928881	0.85513933	9.1143565	111.374886	51066.96662	3.084356484	37.0123
1156.2	0.82127522	4.22201166	2.3580702	0.587057029	0.85305855	8.7302221	107.067472	51174.03409	2.700222137	32.4027
1156.4	0.8218063	4.2247418	2.2429652	0.57072499	0.85060875	8.2802245	102.06268	51276.09677	2.250224459	27.0027
1156.6	0.82232614	4.22741422	2.1014329	0.550643224	0.84759648	7.7302654	96.0629391	51372.15971	1.700265393	20.4032
1156.8	0.82283546	4.23003255	1.9102188	0.518540087	0.84278101	6.9869492	88.3032877	51460.46299	0.956949227	11.4834
									Total Over Q Vol	1396.26

Inputs: The Residences at Duarte Station-Proposed

Subarea ID	Area (ac)	Flow Path Length (ft)	Flow Path Slope (vft/hft)	50-yr Rainfall Depth (in)	Percent Impervious	Soil Type	Design Storm Frequency	Fire Factor	Qallowable Factor
B	3.41	50	0.02	7.2	0.878	7	10-yr		0 1.39 cfs/ac Qallowable 4.74

Outputs: The Residences at Duarte Station-Proposed

Area (ac)	Modeled (10-yr) Rainfall Depth (in)	Time of Concentration (min)	Clear Peak Flow Rate (cfs)	24-Hr Clear Runoff Volume (ac-ft)	Burned Peak Flow Rate (cfs)	Peak Intensity (in/hr)	Undeveloped Runoff Coefficient (Cu)	Developed Runoff Coefficient (Cd)
B	5.1408	5	9.117945375	1.169454892	9.11794538	3.067142	0.668717646	0.87178355

Hydrograph: The Residences at Duarte Station-Proposed - B

Time (min)	Incremental Masscurve	Incremental Design Storm Depth (in)	Intensity (in/hr)	Undeveloped Runoff Coefficient (Cu)	Developed Runoff Coefficient (Cd)	Clear Peak Flow Rate (cfs)	Incremental Volume (cu-ft)	Cumulative Volume (cu-ft)	Over Q (cfs)	Over Q Vol (cf)
1150.2	0.773949588	3.97872004	1.643547913	0.465934323	0.84704399	4.747257	56.20669156	38521.6057	0.00725666	0.08708
1150.4	0.775526067	3.98682441	1.689774011	0.475053276	0.8481565	4.887187	57.80666485	38579.4124	0.14718748	1.76625
1150.6	0.777198258	3.9954208	1.741172414	0.485192561	0.84939349	5.043187	59.58224789	38638.9946	0.30318717	3.638246
1150.8	0.778987088	4.00461682	1.799000329	0.496600187	0.85078522	5.219219	61.57443985	38700.5691	0.47921948	5.750634
1151	0.780922557	4.01456668	1.865071681	0.509633983	0.85237535	5.421017	63.84142015	38764.4105	0.68101722	8.172207
1151.2	0.783050462	4.02550581	1.942172173	0.524843481	0.8542309	5.657407	66.47054235	38830.881	0.91740651	11.00888
1151.4	0.785447409	4.03782804	2.034984431	0.541214968	0.85622823	5.941622	69.59417034	38900.4752	1.20162188	14.41946
1151.6	0.788261517	4.05229481	2.152599068	0.5579031	0.85826418	6.29997	73.44955408	38973.9247	1.55997046	18.71965
1151.8	0.791870458	4.07084765	2.318263203	0.58140889	0.86113188	6.807487	78.64474198	39052.5695	2.06748653	24.80984
1152	0.8	4.11264	2.761761872	0.636496759	0.8678526	8.173096	89.8834929	39142.453	3.43309562	41.19715
1152.2	0.804237385	4.13442355	2.964053651	0.659141249	0.87061523	8.799676	101.836632	39244.2896	4.05967638	48.71612
1152.4	0.806118483	4.1440939	3.019817683	0.664803966	0.87130608	8.972343	106.632114	39350.9217	4.23234262	50.78811

1152.6	0.807585289	4.15163445	3.048779186	0.667199039	0.87159828	9.061429	108.2026327	39459.1244	4.3214295	51.85715
1152.8	0.808834657	4.1580572	3.062997879	0.668374903	0.87174174	9.105188	108.9997047	39568.1241	4.36518795	52.38226
1153	0.809943791	4.16375904	3.067142372	0.668717646	0.87178355	9.117945	109.3388	39677.4629	4.37794538	52.53534
1153.2	0.81095262	4.16894523	3.063569911	0.668422209	0.87174751	9.106949	109.3493644	39786.8122	4.36694869	52.40338
1153.4	0.811885018	4.1737385	3.053633264	0.667600464	0.87164726	9.076367	109.0998912	39895.9121	4.33636651	52.0364
1153.6	0.812756619	4.17821922	3.038160403	0.666320881	0.87149115	9.028759	108.6307527	40004.5429	4.28875895	51.46511
1153.8	0.813578331	4.18244349	3.017667546	0.664626153	0.87128439	8.965731	107.9669397	40112.5098	4.22573101	50.70877
1154	0.81435813	4.18645227	2.992465218	0.662321632	0.87100324	8.887984	107.1222896	40219.6321	4.14798392	49.77581
1154.2	0.815102053	4.19027664	2.962714267	0.658991319	0.87059694	8.795515	106.1009949	40325.7331	4.05551522	48.66618
1154.4	0.815814808	4.19394077	2.928455229	0.655156371	0.87012908	8.689137	104.9079139	40430.641	3.9491371	47.38965
1154.6	0.816500148	4.19746396	2.889621369	0.650809318	0.86959874	8.568686	103.5469375	40534.1879	3.82868582	45.94423
1154.8	0.817161124	4.20086191	2.846039816	0.64593081	0.86900356	8.433676	102.0141701	40636.2021	3.69367587	44.32411
1155	0.817800256	4.20414755	2.797421833	0.640488526	0.8683396	8.283272	100.3016899	40736.5038	3.54327245	42.51927
1155.2	0.818419654	4.20733176	2.743340594	0.634434686	0.86760103	8.116227	98.39699486	40834.9008	3.37622669	40.51472
1155.4	0.819021108	4.21042371	2.683191649	0.627701628	0.8667796	7.930759	96.28191422	40931.1827	3.19075901	38.28911
1155.6	0.819606149	4.21343129	2.616125858	0.620194301	0.8658637	7.724361	93.93071849	41025.1134	2.98436074	35.81233
1155.8	0.820176103	4.21636131	2.540933827	0.611777324	0.86483683	7.493452	91.30687458	41116.4203	2.75345169	33.04142
1156	0.820732123	4.2192197	2.455836213	0.600928881	0.86351332	7.231407	88.34915371	41204.7695	2.49140726	29.89689
1156.2	0.821275222	4.22201166	2.358070159	0.587057029	0.86182096	6.929919	84.96795698	41289.7374	2.1899189	26.27903
1156.4	0.821806296	4.2247418	2.242965198	0.57072499	0.85982845	6.576408	81.03795919	41370.7754	1.83640763	22.03689
1156.6	0.822326139	4.22741422	2.101432906	0.550643224	0.85737847	6.143877	76.32170523	41447.0971	1.40387658	16.84652
1156.8	0.822835464	4.23003255	1.9102188	0.518540087	0.85346189	5.559319	70.21917594	41517.3163	0.81931941	9.831833
									Total Over Q Vol	1123.63

Appendix 7
LACFCD Allowable Q Information Sheet
10 year storm



LOS ANGELES COUNTY
DEPARTMENT OF PUBLIC WORKS
DESIGN DIVISION – HYDRAULIC ANALYSIS UNIT

Office Use Only	
☐ Sent	Initials: _____
☐ Fax ☐ Email ☐ Other:	_____
Date: _____	Time: _____

INFORMATION REQUEST SUMMARY

INFORMATION REQUESTED BY

*Requester's Name: Tatsiana Bondar

Company: KHR Associates

*Phone Number: (949) 756-6440 Fax Number: (949) 756-6444

*Email: tbondar@khrdesign.com

Method of Contact: ☐ Walk-in ☐ Phone ☐ Fax ☒ Email ☐ Prelim. Mtg. Date: 11/6/2018

Intended Use: Highland Ave mixed-use development storm drain connection

Proposed Project Type: multi-family apartment project Acreage Involved: 7.75

*Will information be used in any litigation? ☐ YES ☒ NO

Case Info. Name: _____ No: _____ Location: _____

INFORMATION REQUESTED (Attach Assessor Map)

LACFCD Facility: Name: Project No. 429 CENTRAL DUARTE STORM DRAIN, LINE "C"

Unit: _____ Line: "C" Station: 7+64 - 19+55

City: City of Duarte

*Street/Cross-street: Business Center Dr/Highland Ave. SD runs from Highland Ave to 3 Ranch Road

*Thomas Guide: Page: 568 Grid: B6 ☒ Site Map/Plans Submitted

Info. Requested:

Allowable Q with frequency (Discharge flow), HGL,
Hydrologic Data, Hydraulic Calculation, Design Capacity

*Required Information. See Page 2 of 2 for Instructions.

BELOW SECTION TO BE COMPLETED BY THE HYDRAULIC ANALYSIS UNIT

INFORMATION PROVIDED:

Hydrology Data, Drainage Map,
Hydraulic Calculation, & AS BUILT DRAWINGS

REFERENCES SEARCHED:

PROJECT NO. 429 FILES

COMMENTS, ETC:

* SUB AREA NO. 22 ALLOWABLE DISCHARGE FLOW
 $Q = \frac{22.4}{16.1} = 1.39 \text{ CFS/ACRE.}$

INFORMATION PROVIDED BY:

George Aintablian

Date: 12/6/2018

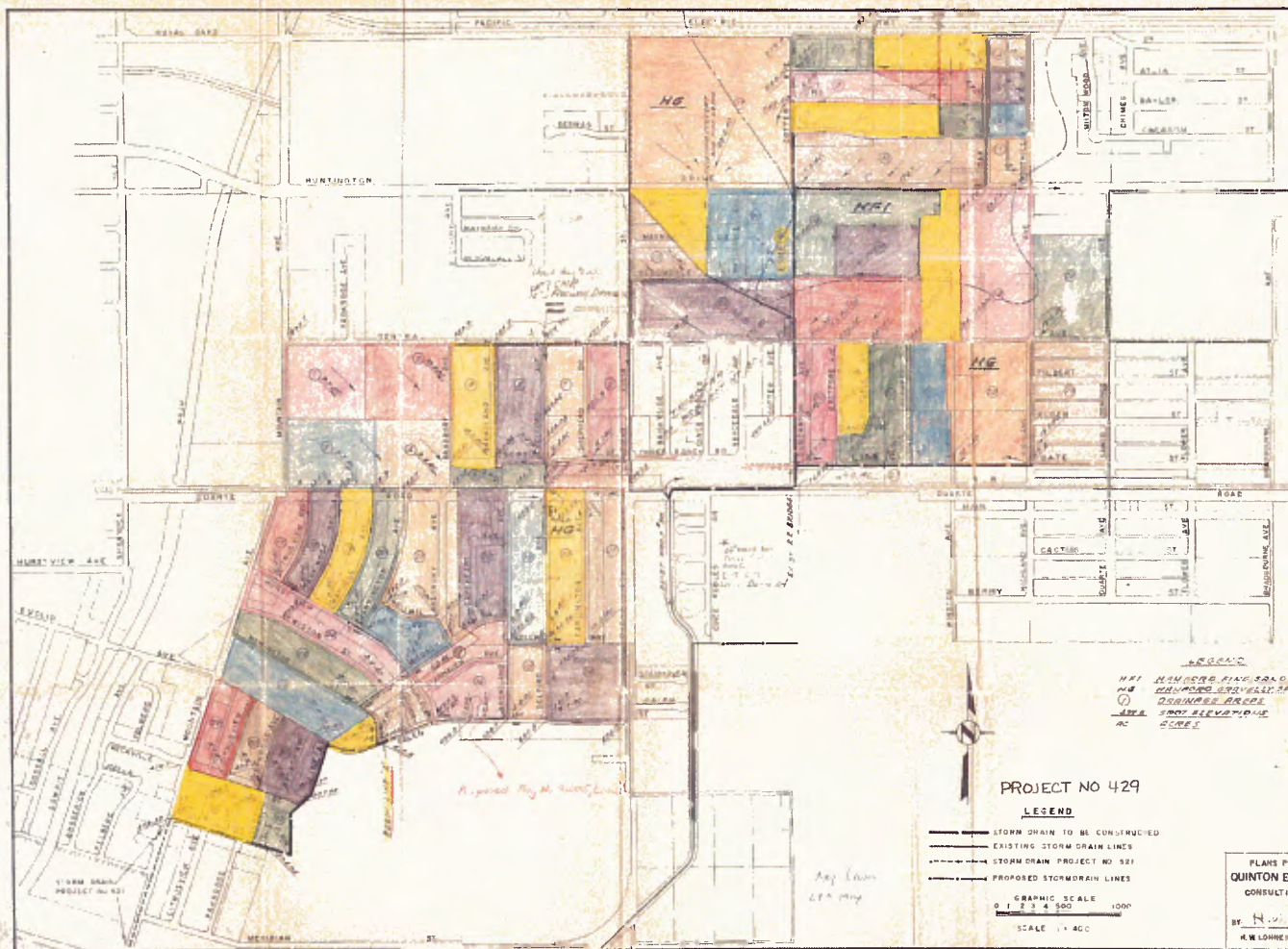
INFORMATION REVIEWED BY:

Date:

Print

Save a Copy

Appendix 8
LACFCD Project No. 426 Line C Storm Drain
Drainage Map



PROJECT NO 429

LEGEND

- STORM DRAIN TO BE CONSTRUCTED
- - - EXISTING STORM DRAIN LINES
- - - STORM DRAIN PROJECT NO 521
- PROPOSED STORM DRAIN LINES

GRAPHIC SCALE
0 1 2 3 4 500 1000
SCALE 1" = 400'

PLANS PREPARED BY
QUINTON ENGINEERS LTD
CONSULTING ENGINEERS
BY *H. J. Jones*
H. W. LORRIS REG. CIV. ENG. 6422

CITY OF DUARTE

APPROVED *August 2, 1958*
Robert F. Williams
CITY ADMINISTRATOR

1958 STORM DRAIN BOND ISSUE		LOS ANGELES COUNTY FLOOD CONTROL DISTRICT	
PROJECT NO. 429 CENTRAL DUARTE STORM DRAIN LINES A, B & C		HYDRAULIC PLAN	
APPROVED BY	DATE	NO.	SHEET 1 OF 1
8/2/58	JUN, 1959	400	

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
HIGHWAY DIVISION
OFFICIAL
RECORD DOCUMENT
Issued By *GRA*
12/6/2008

RECEIVED
DEC 10 1958
JAN 1959

REF. LTR. NO. 16074 DATE: 12-9-58



Preliminary LID Report

The Residences at Duarte Station Duarte, California



September 12, 2019

Prepared for

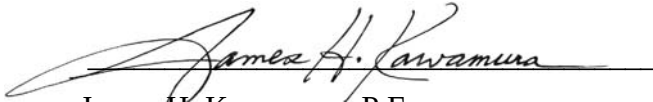
Duarte Investment Partners, LLC

Prepared by



ATTESTATION

This report has been prepared by, and under the direction of, the undersigned, a duly Registered Civil Engineer in the State of California. Except as noted, the undersigned attests to the technical information contained herein, and has judged to be acceptable the qualifications of any technical specialists providing engineering data for this report, upon which findings, conclusions, and recommendations are based.



James H. Kawamura, P.E.
Registered Civil Engineer No. C30560
Exp. 3/31/20



TABLE OF CONTENTS

Section 1	Project Type and Regulations.....	1
Section 2	Property Description	2
1.1	Existing Conditions	2
1.2	Proposed Conditions	2
1.2	Feasibility of Infiltration	2
Section 2	Hydrologic Setting	1
2.1	Watershed (Receiving Water)	1
2.2	Existing Drainage Patterns	2
2.3	Proposed Drainage Patterns	3

APPENDIX

Appendix 1	Area and Vicinity Map
Appendix 2	Preliminary LID Exhibit
Appendix 3	Peak Flow Hydraulic Analysis – 85 th Percentile Storm
Appendix 4	Storage Calculations

Section 1 Project Type and Regulations

Zone: SP-18 Metro RR – Duarte Station Specific Plan (Specific Plan Zone)

Project Area: 7.75 acres (337,769 S.F.)

Priority Project Category: Designated Project (Redevelopment Project where 50 percent or more of the impervious surface of a previously developed site is proposed to be altered and the previous development project was not subject to post-construction stormwater quality control measures, and which are developments that result in creation or addition of 5,000 square feet or more of impervious surface on a site that was previously developed as described in Section 2-1 of County of Los Angeles Department of Public Works of Low Impact Development Standards Manual dated February 2014.)

Assessor's Number: APN 8528-011-025

Rain Season: October 19th through April 23rd

Watershed: Los Angeles River Watershed

Regulations: National Pollution Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) Permit (CAS004001, Order No. R4-2012-0175); Los Angeles County Code Title 12, Chapter 84

Regulatory Agents: City of Duarte City Director of Public Works, their authorized deputy, agent, representative or inspector (including other county departments); U.S. Environmental Protection Agency; State Water Resources Control Board; Los Angeles County Flood Control District; and Los Angeles Regional Water Quality Control Board

Section 2 Property Description

1.1 *Existing Conditions*

The project site is located south of the Foothill Freeway (Interstate 210) and it is bounded by Business Center Drive to the north, Highland Avenue to the east, The Los Angeles County Metropolitan Transportation Authority (Metro) to the south, and a single-family residential neighborhood to the west. Appendix 1 illustrates the project vicinity and provides an aerial perspective of the project site and immediate surroundings.

1.2 *Proposed Conditions*

The proposed multifamily residential project, “*The Residences at Duarte Station*” entails the demolition of existing parking lots, industrial structures, and buildings. The project totals 7.75 acres and includes numerous multi-family residential units.

1.2 *Feasibility of Infiltration*

According to the information taken from the Geotechnical Investigation by LGC Geotechnical, Inc., dated December 20, 2018, subsurface materials shall have a design infiltration rate equal to or greater than 0.3 inches per hour. The infiltration tests performed meet the minimum requirements of the County of Los Angeles testing guidelines therefore, the subsurface soils in the area is suitable for stormwater infiltration.

Stormwater infiltration has been determined to be feasible for the project site. Stormwater infiltration practices operate by capturing and temporarily storing stormwater, before allowing it to infiltrate into the underlying soil. A perforated Corrugated Metal Pipe (CMP) will be installed on the northwesterly and northeasterly corner of the site in order to store the stormwater mitigation volume captured within the project site for infiltration into the underlying soils. The stormwater will be collected throughout the site by a proposed private storm drainage system. For each subarea, the stormwater quality design flow (SWQDF) is diverted to an Aqua-Swirl Hydrodynamic Separator unit that will be used for pretreatment prior to infiltration.

Section 3 Hydrologic Setting

3.1 Watershed (Receiving Water)

The proposed project is located within the 834 square mile Los Angeles River Watershed. The receiving waters directly affected by the proposed development include Duarte Channel, Buena Vista Channel, Sawpit Creek, Rio Hondo Channel, Los Angeles River Reach 2, Los Angeles River Reach 1, Los Angeles River Estuary (Queensway Bay), and San Pedro Bay. The Final 2014/2016 California Integrated Report (Clean Water Act Section 303(d) list/305(b) Report) has the downstream receiving waters impaired for:

Sawpit Creek 303d/TMDLs

- Bis(2ethylhexyl)phthalate (DEHP)
- Indicator Bacteria

Peck Road Park Lake 303d/TMDLs

- Chlordane (tissue)
- DDT (tissue)
- Odor
- Organic Enrichment/Low Dissolved Oxygen
- Trash

Rio Hondo Reach 3 303d/TMDL

- Indicator Bacteria
- Iron
- Oxygen, Dissolved

Rio Hondo Reach 2 303d/TMDL

- Ammonia
- Coliform Bacteria
- Cyanide

Rio Hondo Reach 1 303d/TMDL

- Copper
- Indicator Bacteria
- Lead
- pH (nitrogen)
- Toxicity
- Trash
- Zinc

Los Angeles River Reach 2
303d/TMDL

- Ammonia
- Copper
- Indicator Bacteria
- Lead
- Nutrients (algae)
- Oil
- Trash

Los Angeles River Reach 1
303d/TMDL

- Ammonia
- Cadmium
- Copper, Dissolved
- Cyanide
- Indicator Bacteria
- Lead
- Nutrients (algae)
- pH (nitrogen)
- Trash
- Zinc, Dissolved

Los Angeles River Estuary
303d/TMDL

- Chlordane
- DDT/Sediment
- PCBs (sediment from pesticides)
- Toxicity
- Trash

San Pedro Bay/Offshore Zone
303d/TMDL

- Chlordane
- PCBs
- Total DDT
- Toxicity

3.2 Existing Drainage Patterns

The site topography has an elevation change of approximately 15 feet from the northeast corner to the southwest corner. The runoff from the entire project site sheet generally flows south into the site and then travels westerly into one of the existing four inlets located near the southerly property line. The sheet flow will then travel along the storm drain line that is maintained by the Los Angeles County Flood Control District (LAFCD), that ultimately discharges into the Los Angeles River Watershed.

3.3 Proposed Drainage Patterns

On-site stormwater will be collected by a new private drainage system in order to accommodate the proposed residential buildings and improvements. The proposed site will be divided into two subareas A and B therefore, the on-site runoff for each area will be collected by the CMP infiltration tanks (Area A: 8' x 243'; Area B: 8' x 193'). If overflow occurs it will be diverted through the proposed 18-inch storm drain pipe towards the south side of the site where it will connect to the existing 30-42 inch storm drain County line.

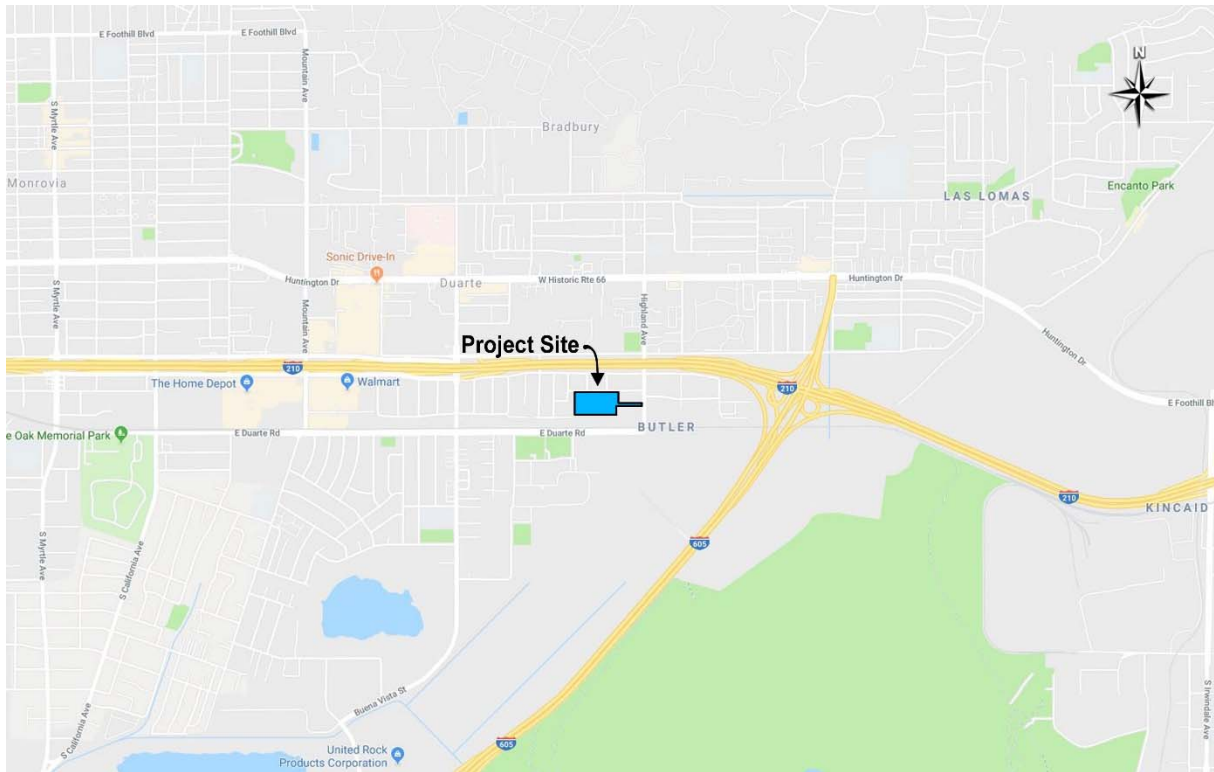
Below is a table that summarizes the results of the calculations for sizing of the proposed infiltration tanks.

CMP Infiltration Tank Calculation Summary					
Subarea	Design Volume	Tributary Area	CMP Dimensions (Trench Footprint)	Tank & Trench Volume	Drawdown Time
A	15,844	4.31	8 ft dia. x 243 lf	17,406	88.09
B	12,831	3.44	8 ft dia. x 193 lf	13,858	65.95

APPENDIX

Appendix 1

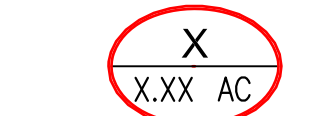
Area and Vicinity Map



Appendix 2

Preliminary LID Exhibit

LEGEND

	SUBAREA BOUNDARY
	SUBAREA LABEL

SITE INFORMATION

AREA A

TOTAL AREA: 188,986 S.F. (4.34 ACRES)
MITIGATION VOLUME: 15,844 C.F. (118,521 GAL.)

AREA B

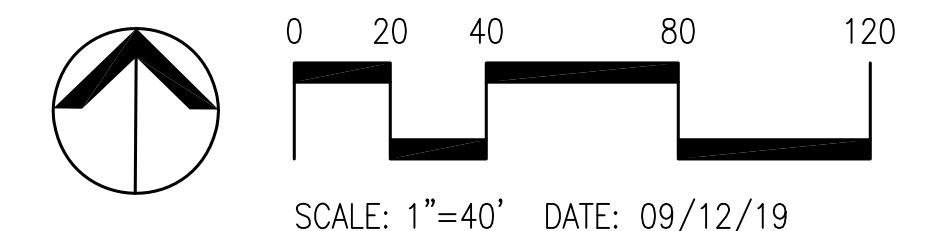
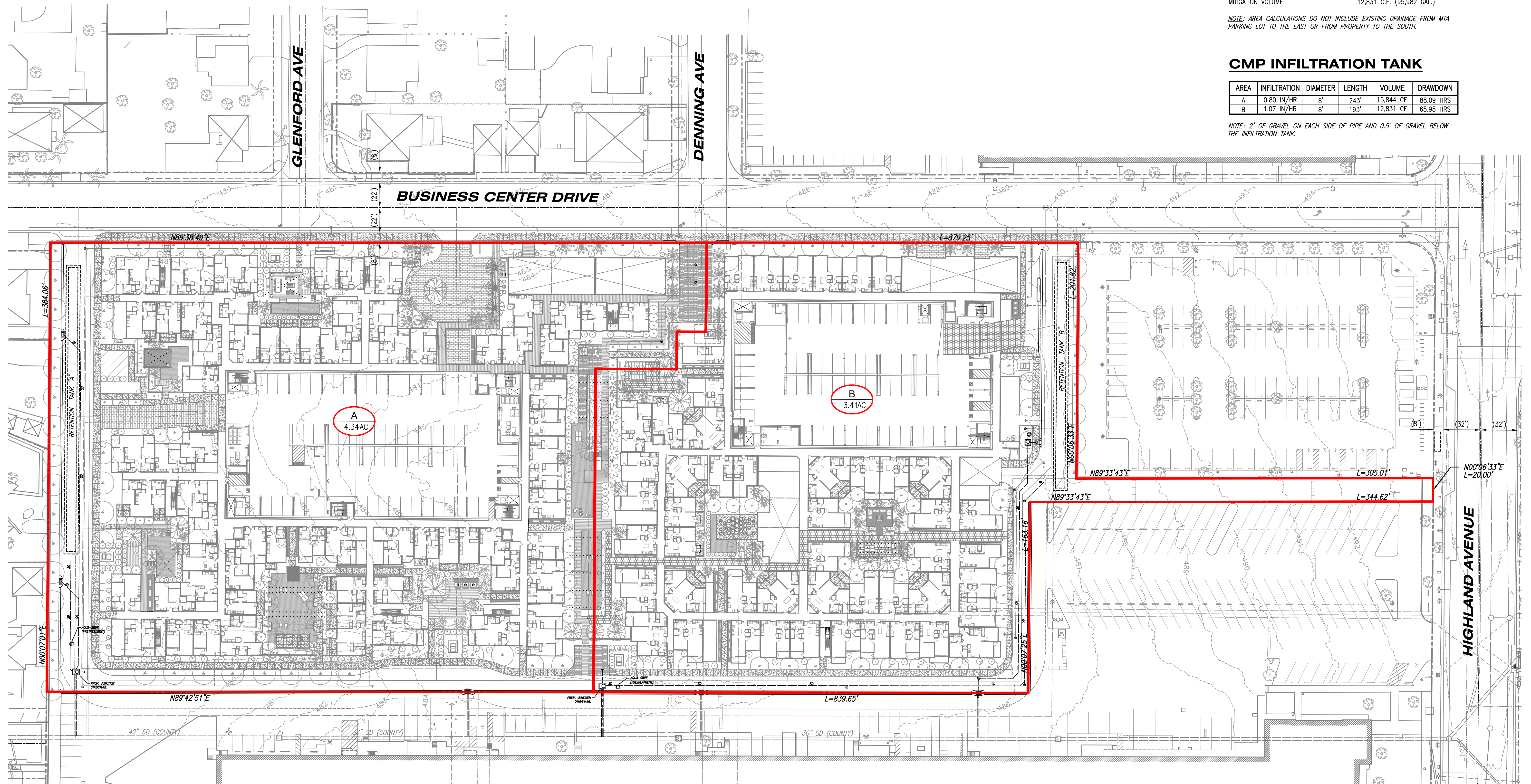
TOTAL AREA: 148,729 S.F. (3.41 ACRES)
MITIGATION VOLUME: 12,831 C.F. (95,982 GAL.)

NOTE: AREA CALCULATIONS DO NOT INCLUDE EXISTING DRAINAGE FROM MTA PARKING LOT TO THE EAST OR FROM PROPERTY TO THE SOUTH.

CMP INFILTRATION TANK

AREA	INFILTRATION	DIAMETER	LENGTH	VOLUME	DRAWDOWN
A	0.80 IN/HR	8'	243'	15,844 CF	88.09 HRS
B	1.07 IN/HR	8'	193'	12,831 CF	65.95 HRS

NOTE: 2' OF GRAVEL ON EACH SIDE OF PIPE AND 0.5' OF GRAVEL BELOW THE INFILTRATION TANK.



THE RESIDENCES AT DUARTE STATION

DUARTE INVESTMENT PARTNERS, LLC

PRELIMINARY LID/STORM DRAIN PLAN

DUARTE, CALIFORNIA

 **KHR ASSOCIATES**
CONSULTING ENGINEERS/SURVEYORS/PLANNERS
17530 Von Karman Ave. - Suite 200 Tel (949) 756-6440
Irvine, California 92614 Fax (949) 756-6444

Appendix 3

Peak Flow Hydraulic Analysis

85th Percentile Storm

Peak Flow Hydrologic Analysis

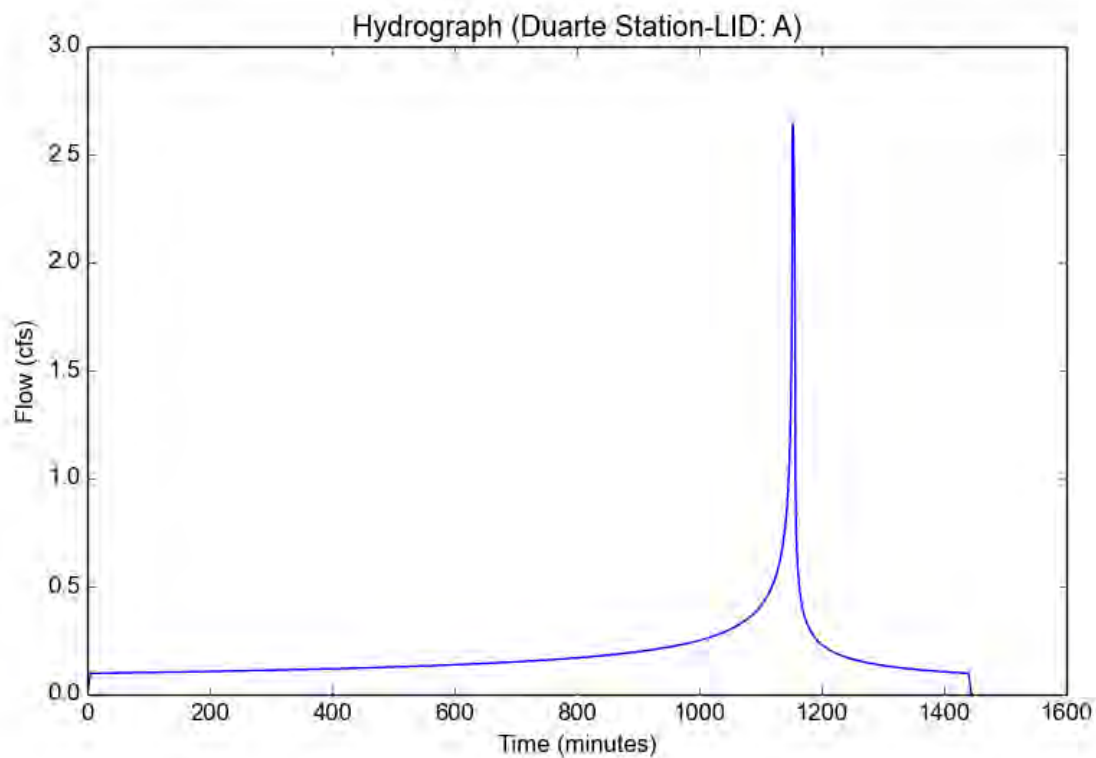
File location: R:/MW Investments/Highland-Duarte/Documents/LID/Calcs/19.03.29/MJWD-LID - A.pdf
Version: HydroCalc 0.3.1-beta

Input Parameters

Project Name	Duarte Station-LID
Subarea ID	A
Area (ac)	4.34
Flow Path Length (ft)	50.0
Flow Path Slope (vft/hft)	0.02
85th Percentile Rainfall Depth (in)	1.3
Percent Impervious	0.85
Soil Type	7
Design Storm Frequency	85th percentile storm
Fire Factor	0
LID	True

Output Results

Modeled (85th percentile storm) Rainfall Depth (in)	1.3
Peak Intensity (in/hr)	0.7756
Undeveloped Runoff Coefficient (Cu)	0.1282
Developed Runoff Coefficient (Cd)	0.7842
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	2.6399
Burned Peak Flow Rate (cfs)	2.6399
24-Hr Clear Runoff Volume (ac-ft)	0.3637
24-Hr Clear Runoff Volume (cu-ft)	15844.222



Peak Flow Hydrologic Analysis

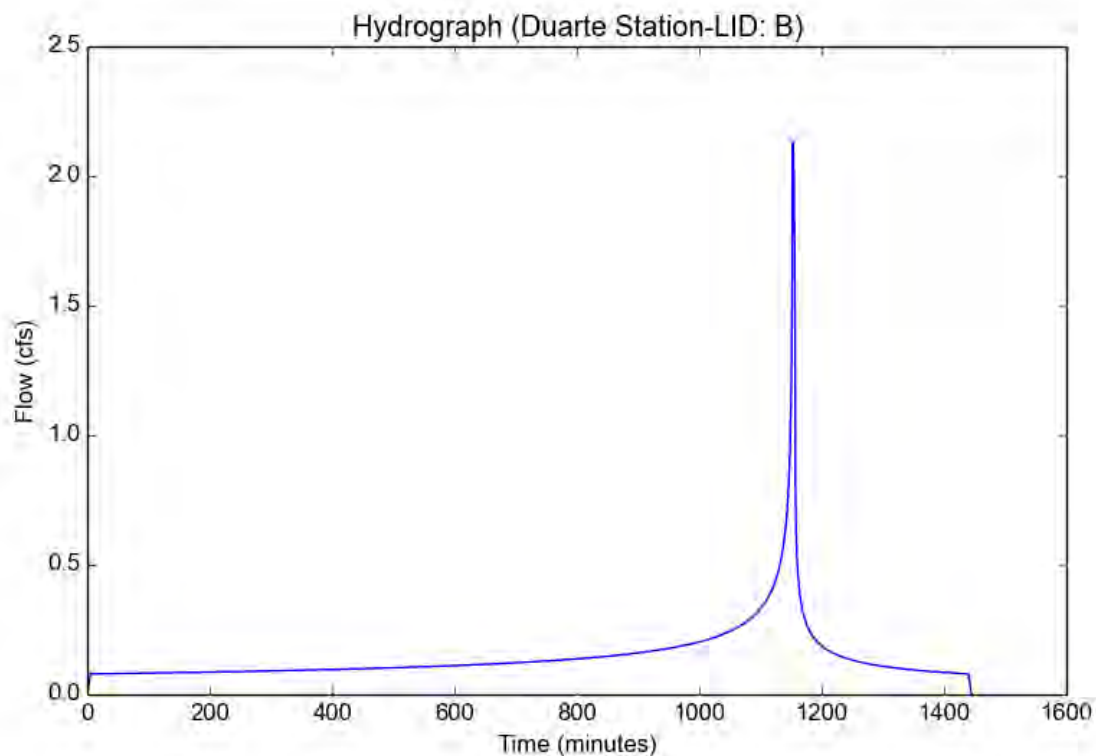
File location: R:/MW Investments/Highland-Duarte/Documents/LID/Calcs/19.03.29/MJWD-LID - B.pdf
Version: HydroCalc 0.3.1-beta

Input Parameters

Project Name	Duarte Station-LID
Subarea ID	B
Area (ac)	3.41
Flow Path Length (ft)	50.0
Flow Path Slope (vft/hft)	0.02
85th Percentile Rainfall Depth (in)	1.3
Percent Impervious	0.88
Soil Type	7
Design Storm Frequency	85th percentile storm
Fire Factor	0
LID	True

Output Results

Modeled (85th percentile storm) Rainfall Depth (in)	1.3
Peak Intensity (in/hr)	0.7756
Undeveloped Runoff Coefficient (Cu)	0.1282
Developed Runoff Coefficient (Cd)	0.8074
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	2.1354
Burned Peak Flow Rate (cfs)	2.1354
24-Hr Clear Runoff Volume (ac-ft)	0.2946
24-Hr Clear Runoff Volume (cu-ft)	12831.8101



Appendix 4

CMP Infiltration Calculations

LID CALCULATIONS CMP INFILTRATION:

Area A

$K_{sat,measured}$:	1.20 in/hr
CMP Diameter:	8.00 feet
CMP_{Length} :	243 linear feet
G_{depth} (Porous Stone):	8.50 feet
G_{width} (Porous Stone):	12.00 feet
G_{length} (Porous Stone):	247 feet
T (Max. Drawdown Time):	96 hr
V_{design} (CF) :	From HydroCalc
V_{design} (CF) :	15,844 C.F.
Factor of Safety(FS):	1.5

Determine $K_{sat,design}$

$$K_{sat,design} = K_{sat,measured} / FS$$

$$K_{sat,design} = 0.80 \text{ in/hr}$$

Determine A_{min}

$$A_{min} = (V_{design} \times 12 \text{ in/ft}) \div (T \times K_{sat,design})$$

$$A_{min} = 2,476 \text{ S.F.}$$

Determine V_{CMP}

$$V_{CMP} = (\pi r^2) \times CMP_{Length}$$

$$V_{CMP} = 12,215 \text{ C.F.}$$

Determine V_{Stone}

$$V_{stone} = ((G_{depth} \times G_{width} \times G_{length}) - V_{CMP}) \times 0.40$$

$$V_{stone} = 5,192 \text{ C.F.}$$

Determine V_{Actual}

$$V_{actual} = V_{CMP} + V_{stone}$$

$$V_{actual} = 17,406 \text{ C.F.}$$

$$V_{actuals} > = V_{design} \quad \text{TRUE}$$

Determine A_{actual}

$$A_{actual} = G_{width} \times G_{length}$$

$$A_{actual} = 2,964 \text{ S.F.}$$

Determine T_{actual}

$$T_{actual} = (V_{actual} \times 12 \text{ in/ft}) \div (A_{actual} \times K_{sat,design})$$

$$T_{actual} = 88.09 \text{ hr}$$

$$T_{actuals} < = T_{max} \quad \text{TRUE}$$

LID CALCULATIONS CMP INFILTRATION:

Area B

$K_{sat,measured}$:	1.60 in/hr
CMP Diameter:	8.00 feet
CMP _{Length} :	193 linear feet
G_{depth} (Porous Stone):	8.50 feet
G_{width} (Porous Stone):	12.00 feet
G_{length} (Porous Stone):	197 feet
T (Max. Drawdown Time):	96 hr
V_{design} (CF) :	From HydroCalc
V_{design} (CF) :	12,831 C.F.
Factor of Safety(FS):	1.5

Determine $K_{sat,design}$

$$K_{sat,design} = K_{sat,measured} / FS$$

$$K_{sat,design} = 1.07 \text{ in/hr}$$

Determine A_{min}

$$A_{min} = (V_{design} \times 12 \text{ in/ft}) \div (T \times K_{sat,design})$$

$$A_{min} = 1,504 \text{ S.F.}$$

Determine V_{CMP}

$$V_{CMP} = (\pi r^2) \times CMP_{Length}$$

$$V_{CMP} = 9,701 \text{ C.F.}$$

Determine V_{Stone}

$$V_{stone} = ((G_{depth} \times G_{width} \times G_{length}) - V_{CMP}) \times 0.40$$

$$V_{stone} = 4,157 \text{ C.F.}$$

Determine V_{Actual}

$$V_{actual} = V_{CMP} + V_{stone}$$

$$V_{actual} = 13,858 \text{ C.F.}$$

$$V_{actuals} > V_{design} \quad \text{TRUE}$$

Determine A_{actual}

$$A_{actual} = G_{width} \times G_{length}$$

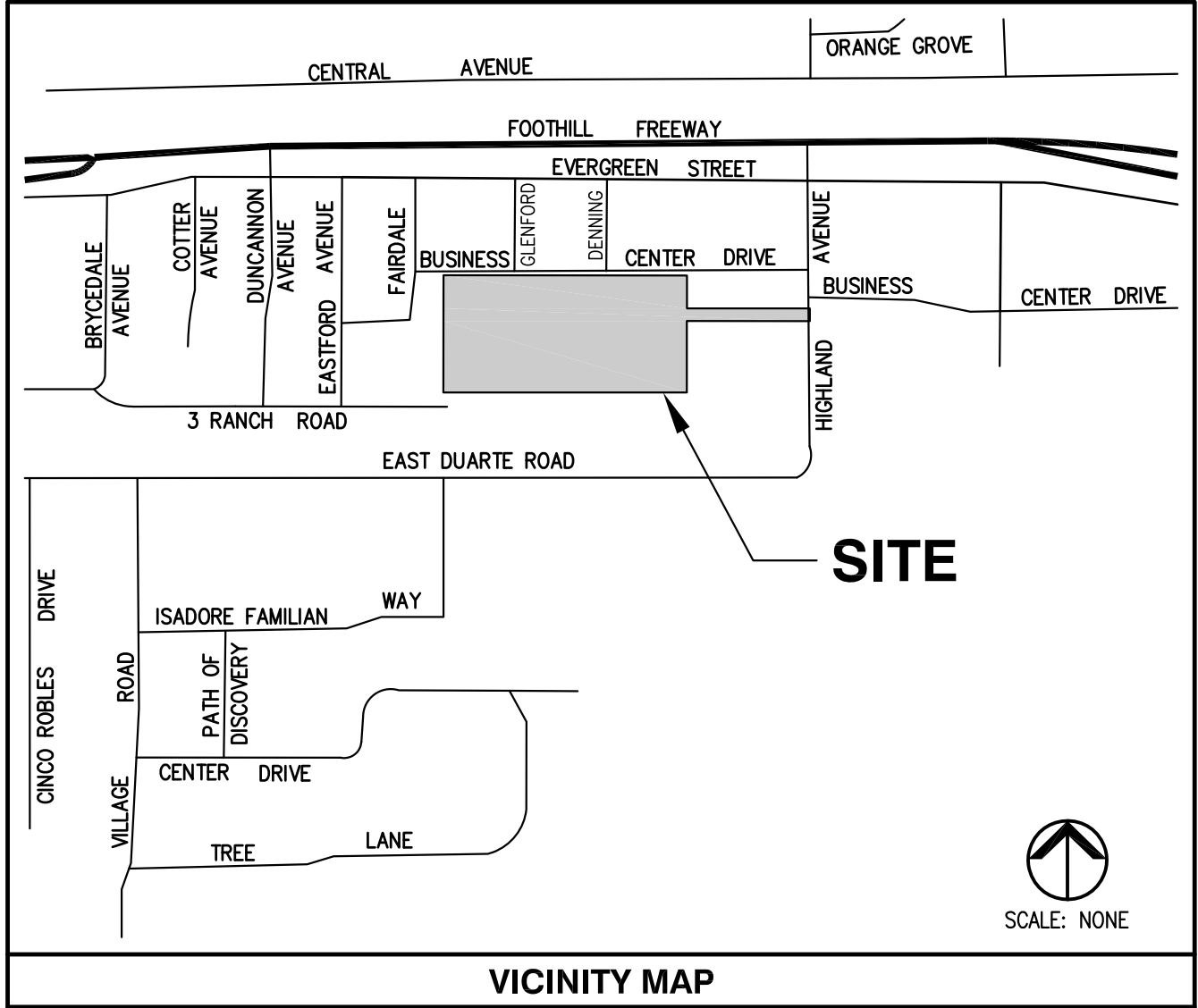
$$A_{actual} = 2,364 \text{ S.F.}$$

Determine T_{actual}

$$T_{actual} = (V_{actual} \times 12 \text{ in/ft}) \div (A_{actual} \times K_{sat,design})$$

$$T_{actual} = 65.95 \text{ hr}$$

$$T_{actuals} < T_{max} \quad \text{TRUE}$$



REFERENCE

THIS SURVEY IS BASED ON THE AMENDED PRELIMINARY REPORT FOR TITLE INSURANCE PREPARED BY:

FIDELITY NATIONAL TITLE COMPANY
ORDER NO.: 997-30089241--CT1
EFFECTIVE DATE: APRIL 18, 2018
AMENDED: APRIL 30, 2018

OWNERSHIP

TITLE TO SAID ESTATE OR INTEREST AT THE DATE HEREOF IS VESTED IN:
WOODWARD HRT, INC.

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF DUARTE IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:
PARCEL A:
PARCEL 1 IN THE CITY OF DUARTE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON A PARCEL MAP FILED IN BOOK 6, PAGE 1 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THAT PORTION DESCRIBED IN A FINAL ORDER OF CONDEMNATION, RECORDED JULY 01, 2014 AS INSTRUMENT NO. 20140679354 OF OFFICIAL RECORDS.

PARCEL B:
AN EASEMENT FOR INGRESS AND EGRESS DESCRIBED AS FOLLOWS:
THAT PORTION OF PARCEL 2 OF PARCEL MAP, IN THE CITY OF DUARTE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS FILED IN BOOK 6, PAGE 1 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST WESTERLY NORTHWEST CORNER OF SAID PARCEL 2; THENCE EASTERLY AND NORTHERLY ALONG THE NORTHERLY BOUNDARY OF SAID LOT 2, NORTH 89°42'23" EAST 839.58 FEET AND NORTH 00°06'33" EAST 163.14 FEET TO THE MOST NORTHERLY NORTHWEST CORNER OF SAID BOUNDARY; THENCE NORTH 89°32'52"EAST ALONG THE MOST NORTHERLY LINE OF SAID LOT 2, TO ITS POINT OF INTERSECTION WITH A LINE THAT IS PARALLEL WITH AND 20.00 FEET EASTERLY MEASURED AT RIGHT ANGLES, TO THAT CERTAIN COURSE IN THE NORTHERLY BOUNDARY OF SAID LOT 2, BEARING NORTH 00°06'33" EAST 163.14 FEET; THENCE SOUTH 00°06'33" WEST ALONG SAID PARALLEL LINE TO ITS POINT OF INTERSECTION WITH A LINE THAT IS PARALLEL WITH AND 20.00 FEET SOUTHERLY MEASURED AT RIGHT ANGLES TO THAT CERTAIN COURSE IN THE NORTHERLY BOUNDARY OF SAID LOT 2, BEARING NORTH 89°42'23" EAST 839.58 FEET; THENCE WESTERLY ALONG LAST SAID PARALLEL LINE SOUTH 89°42'23" WEST, TO ITS POINT OF INTERSECTION WITH THE WESTERLY LINE OF SAID LOT 2; THENCE NORTH 00°06'10" EAST ALONG SAID WESTERLY LINE TO THE POINT OF BEGINNING.

APN: 8528-011-025

EXCEPTIONS

- # INDICATES EXCEPTIONS SHOWN HEREON, *INDICATES SURVEYOR'S NOTE.*
1. WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT DISCLOSED BY THE PUBLIC RECORDS.
 2. INTENTIONALLY DELETED.
 3. INTENTIONALLY DELETED.
 4. EASEMENT(S) FOR CONDUITS AND RIGHTS INCIDENTAL THERETO GRANTED TO "SOUTHERN CALIFORNIA EDISON COMPANY" RECORDED JULY 24, 1964 AS INSTRUMENT NO. 6107, IN BOOK D-2563, PAGE 375 OF OFFICIAL RECORDS.
 5. EASEMENT(S) FOR PUBLIC ROAD AND HIGHWAY AND RIGHTS INCIDENTAL THERETO GRANTED TO "THE CITY OF DUARTE" RECORDED DECEMBER 22, 1964 AS INSTRUMENT NO. 5164, IN BOOK D-2741, PAGE 183 OF OFFICIAL RECORDS. *DOES NOT AFFECT. LOCATED WITHIN BUSINESS CENTER DRIVE.*
 6. EASEMENT(S) FOR POLE LINES AND CONDUITS AND RIGHTS INCIDENTAL THERETO GRANTED TO "CALIFORNIA WATER & TELEPHONE COMPANY" RECORDED DECEMBER 03, 1964 AS INSTRUMENT NO. 4338, IN BOOK D-2720, PAGE 733 OF OFFICIAL RECORDS.
 7. ALL EASEMENTS AND RIGHTS OF WAY FOR STRUCTURES ENUMERATED IN SECTION 8330 OF THE STREETS AND HIGHWAYS CODE OF THE STATE OF CALIFORNIA, OVER THAT PORTION OF SAID LAND FORMERLY WITHIN THE LINES OF DENNING AVENUE (30 FEET WIDE) AS RESERVED BY THE CITY OF DUARTE, IN RESOLUTION NO. 64-17 OF SAID CITY ORDERING THE VACATION OF SAID STREET, A CERTIFIED COPY THEREOF BEING RECORDED MAY 11, 1964 AS INSTRUMENT NO. 3815 OF OFFICIAL RECORDS.
 8. MATTERS CONTAINED IN THAT CERTAIN DOCUMENT ENTITLED "AFFIDAVIT" RECORDED OCTOBER 04, 1967 AS INSTRUMENT NO. 3220 OF OFFICIAL RECORDS. *AFFECTS BOTH PARCELS. BLANKET IN NATURE.*
 9. EASEMENT(S) FOR POLES AND RIGHTS INCIDENTAL THERETO GRANTED TO "SOUTHERN CALIFORNIA EDISON COMPANY" RECORDED NOVEMBER 15, 1967 AS INSTRUMENT NO. 3818 OF OFFICIAL RECORDS.
 10. A SUBSURFACE OIL AND GAS LEASE FOR THE TERM THEREIN PROVIDED, WITH CERTAIN COVENANTS, CONDITIONS AND PROVISIONS, TOGETHER WITH EASEMENTS, IF ANY, AS SET FORTH THEREIN, DISCLOSED BY A DOCUMENT ENTITLED "SUBSURFACE OIL AND GAS LEASE" RECORDED JANUARY 09, 1969 AS INSTRUMENT NO. 2166 OF OFFICIAL RECORDS. *AFFECTS PARCEL A.*
SAID LEASE AFFECTS THAT PORTION OF SAID LAND LYING BELOW A DEPTH OF 500 FEET FROM THE SURFACE THEREOF.
SAID LEASE PROVIDES FOR NO RIGHT OF SURFACE ENTRY.
 11. EASEMENT(S) FOR INGRESS AND EGRESS AND RIGHTS INCIDENTAL THERETO GRANTED TO "PIONEER ELECTRONICS TECHNOLOGY, INC." RECORDED MAY 25, 1978 AS INSTRUMENT NO. 78-559254 OF OFFICIAL RECORDS.
 12. MATTERS CONTAINED IN THAT CERTAIN DOCUMENT ENTITLED "COVENANTS, CONDITIONS, RESTRICTIONS, PROVISIONS IN THE CONSTRUCTION, OPERATION AND MAINTENANCE OF RECIPROCAL EASEMENT AGREEMENT" RECORDED MAY 25, 1978 AS INSTRUMENT NO. 78-559254 OF OFFICIAL RECORDS.
 13. MATTERS CONTAINED IN THAT CERTAIN DOCUMENT ENTITLED "DECLARATION AND WAIVERS" RECORDED OCTOBER 13, 1978 AS INSTRUMENT NO. 78-1140708 OF OFFICIAL RECORDS. *AFFECTS A PORTION OF PARCEL A.*
AND RECORDED OCTOBER 13, 1978 AS INSTRUMENT NO. 78-1140709 OF OFFICIAL RECORDS. *AFFECTS A PORTION OF PARCEL A.*
AND RECORDED OCTOBER 13, 1978 AS INSTRUMENT NO. 78-1140710 OF OFFICIAL RECORDS. *AFFECTS A PORTION OF PARCEL A.*
 14. THE LAND DESCRIBED HEREIN IS INCLUDED WITHIN A PROJECT AREA OF THE REDEVELOPMENT AGENCY OF THE CITY OF DUARTE RECORDED OCTOBER 27, 1981 AS INSTRUMENT NO. 81-1059396 OF OFFICIAL RECORDS, SHOWN BELOW, AND THAT PROCEEDINGS FOR THE REDEVELOPMENT OF SAID PROJECT HAVE BEEN INSTITUTED UNDER THE REDEVELOPMENT LAW (SUCH REDEVELOPMENT TO PROCEED ONLY AFTER THE ADOPTION OF THE REDEVELOPMENT PLAN) AS DISCLOSED BY A DOCUMENT. *AFFECTS BOTH PARCELS. BLANKET IN NATURE.*
RECORDED AUGUST 02, 1982 AS INSTRUMENT NO. 82-775587 OF OFFICIAL RECORDS. *AFFECTS BOTH PARCELS. BLANKET IN NATURE.*
RECORDED DECEMBER 05, 2007 AS INSTRUMENT NO. 20072662642 OF OFFICIAL RECORDS. *AFFECTS BOTH PARCELS. BLANKET IN NATURE.*
 15. MATTERS CONTAINED IN THAT CERTAIN DOCUMENT ENTITLED "MAINTENANCE COVENANT FOR STANDARD URBAN STORMWATER MITIGATION (SUSMP)" RECORDED AUGUST 19, 2014 AS INSTRUMENT NO: 20140869835 OF OFFICIAL RECORDS. *AFFECTS PARCEL A.*
 16. PLEASE BE ADVISED THAT OUR SEARCH DID NOT DISCLOSE ANY OPEN DEEDS OF TRUST OF RECORD, IF YOU SHOULD HAVE KNOWLEDGE OF ANY OUTSTANDING OBLIGATION, PLEASE CONTACT THE TITLE DEPARTMENT IMMEDIATELY FOR FURTHER REVIEW PRIOR TO CLOSING.
A) A STORM WATER RETENTION AREA LOCATED AT THE SOUTHWEST PORTION OF PORTION OF THE PROPERTY.
 17. ANY RIGHTS, INTERESTS, OR CLAIMS WHICH MAY EXIST OR ARISE BY REASON OF THE FOLLOWING MATTERS DISCLOSED BY A SURVEY, DATED PRELIMINARY AND PREPARED BY BLEW AND ASSOCIATES AS JOB NO. 18-958:
 18. INTENTIONALLY DELETED.
 19. ANY RIGHTS OF THE PARTIES IN POSSESSION OF A PORTION OF, OR ALL OF, SAID LAND, WHICH RIGHTS ARE NOT DISCLOSED BY THE PUBLIC RECORDS.

SURVEYOR'S CERTIFICATE

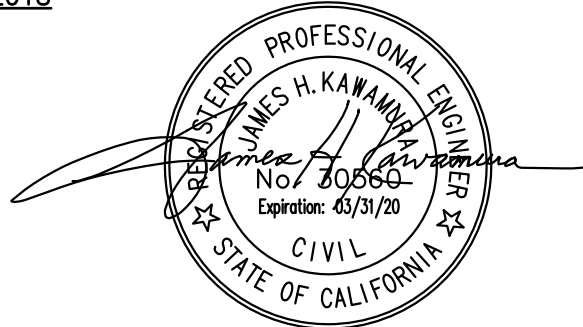
TO: MW INVESTMENT GROUP, LLC, AND FIDELITY NATIONAL TITLE COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 7(A), 7(B)(1), 8, 9, 11, 13, 14, 16, 17, AND 20 OF TABLE A THEREOF.

THE FIELD WORK WAS COMPLETED ON SEPTEMBER 9, 2018

DATE: SEPTEMBER 14, 2018

JAMES H. KAWAMURA
REGISTRATION NO. C30560
WITHIN THE STATE OF CALIFORNIA



NOTES

1. NO OBSERVED EVIDENCE OF CURRENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS AT TIME OF SURVEY.
2. NO OBSERVED EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS AT TIME OF SURVEY TOGETHER WITH PROPOSED CHANGES IN STREET RIGHT OF WAY LINES.
3. NO OBSERVABLE EVIDENCE OF SITE USE AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL.
4. THE SITE IS NOT WITHIN A DESIGNATED WETLAND AREA.
5. THE PROPERTY IS CONTIGUOUS, WITHOUT GAPS OR GORES AND TAKEN TOGETHER CONSTITUTES ONE TRACT OF LAND.
6. NO CEMETERIES WERE OBSERVED ON THE PROPERTY.
7. ZONING REPORT NOT PROVIDED. ZONING CLASSIFICATION NOTED HEREON IS BASED ON THE CITY OF DUARTE'S ZONING MAP.

ADDRESS/THOMAS GUIDE

ADDRESS: 1700 BUSINESS CENTER DRIVE
ASSESSORS PARCEL NO.: 8528-011-025
THOMAS BROTHERS GRID: PAGE 568, GRID B6

AREA

AREA OF THE SUBJECT PROPERTY CONSISTS OF: 337,769 S.F. (7.754 ACRES)

ZONING

ZONE CLASSIFICATION: "SP" 18 METRO RR -DUARTE STATION SPECIFIC PLAN

FLOOD ZONE

THE SUBJECT PROPERTY IS LOCATED WITHIN ZONE X (UNSHADED), CONSIDERED TO BE AN AREA OF MINIMAL FLOOD HAZARD AND AN AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, AS SHOWN ON THE FLOOD INSURANCE RATE MAP NO. 06037C1415F WITH AD EFFECTIVE DATE OF AUGUST 26, 2008.

BASIS OF BEARINGS

THE BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF HIGHLAND AVENUE SHOWN AS NORTH 0°06'33" EAST ON PARCEL MAP, FILED IN BOOK 6, PAGE 1, OF PARCEL MAPS, RECORDS OF LOS ANGELES COUNTY.

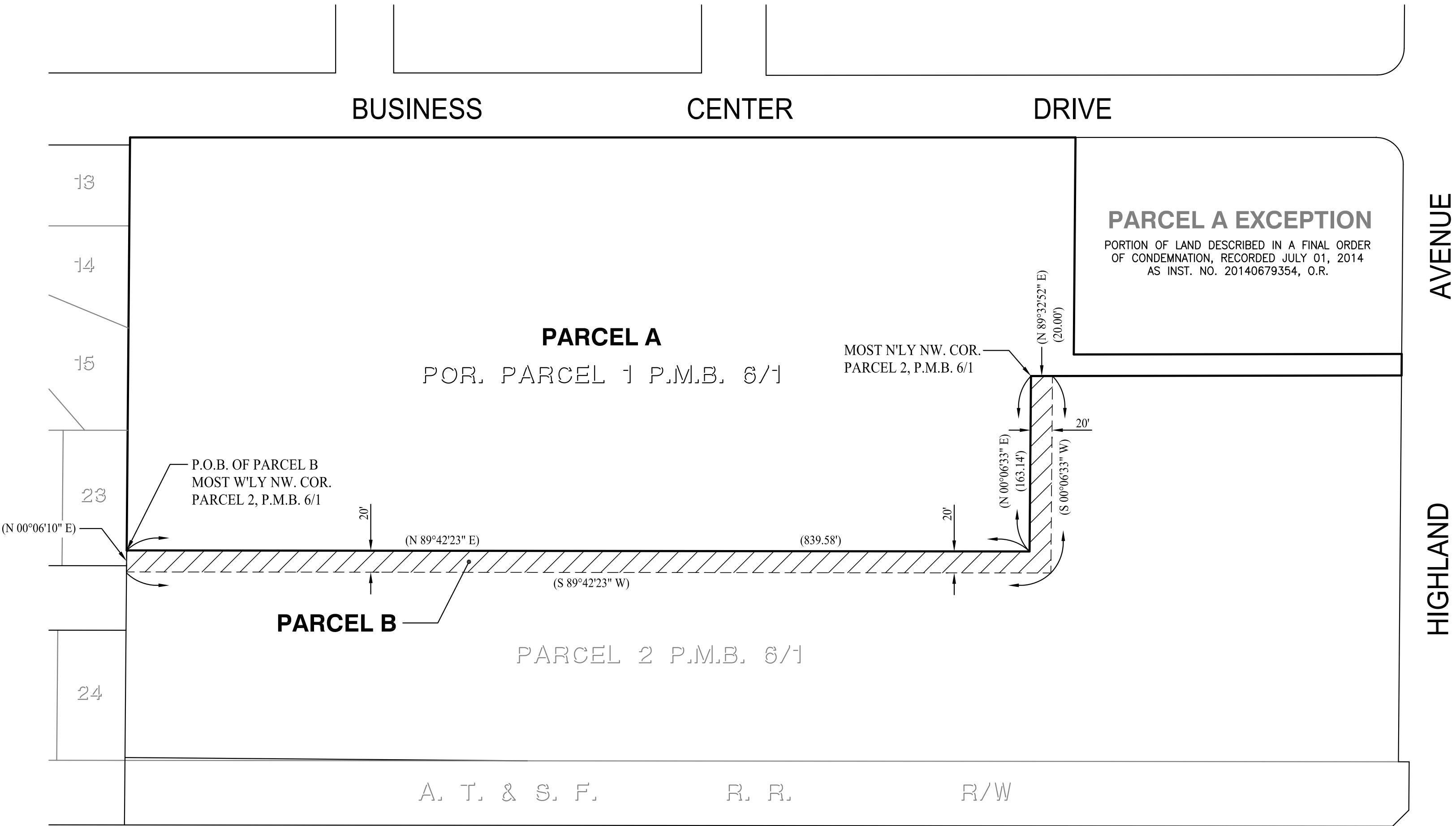
BENCHMARK

BENCHMARK: 462771 ELEVATION: 458.451 QUAD YEAR: 2005
L&T IN EAST CB 6.5 FEET NORTH OF BCR AT SOUTHEAST CORNER OF BUENA VISTA STREET AND DUARTE ROAD.

PARKING

ON-SITE SURFACE PARKING INCLUDES:

REGULAR	248
COMPACT	8
ACCESSIBLE	9
ELECTRIC VEHICLE	10
MOTORCYCLE	10
LOADING	8
CUSTOMER PICK-UP	2
CAR POOL VAN	1
TOTAL SPACES	296



LEGAL DESCRIPTION PARCEL EXHIBIT
NOT TO SCALE

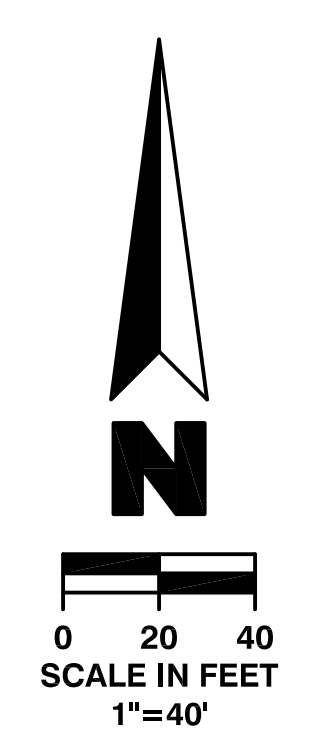
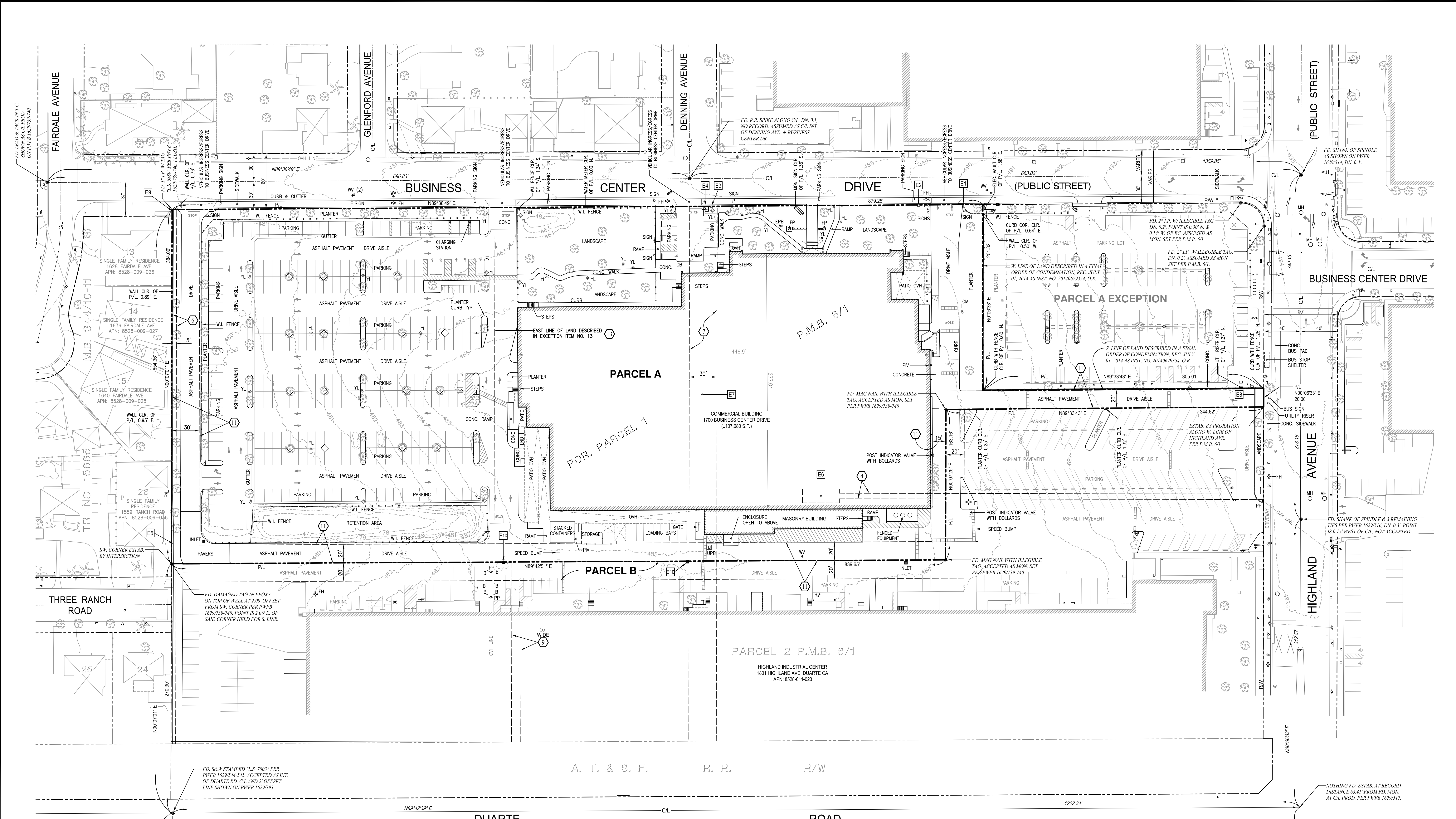


PREPARED BY:
KHA ASSOCIATES
CONSULTING ENGINEERS/SURVEYORS/PLANNERS
20411 SW Birch Street - Suite 310 Newport Beach, California 92660
(949) 756-6440

ALTA/NSPS LAND TITLE SURVEY

1700 BUSINESS CENTER DRIVE
DUARTE, CA 91010

SCALE: -- DATE: 9/14/18 DRAWN BY: L.C. CHECKED BY: J.H.K.
REVISION DATE: -- JOB NO. 6484001 SHEET NO. 1 OF 2



ABBREVIATIONS

APN.	ASSESSOR'S PARCEL NUMBER	GM	GAS METER
B	BOLLARDS	LND	LANDSCAPE
BFD	BACKFLOW DEVICE	MH	MANHOLE
BLDG.	BUILDING	OVH	OVERHANG
C/L	CENTERLINE	P/L	PROPERTY LINE
CATV	CABLE TELEVISION BOX	P/V	POST INDICATOR VALVE
CB	CATCH BASIN	PP	POWER POLE
CLR.	CLEAR	R/W	RIGHT OF WAY
CONC.	CONCRETE	S.F.	SQUARE FEET
COR.	CORNER	TELE.	TELEPHONE
ELEC.	COMMUNICATION VAULT	TRANS.	TRANSFORMER
EPB	ELECTRICAL	UTL.	UTILITY
FD.	ELECTRICAL PULLBOX	UPB	UTILITY
FDC	FOUND	UTL.	UTILITY
FH	FIRE HYDRANT	WM	WATER METER
FP	FLAG POLE	WV	WATER VALVE
GM	GAS METER	W.I.	WROUGHT IRON (FENCE)
		YL	YARD LIGHT

LEGEND

---	BOUNDARY
---	LOT LINE
---	RIGHT OF WAY
---	BUILDING
---	CENTERLINE
-x-	W.I. FENCE
---	CURB AND GUTTER
---	CURB AND GUTTER
---	STAIRS
---	COLUMN
---	SIGN
---	BACKFLOW DEVICE
---	FIRE DEPARTMENT CONNECTION
---	WATER VALVE
---	YARD LIGHT/ STREET LIGHT
---	ENCROACHMENT

ENCROACHMENTS

E1	WALL ENCROACHMENT, 1.38' NORTH OF P/L.
E2	ELECTRICAL VAULT ENCROACHMENT, 0.09' NORTH OF P/L.
E3	ELECTRICAL VAULT ENCROACHMENT, 0.33' NORTH OF P/L.
E4	ELECTRICAL VAULT ENCROACHMENT, 0.07' NORTH OF P/L.
E5	WROUGHT IRON FENCE ENCROACHMENT, 1.08' EAST OF P/L.
E6	EASEMENT ENCROACHES BUILDING.
E7	EASEMENT ENCROACHES BUILDING.
E8	WALL OBSTRUCTS VEHICULAR ACCESS EASEMENT.
E9	CHAIN LINK FENCE ENCROACHMENT, 0.68' EAST OF P/L.
E10	INLET ENCROACHMENT OVER AND ALONG P/L.

PREPARED BY:
KHA ASSOCIATES
CONSULTING ENGINEERS/SURVEYORS/PLANNERS
 20411 SW Birch Street - Suite 310 Newport Beach, California 92660
 (949) 756-6440 Fax (949) 756-6444

ALTA/NSPS LAND TITLE SURVEY

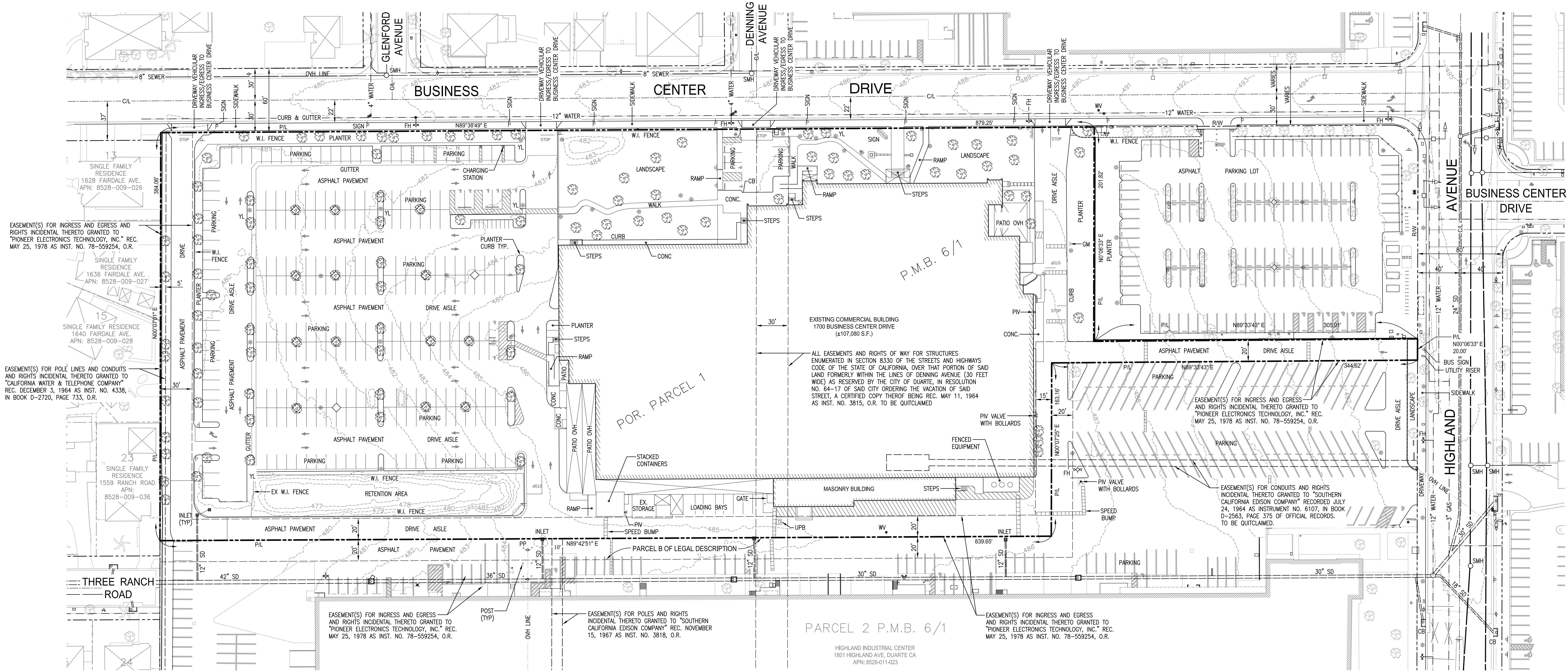
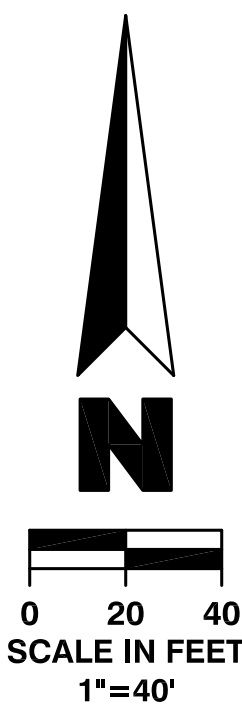
1700 BUSINESS CENTER DRIVE
 DUARTE, CA 91010

SCALE: 1"=40'	DATE: 9/14/18	DRAWN BY: L.C.	CHECKED BY: J.H.K.
REVISION DATE: -	JOB NO. 6484001	SHEET NO. 2 OF 2	

VESTING TENTATIVE TRACT MAP NO. 82518
THE RESIDENCES AT DUARTE STATION

IN THE CITY OF DUARTE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA
SEPTEMBER 12, 2019

EXISTING SITE CONDITIONS



OWNERSHIP

TITLE TO SAID ESTATE OR INTEREST AT
THE DATE HEREOF IS VESTED IN:
WOODWARD HRT, INC

CIVIL ENGINEER

KHR ASSOCIATES
17530 VON KARMAN AVENUE, SUITE 200
IRVINE, CALIFORNIA 92614
ATTN: JAMES H. KAWAMURA, R.C.E. NO 30560
PHONE NO. (949) 756-6440

SUBDIVIDER

DUARTE INVESTMENT PARTNERS, LLC
27702 CROWN VALLEY PARKWAY, SUITE D-4-197
LADERA RANCH, CALIFORNIA 92694
ATTN: MATT WAKEN
PHONE NO. (626) 710-6377

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF DUARTE IN THE
COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL A:

PARCEL 1 IN THE CITY OF DUARTE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA,
AS SHOWN ON A PARCEL MAP FILED IN BOOK 6, PAGE 1 OF PARCEL MAPS, IN THE
OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THAT PORTION DESCRIBED IN A FINAL ORDER OF CONDEMNATION, RECORDED
JULY 01, 2014 AS INSTRUMENT NO. 20140679354 OF OFFICIAL RECORDS.

PARCEL B:

AN EASEMENT FOR INGRESS AND EGRESS DESCRIBED AS FOLLOWS:

THAT PORTION OF PARCEL 2 OF PARCEL MAP, IN THE CITY OF DUARTE, COUNTY OF
LOS ANGELES, STATE OF CALIFORNIA, AS FILED IN BOOK 6, PAGE 1 OF PARCEL MAPS,
IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST WESTERLY NORTHWEST CORNER OF SAID PARCEL 2; THENCE
EASTERLY AND NORTHERLY ALONG THE NORTHERLY BOUNDARY OF SAID LOT 2, NORTH
89°42'23" EAST 839.58 FEET AND NORTH 07°06'33" EAST 163.14 FEET TO THE MOST
NORTHERLY NORTHWEST CORNER OF SAID BOUNDARY; THENCE NORTH 89°32'52" EAST
ALONG THE MOST NORTHERLY LINE OF SAID LOT 2, TO ITS POINT OF INTERSECTION
WITH A LINE THAT IS PARALLEL WITH AND 20.00 FEET EASTERLY MEASURED AT RIGHT
ANGLES, TO THAT CERTAIN COURSE IN THE NORTHERLY BOUNDARY OF SAID LOT 2,
BEARING NORTH 07°06'33" EAST 163.14 FEET; THENCE SOUTH 07°06'33" WEST ALONG
SAID PARALLEL LINE TO ITS POINT OF INTERSECTION WITH A LINE THAT IS PARALLEL
WITH AND 20.00 FEET SOUTHERLY MEASURED AT RIGHT ANGLES TO THAT CERTAIN
COURSE IN THE NORTHERLY BOUNDARY OF SAID LOT 2, BEARING NORTH 89°42'23"
EAST 839.58 FEET; THENCE WESTERLY ALONG SAID PARALLEL LINE SOUTH
89°42'23" WEST, TO ITS POINT OF INTERSECTION WITH THE WESTERLY LINE OF SAID
LOT 2; THENCE NORTH 07°06'10" EAST ALONG SAID WESTERLY LINE TO THE POINT OF
BEGINNING.

APN: 8528-011-025

AREA

TOTAL AREA OF EXISTING PARCEL:	337,769 S.F. (7.75 ACRES)
PROPOSED LOT A:	189,223 S.F. (4.34 ACRES)
PROPOSED LOT B:	148,546 S.F. (3.41 ACRES)

NOTES

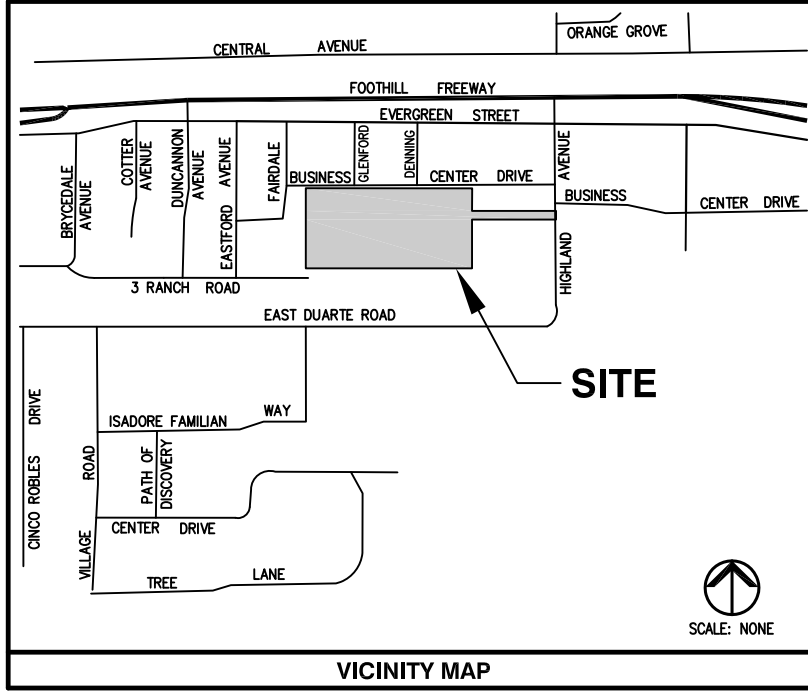
- PROPOSED NUMBER OF LOTS: 2
- ALL EXISTING, ON-SITE IMPROVEMENTS ARE TO BE REMOVED/DEMOLISHED.
- REMOVAL OR RELOCATION OF EXISTING UTILITIES TO BE COORDINATED WITH
UTILITY COMPANIES, AND/OR CITY OF DUARTE.
- THERE ARE NO PROPOSED PUBLIC STREETS AS A PART OF THIS
DEVELOPMENT/SUBDIVISION.
- PRIVATE SEWER AND WATER SERVICES ARE PROPOSED FOR THIS DEVELOPMENT.
CONNECTIONS TO EXISTING PUBLIC SEWER AND WATER MAINS ARE PROPOSED
WITHIN BUSINESS CENTER DRIVE. THE SEWER SERVICES WILL DISCHARGE BY WAY
OF GRAVITY; NO SEPTIC TANKS, CESSPOOLS, OR LIFT STATIONS ARE PROPOSED.
- REFER TO THE DEVELOPMENT'S LANDSCAPE PLANS (PREPARED BY OTHERS) FOR
PROPOSED TREE AND SHRUB SPECIES, LOCATIONS, ETC.
- ANY PROPOSED STREET LIGHTING IMPROVEMENTS, AS A PART OF THIS
DEVELOPMENT, WILL BE PROVIDED, AS REQUIRED BY THE CITY.

ABBREVIATIONS

APN.	ASSESSOR'S PARCEL NUMBER	OVH	OVERHEAD UTILITY
B	BOLLARDS	P/L	PROPERTY LINE
BFD	BACKFLOW DEVICE	POC	POINT OF CONNECTION
BLDG.	BUILDING	PP	POWER POLE
CHLK	CHAIN LINK	PROP.	PROPOSED
C/L	CENTERLINE	R/W	RIGHT OF WAY
CB	CATCH BASIN	S	SEWER
CLR.	CLEAR	S.F.	SQUARE FEET
CONC.	CONCRETE	S.F.R.	S.F. RES.
COR.	CORNER	SD	STORM DRAIN
ELEC.	ELECTRICAL	SL	STREET LIGHT
EPB	ELECTRICAL PULLBOX	SMH	SEWER MANHOLE
EX.	EXISTING	SDMH	STORMDRAIN MANHOLE
FD.	FINDING	TC	TOP OF CURB
FF	FINISH FLOOR	TRANS.	TRANSFORMER
FH	FIRE HYDRANT	TYP.	TYPICAL
FL	FLOWLINE	UTIL	UTILITY
FS	FINISH SURFACE	W	WATER
GM	GAS METER	WM	WATER METER
GV	GAS VALVE	WV	WATER VALVE
MB	MAIL BOX	W.I.	WROUGHT IRON (FENCE)
MH	MANHOLE	YL	YARD LIGHT

LEGEND

---	BOUNDARY
---	RIGHT OF WAY
---	CENTERLINE
---	LOT LINE
---	EXISTING CONTOUR
---	CURB AND GUTTER
---	FIRE HYDRANT
---	STREET LIGHT
---	SIGN
---	VALVE



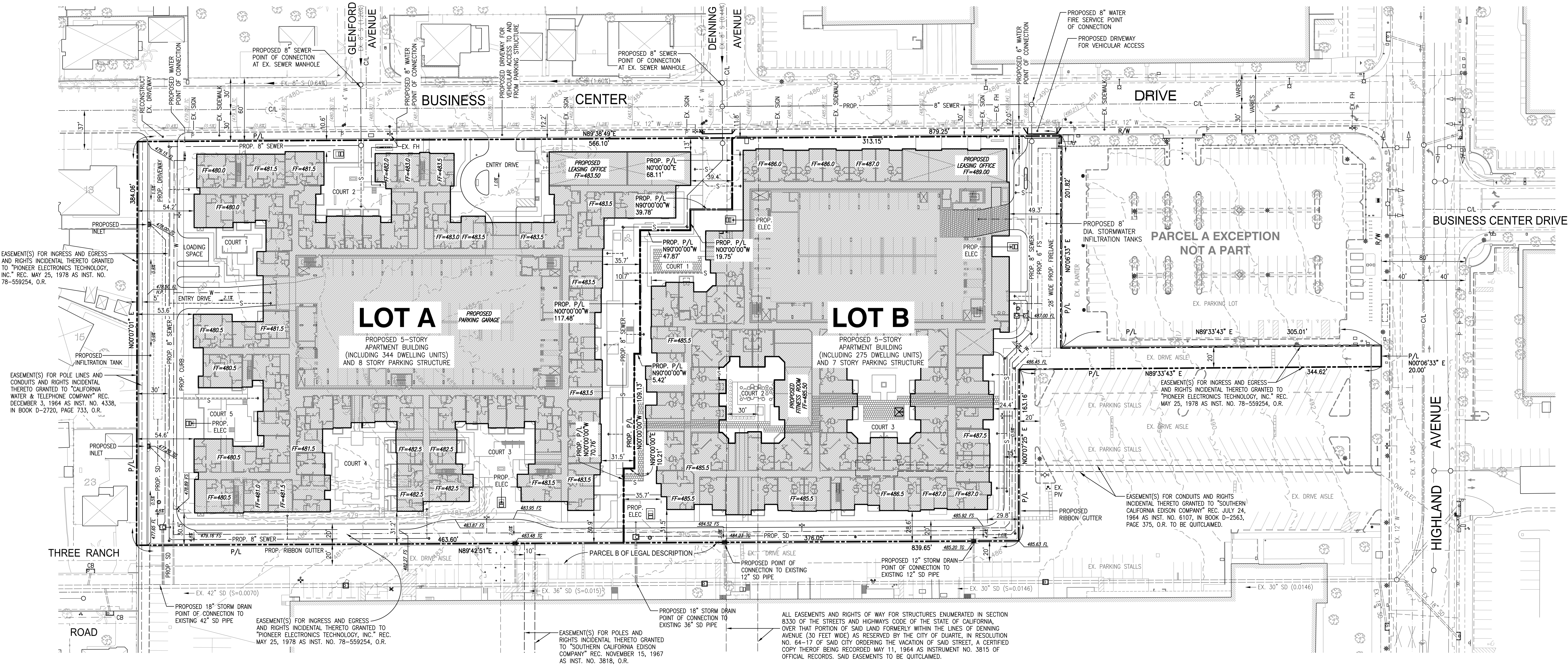
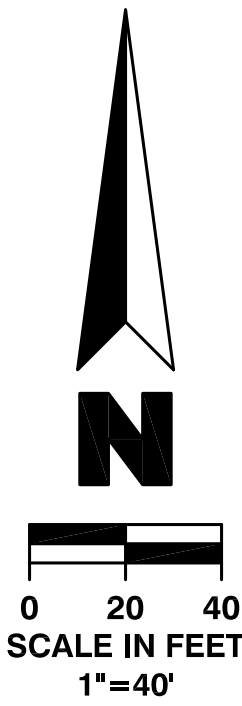
VESTING TENTATIVE TRACT MAP NO. 82518

THE RESIDENCES AT DUARTE STATION

IN THE CITY OF DUARTE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

SEPTEMBER 12, 2019

PROPOSED SITE PLAN



PARCEL 2 P.M.B. 6/1

OWNERSHIP

TITLE TO SAID ESTATE OR INTEREST AT THE DATE HEREOF IS VESTED IN:

WOODWARD HRT, INC

CIVIL ENGINEER

KHR ASSOCIATES
17530 VON KARMAN AVENUE, SUITE 200
IRVINE, CALIFORNIA 92614
ATTN: JAMES H. KAWAMURA, R.C.E. NO. 30560
PHONE NO. (949) 756-6440

SUBDIVIDER

DUARTE INVESTMENT PARTNERS, LLC
27702 CROWN VALLEY PARKWAY, SUITE D-4-197
LADERA RANCH, CALIFORNIA 92694
ATTN: MATT WAGEN
PHONE NO. (626) 710-6377

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF DUARTE IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL A:

PARCEL 1 IN THE CITY OF DUARTE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON A PARCEL MAP FILED IN BOOK 6, PAGE 1 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THAT PORTION DESCRIBED IN A FINAL ORDER OF CONDEMNATION, RECORDED JULY 01, 2014 AS INSTRUMENT NO. 20140679354 OF OFFICIAL RECORDS.

PARCEL B:

AN EASEMENT FOR INGRESS AND EGRESS DESCRIBED AS FOLLOWS:

THAT PORTION OF PARCEL 2 OF PARCEL MAP, IN THE CITY OF DUARTE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS FILED IN BOOK 6, PAGE 1 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST WESTERLY NORTHWEST CORNER OF SAID PARCEL 2; THENCE EASTERLY AND NORTHERLY ALONG THE NORTHERLY BOUNDARY OF SAID LOT 2, NORTH 89°42'23" EAST 839.58 FEET AND NORTH 0°06'33" EAST 163.14 FEET TO THE MOST NORTHERLY NORTHWEST CORNER OF SAID BOUNDARY; THENCE NORTH 89°32'52" EAST ALONG THE MOST NORTHERLY LINE OF SAID LOT 2, TO ITS POINT OF INTERSECTION WITH A LINE THAT IS PARALLEL WITH AND 20.00 FEET EASTERLY MEASURED AT RIGHT ANGLES, TO THAT CERTAIN COURSE IN THE NORTHERLY BOUNDARY OF SAID LOT 2, BEARING NORTH 0°06'33" EAST 163.14 FEET; THENCE SOUTH 0°06'33" WEST ALONG SAID PARALLEL LINE TO ITS POINT OF INTERSECTION WITH A LINE THAT IS PARALLEL WITH AND 20.00 FEET SOUTHERLY MEASURED AT RIGHT ANGLES TO THAT CERTAIN COURSE IN THE NORTHERLY BOUNDARY OF SAID LOT 2, BEARING NORTH 89°42'23" EAST 839.58 FEET; THENCE WESTERLY ALONG SAID PARALLEL LINE SOUTH 89°42'23" WEST, TO ITS POINT OF INTERSECTION WITH THE WESTERLY LINE OF SAID LOT 2; THENCE NORTH 0°06'10" EAST ALONG SAID WESTERLY LINE TO THE POINT OF BEGINNING.

APN: 8528-011-025

AREA

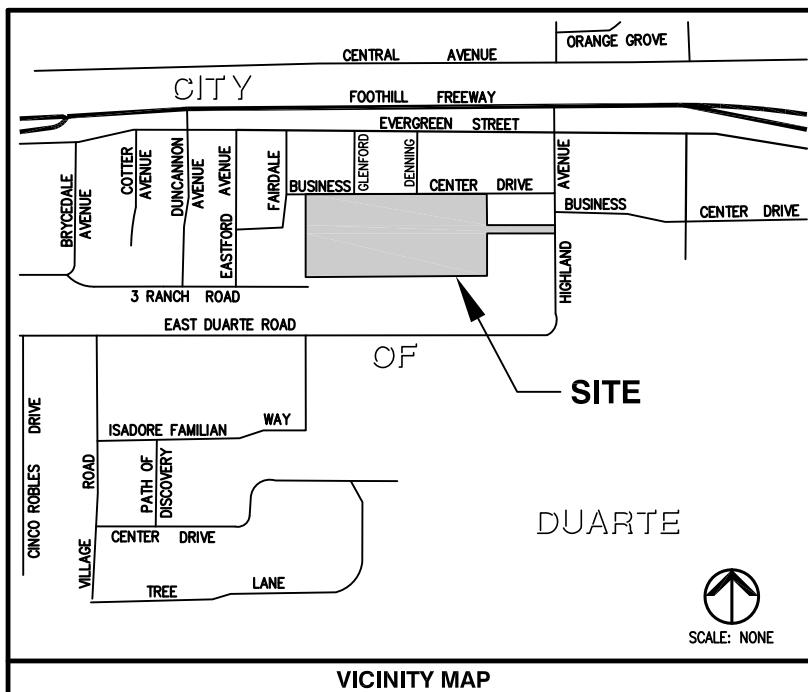
TOTAL AREA OF EXISTING PARCEL:	337,769 S.F. (7.75 ACRES)
PROPOSED LOT A:	189,223 S.F. (4.34 ACRES)
PROPOSED LOT B:	148,546 S.F. (3.41 ACRES)

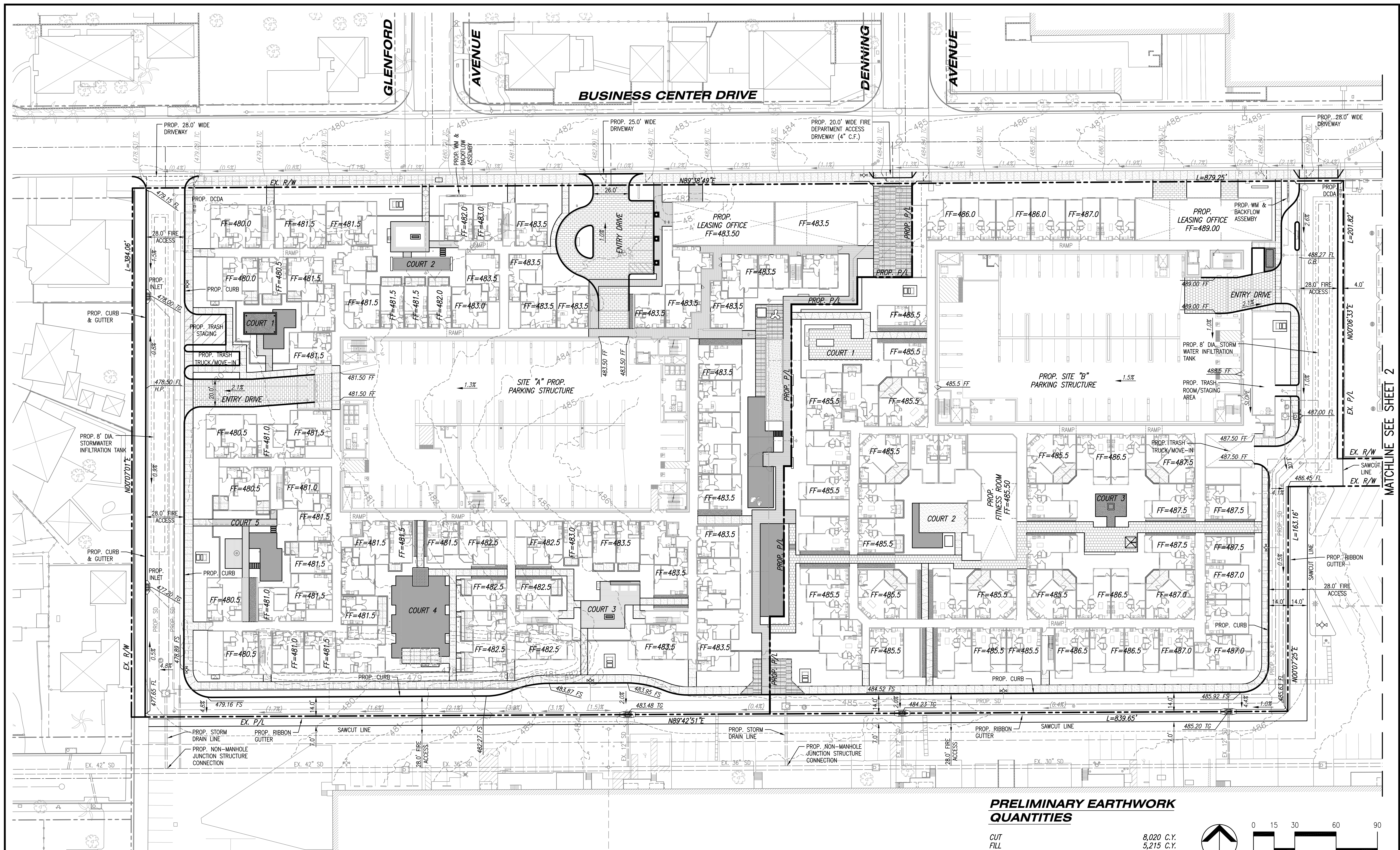
NOTES

- PROPOSED NUMBER OF LOTS: 2
- ALL EXISTING, ON-SITE IMPROVEMENTS ARE TO BE REMOVED/DEMOLISHED.
- REMOVAL OR RELOCATION OF EXISTING UTILITIES TO BE COORDINATED WITH UTILITY COMPANIES, AND/OR CITY OF DUARTE.
- THERE ARE NO PROPOSED PUBLIC STREETS AS A PART OF THIS DEVELOPMENT/SUBDIVISION.
- PRIVATE SEWER AND WATER SERVICES ARE PROPOSED FOR THIS DEVELOPMENT. CONNECTIONS TO EXISTING PUBLIC SEWER AND WATER MAINS ARE PROPOSED WITHIN BUSINESS CENTER DRIVE. THE SEWER SERVICES WILL DISCHARGE BY WAY OF GRAVITY; NO SEPTIC TANKS, CESSPOOLS, OR LIFT STATIONS ARE PROPOSED.
- REFER TO THE DEVELOPMENT'S LANDSCAPE PLANS (PREPARED BY OTHERS) FOR PROPOSED TREE AND SHRUB SPECIES, LOCATIONS, ETC.
- ANY PROPOSED STREET LIGHTING IMPROVEMENTS, AS A PART OF THIS DEVELOPMENT, WILL BE PROVIDED, AS REQUIRED BY THE CITY.

LEGEND

---	BOUNDARY
---	RIGHT OF WAY
---	CENTERLINE
---	LOT LINE
---	EXISTING CONTOUR
---	CURB AND GUTTER
⊕	FIRE HYDRANT
⊙	STREET LIGHT
⊙	YARD LIGHT
⊙	SIGN
⊙	VALVE

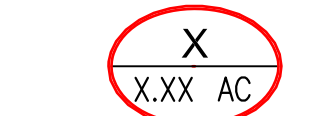




THE RESIDENCES AT DUARTE STATION PRELIMINARY GRADING PLAN (SHEET 1 OF 2) **DUARTE INVESTMENT PARTNERS, LLC** **DUARTE, CALIFORNIA**

KHR ASSOCIATES
 CONSULTING ENGINEERS/SURVEYORS/PLANNERS
 17530 Von Karman Ave., Suite 200
 Irvine, California 92614
 Tel (949) 756-6440
 Fax (949) 756-6444

LEGEND

	SUBAREA BOUNDARY
	SUBAREA LABEL

SITE INFORMATION

AREA A

TOTAL AREA: 188,986 S.F. (4.34 ACRES)
MITIGATION VOLUME: 15,844 C.F. (118,521 GAL.)

AREA B

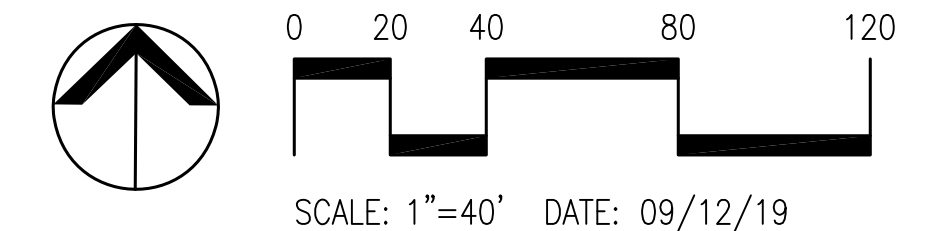
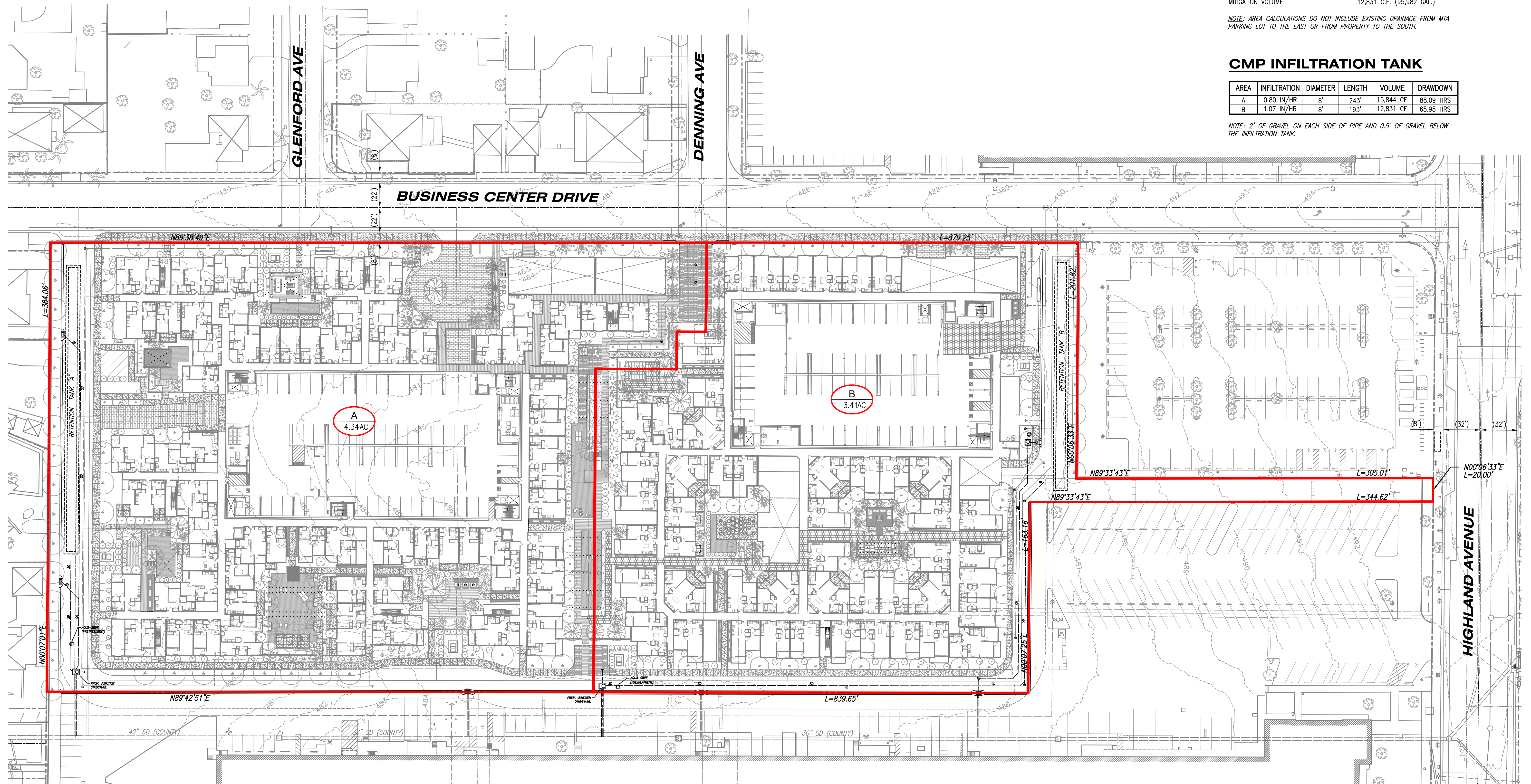
TOTAL AREA: 148,729 S.F. (3.41 ACRES)
MITIGATION VOLUME: 12,831 C.F. (95,982 GAL.)

NOTE: AREA CALCULATIONS DO NOT INCLUDE EXISTING DRAINAGE FROM MTA PARKING LOT TO THE EAST OR FROM PROPERTY TO THE SOUTH.

CMP INFILTRATION TANK

AREA	INFILTRATION	DIAMETER	LENGTH	VOLUME	DRAWDOWN
A	0.80 IN/HR	8'	243'	15,844 CF	88.09 HRS
B	1.07 IN/HR	8'	193'	12,831 CF	65.95 HRS

NOTE: 2' OF GRAVEL ON EACH SIDE OF PIPE AND 0.5' OF GRAVEL BELOW THE INFILTRATION TANK.



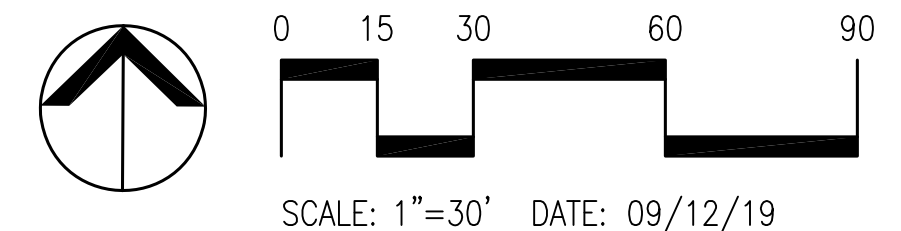
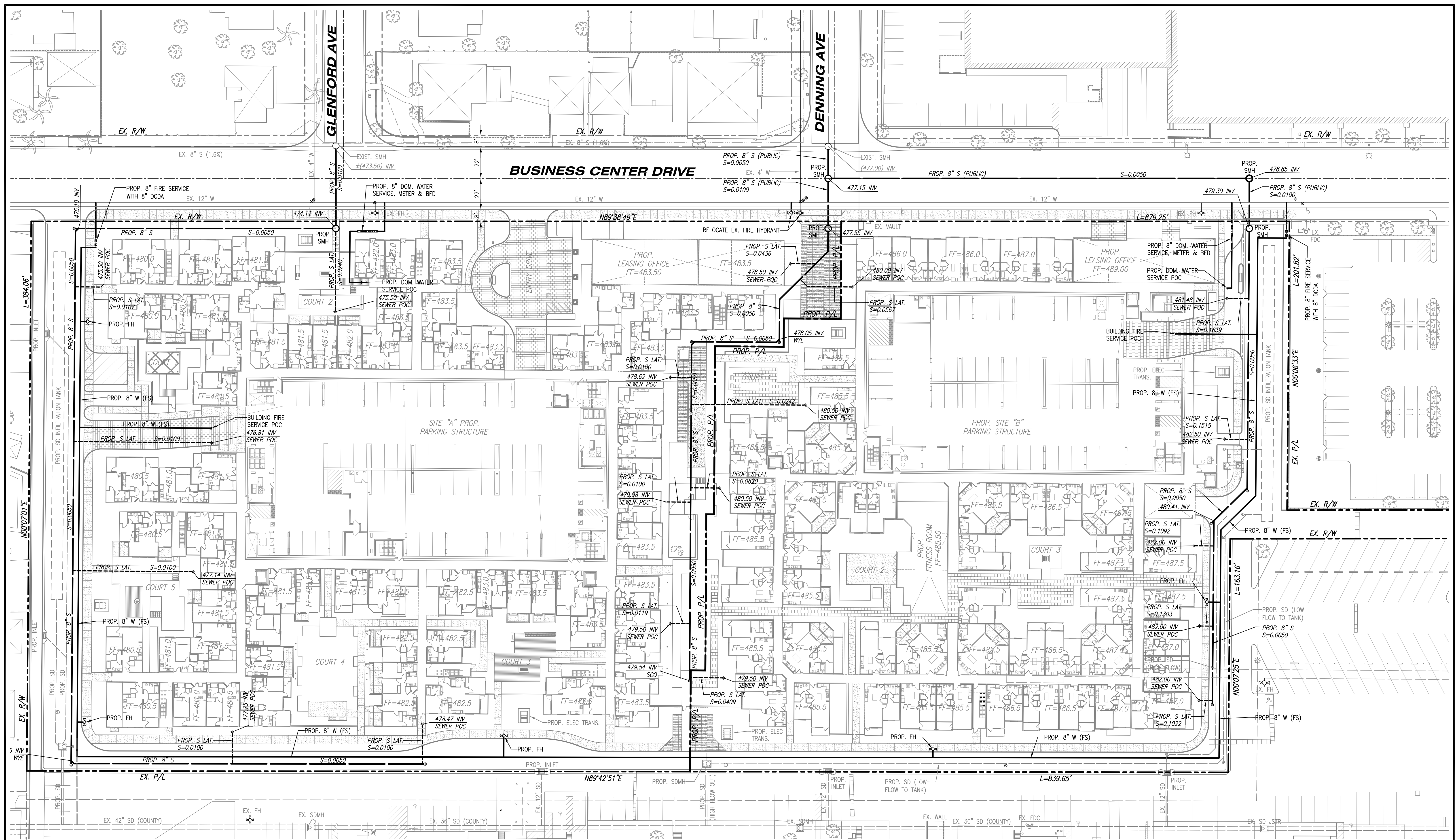
THE RESIDENCES AT DUARTE STATION

PRELIMINARY LID/STORM DRAIN PLAN

DUARTE INVESTMENT PARTNERS, LLC

DUARTE, CALIFORNIA

KHR ASSOCIATES
CONSULTING ENGINEERS/SURVEYORS/PLANNERS
17530 Von Karman Ave. - Suite 200
Irvine, California 92614
Tel (949) 756-6440
Fax (949) 756-6444



THE RESIDENCES AT DUARTE STATION

DUARTE INVESTMENT PARTNERS, LLC

PRELIMINARY WET UTILITY PLAN

DUARTE, CALIFORNIA

KHR ASSOCIATES
 CONSULTING ENGINEERS/SURVEYORS/PLANNERS
 17530 Von Karman Ave. - Suite 200
 Irvine, California 92614
 Tel (949) 756-6440
 Fax (949) 756-6444

R:\MW Investments\Highland-Duarte\CD\ Preliminary DW\DW-UTL-BASE.dwg Sep 11, 2019 - 10:32am

DEPARTMENT OF TRANSPORTATION
DISTRICT 7- OFFICE OF REGIONAL PLANNING
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
PHONE (213) 897-0067
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life.*

October 7, 2019

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

RE: The Residences at Duarte Station / Vesting
Tentative Tract Map No. 82518
GTS# 07-LA-2019-02821
Vic. LA-210 PM R35.827

Dear Jason Golding,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. Vesting Tentative Tract Map #82518 is a proposal for a multi-family residential infill development. The subdivision proposes two lots: Lot A - 189,223 sq.ft. or 4.34 acres, and Lot B - 148,546 sq.ft. or 3.41 acres. The proposed development on Lot A includes a six-story apartment building, consisting 344 units, wrapped by a seven-story parking structure. The proposed development on Lot B includes a six-story apartment building, consisting of 275 units, wrapped by a six-story parking structure. This tract map is associated with the concurrent processing of a general plan amendment, Duarte Station Specific Plan amendment, site plan and design review, and a subsequent environmental impact report (SCH#2013041032). Noticing for these entitlements will be handled separately.

The nearest State facility to the proposed project is I-210. After reviewing the Vesting Tentative Tract Map, Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities. Please see comment letter in response to SCH# 2013041032 (GTS# 07-LA-2019-02787) for comments related to the development of the Duarte Station Specific Plan, which this tract map proposal is a part.

In addition, Caltrans acknowledges and supports infill development that prioritizes nearby transit service, like the project that will be developed on these parcels. However, due to the amount of parking, the project is still designed in a way that induces demand for additional vehicle trips. This demand should be addressed with appropriate design and management principles. Caltrans supports reducing the amount of parking whenever possible. Research on parking suggests that abundant car parking enables and encourages driving. Research looking at the relationship between land-use, parking, and transportation indicates that the amount of car parking supplied can undermine a project's ability to encourage public transit and active modes of transportation. For any project to better promote public transit and reduce vehicle miles traveled, we recommend

the implementation of Transportation Demand Management (TDM) strategies as an alternative to building an excessive amount of parking.

Additionally, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2019-02787.

Sincerely,



MYA EDMONSON
IGR/CEQA Branch Chief



Robert C. Ferrante
Chief Engineer and General Manager
1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
(562) 699-7411 • www.lacsd.org

October 10, 2019

Ref. DOC 5306943

RECEIVED

OCT 15 2019

**CITY OF DUARTE
COMMUNITY DEVELOPMENT**

Mr. Jason Golding, Planning Manager
Community Development Department
City of Duarte
1600 Huntington Drive
Duarte, CA 91010

Dear Mr. Golding:

Comment Letter on Vesting Tentative Tract Map No. 82518

The Sanitation Districts of Los Angeles County (Districts) received the letter and plans for the subject project forwarded by your office on September 17, 2019. The proposed project is located within the jurisdictional boundaries of District No. 22. We offer the following comments regarding sewerage service:

1. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Buena Vista Trunk Sewer, located in Three Ranch Road west of Duncannon Avenue. The Districts' 12-inch diameter trunk sewer has a capacity of 1.7 million gallons per day (mgd) and conveyed a peak flow of 0.6 mgd when last measured in 2015.
2. 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 capacity of 100 mgd and currently processes an average flow of 58.5 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.
3. The expected increase in average wastewater flow from the project, described in the plan as 619 residential apartments, is 92,343 gallons per day, after all structures on the project site are demolished. For a copy of the Districts' average wastewater generation factors, 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.
4. 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 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 this project is permitted to discharge to the Districts' Sewerage System. For more information and a copy of the Connection Fee Information Sheet, go to www.lacsd.org,

Wastewater & Sewer Systems, and click on Connection Fee, Service Charge and More. In determining the impact to the Sewerage System and applicable connection fees, the Districts will determine the user category (e.g. Condominium, Single Family home, etc.) that best represents the actual or anticipated use of the parcel(s) or facilities on the parcel(s) in the development. For more specific information regarding the connection fee application procedure and fees, the developer should contact the Districts' Wastewater Fee Public Counter at (562) 908-4288, extension 2727.

5. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the 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 the developer that the Districts intend to provide this service up to the levels that are legally permitted and to inform the developer 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:dc

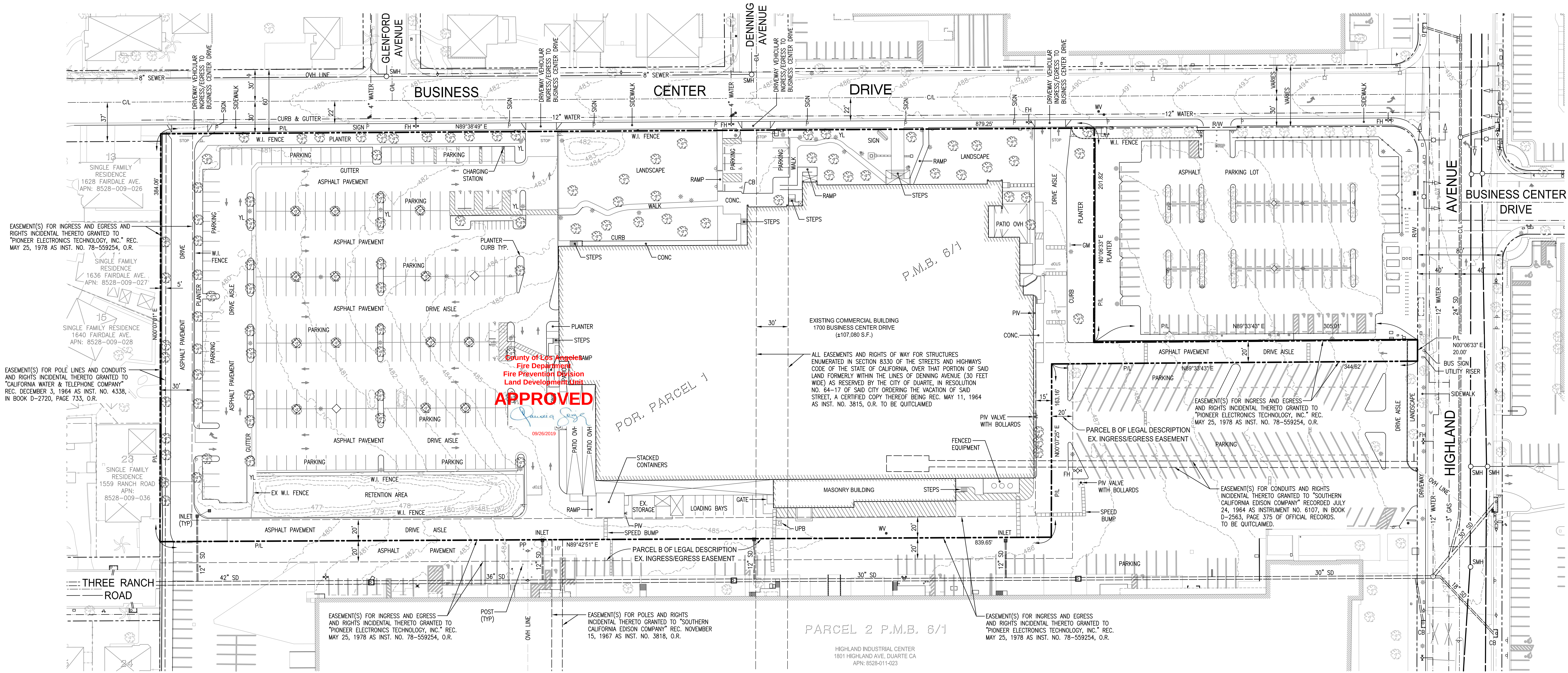
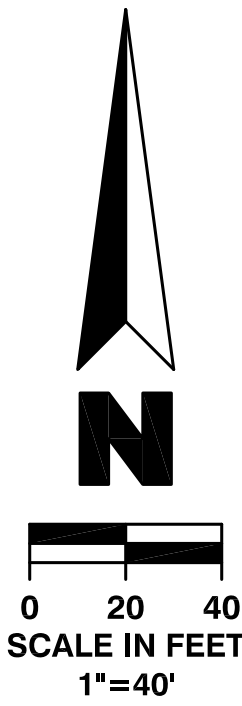
cc: A. Schmidt
A. Howard

VESTING TENTATIVE TRACT MAP NO. 82518
THE RESIDENCES AT DUARTE STATION

IN THE CITY OF DUARTE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

SEPTEMBER 12, 2019

EXISTING SITE CONDITIONS



OWNERSHIP

TITLE TO SAID ESTATE OR INTEREST AT THE DATE HEREOF IS VESTED IN:
WOODWARD HRT, INC

CIVIL ENGINEER

KHR ASSOCIATES
17530 VON KARMAN AVENUE, SUITE 200
IRVINE, CALIFORNIA 92614
ATTN: JAMES H. KAWAMURA, R.C.E. NO. 30560
PHONE NO. (949) 756-6440

SUBDIVIDER

DUARTE INVESTMENT PARTNERS, LLC
27702 CROWN VALLEY PARKWAY, SUITE D-4-197
LADERA RANCH, CALIFORNIA 92694
ATTN: MATT WAKEN
PHONE NO. (626) 710-6377

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF DUARTE IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL A:

PARCEL 1 IN THE CITY OF DUARTE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON A PARCEL MAP FILED IN BOOK 6, PAGE 1 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

EXCEPT THAT PORTION DESCRIBED IN A FINAL ORDER OF CONDEMNATION, RECORDED JULY 01, 2014 AS INSTRUMENT NO. 20140679354 OF OFFICIAL RECORDS.

PARCEL B:

AN EASEMENT FOR INGRESS AND EGRESS DESCRIBED AS FOLLOWS:

THAT PORTION OF PARCEL 2 OF PARCEL MAP, IN THE CITY OF DUARTE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS FILED IN BOOK 6, PAGE 1 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST WESTERLY NORTHWEST CORNER OF SAID PARCEL 2; THENCE EASTERLY AND NORTHERLY ALONG THE NORTHERLY BOUNDARY OF SAID LOT 2, NORTH 89°42'23" EAST 839.58 FEET AND NORTH 07°06'33" EAST 163.14 FEET TO THE MOST NORTHERLY NORTHWEST CORNER OF SAID BOUNDARY; THENCE NORTH 89°32'52" EAST ALONG THE MOST NORTHERLY LINE OF SAID LOT 2, TO ITS POINT OF INTERSECTION WITH A LINE THAT IS PARALLEL WITH AND 20.00 FEET EASTERLY MEASURED AT RIGHT ANGLES, TO THAT CERTAIN COURSE IN THE NORTHERLY BOUNDARY OF SAID LOT 2, BEARING NORTH 07°06'33" EAST 163.14 FEET; THENCE SOUTH 07°06'33" WEST ALONG SAID PARALLEL LINE TO ITS POINT OF INTERSECTION WITH A LINE THAT IS PARALLEL WITH AND 20.00 FEET SOUTHERLY MEASURED AT RIGHT ANGLES TO THAT CERTAIN COURSE IN THE NORTHERLY BOUNDARY OF SAID LOT 2, BEARING NORTH 89°42'23" EAST 839.58 FEET; THENCE WESTERLY ALONG LAST SAID PARALLEL LINE SOUTH 89°42'23" WEST, TO ITS POINT OF INTERSECTION WITH THE WESTERLY LINE OF SAID LOT 2; THENCE NORTH 07°06'10" EAST ALONG SAID WESTERLY LINE TO THE POINT OF BEGINNING.

APN: 8528-011-025

AREA

TOTAL AREA OF EXISTING PARCEL: 337,769 S.F. (7.75 ACRES)
PROPOSED LOT A: 189,223 S.F. (4.34 ACRES)
PROPOSED LOT B: 148,546 S.F. (3.41 ACRES)

NOTES

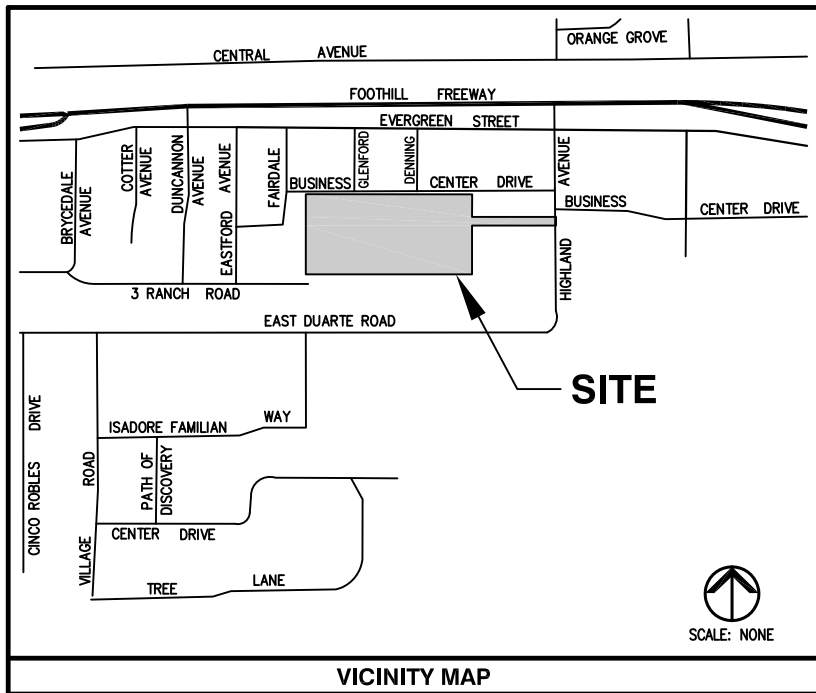
- PROPOSED NUMBER OF LOTS: 2
- ALL EXISTING, ON-SITE IMPROVEMENTS ARE TO BE REMOVED/DEMOLISHED.
- REMOVAL OR RELOCATION OF EXISTING UTILITIES TO BE COORDINATED WITH UTILITY COMPANIES, AND/OR CITY OF DUARTE.
- THERE ARE NO PROPOSED PUBLIC STREETS AS A PART OF THIS DEVELOPMENT/SUBDIVISION.
- PRIVATE SEWER AND WATER SERVICES ARE PROPOSED FOR THIS DEVELOPMENT. CONNECTIONS TO EXISTING PUBLIC SEWER AND WATER MAINS ARE PROPOSED WITHIN BUSINESS CENTER DRIVE. THE SEWER SERVICES WILL DISCHARGE BY WAY OF GRAVITY; NO SEPTIC TANKS, CESSPOOLS, OR LIFT STATIONS ARE PROPOSED.
- REFER TO THE DEVELOPMENT'S LANDSCAPE PLANS (PREPARED BY OTHERS) FOR PROPOSED TREE AND SHRUB SPECIES, LOCATIONS, ETC.
- ANY PROPOSED STREET LIGHTING IMPROVEMENTS, AS A PART OF THIS DEVELOPMENT, WILL BE PROVIDED, AS REQUIRED BY THE CITY.

ABBREVIATIONS

APN.	ASSESSOR'S PARCEL NUMBER	OVH	OVERHEAD UTILITY
B	BOLLARDS	P/L	PROPERTY LINE
BFD	BACKFLOW DEVICE	POC	POINT OF CONNECTION
BLDG.	BUILDING	PP	POWER POLE
CH/L	CHAIN LINK	PROP.	PROPOSED
C/L	CENTERLINE	R/W	RIGHT OF WAY
CB	CATCH BASIN	S	SEWER
CLR.	CLEAR	S.F.	SQUARE FEET
CONC.	CONCRETE	S.F.R.	S.F. R.
COR.	CORNER	SD	STORM DRAIN
ELEC.	ELECTRICAL	SL	STREET LIGHT
EPB	ELECTRICAL PULLBOX	SMH	SEWER MANHOLE
EX.	EXISTING	SDMH	STORMDRAIN MANHOLE
FD.	FOUND	TC	TOP OF CURB
FF	FINISH FLOOR	TRANS.	TRANSFORMER
FH	FIRE HYDRANT	TYP.	TYPICAL
FL	FLOWLINE	UTIL	UTILITY
FS	FINISH SURFACE	W	WATER
GM	GAS METER	WM	WATER METER
GV	GAS VALVE	WV	WATER VALVE
MB	MAIL BOX	W.I.	WROUGHT IRON (FENCE)
MH	MANHOLE	YL	YARD LIGHT

LEGEND

---	BOUNDARY
---	RIGHT OF WAY
---	CENTERLINE
---	LOT LINE
---	EXISTING CONTOUR
---	CURB AND GUTTER
---	FIRE HYDRANT
---	STREET LIGHT
---	SIGN
---	VALVE

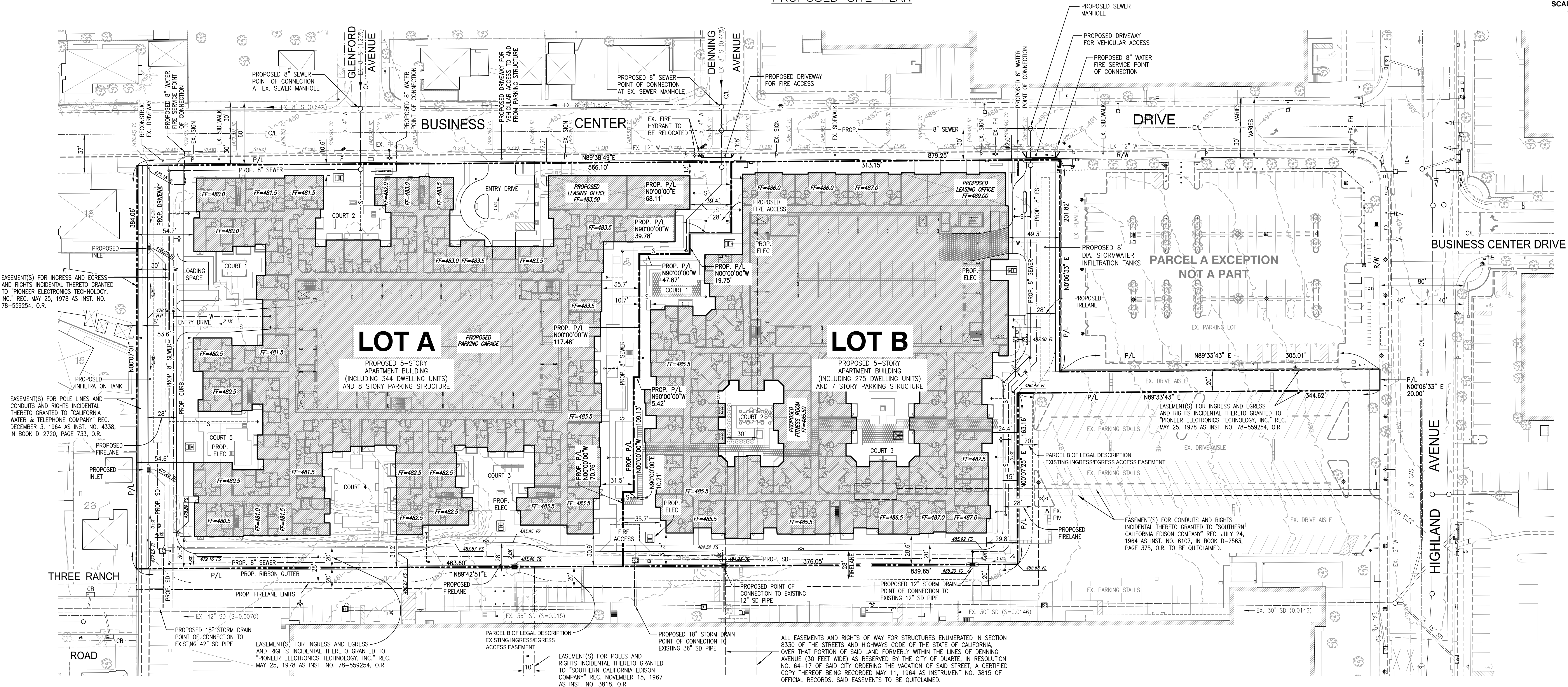
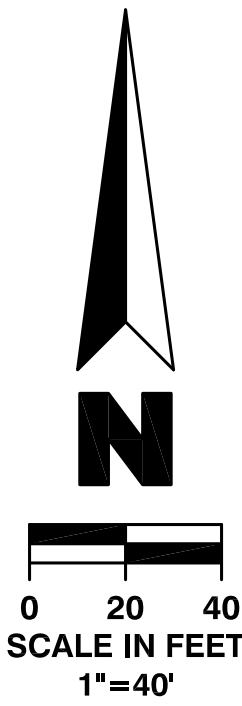


VESTING TENTATIVE TRACT MAP NO. 82518

THE RESIDENCES AT DUARTE STATION

IN THE CITY OF DUARTE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA
SEPTEMBER 12, 2019

PROPOSED SITE PLAN



PARCEL 2 P.M.B. 6/1

OWNERSHIP

TITLE TO SAID ESTATE OR INTEREST
AT THE DATE HEREOF IS VESTED IN:
WOODWARD HRT, INC

CIVIL ENGINEER

KHR ASSOCIATES
17530 VON KARMAN AVENUE, SUITE 200
IRVINE, CALIFORNIA 92614
ATTN: JAMES H. KAWAMURA, R.C.E. NO. 30560
PHONE NO. (949) 756-6440

SUBDIVIDER

DUARTE INVESTMENT PARTNERS, LLC
27702 CROWN VALLEY PARKWAY, SUITE D-4-197
LADERA RANCH, CALIFORNIA 92694
ATTN: MATT WAGEN
PHONE NO. (626) 710-6377

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF DUARTE IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL A:

PARCEL 1 IN THE CITY OF DUARTE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON A PARCEL MAP FILED IN BOOK 6, PAGE 1 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THAT PORTION DESCRIBED IN A FINAL ORDER OF CONDEMNATION, RECORDED JULY 01, 2014 AS INSTRUMENT NO. 20140679354 OF OFFICIAL RECORDS.

PARCEL B:

AN EASEMENT FOR INGRESS AND EGRESS DESCRIBED AS FOLLOWS:

THAT PORTION OF PARCEL 2 OF PARCEL MAP, IN THE CITY OF DUARTE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS FILED IN BOOK 6, PAGE 1 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST WESTERLY NORTHWEST CORNER OF SAID PARCEL 2; THENCE EASTERLY AND NORTHERLY ALONG THE NORTHERLY BOUNDARY OF SAID LOT 2, NORTH 89°42'23" EAST 839.58 FEET AND NORTH 0°06'33" EAST 163.14 FEET TO THE MOST NORTHERLY NORTHWEST CORNER OF SAID BOUNDARY; THENCE NORTH 89°32'52" EAST ALONG THE MOST NORTHERLY LINE OF SAID LOT 2, TO ITS POINT OF INTERSECTION WITH A LINE THAT IS PARALLEL WITH AND 20.00 FEET EASTERLY MEASURED AT RIGHT ANGLES, TO THAT CERTAIN COURSE IN THE NORTHERLY BOUNDARY OF SAID LOT 2, BEARING NORTH 0°06'33" EAST 163.14 FEET; THENCE SOUTH 0°06'33" WEST ALONG SAID PARALLEL LINE TO ITS POINT OF INTERSECTION WITH A LINE THAT IS PARALLEL WITH AND 20.00 FEET SOUTHERLY MEASURED AT RIGHT ANGLES TO THAT CERTAIN COURSE IN THE NORTHERLY BOUNDARY OF SAID LOT 2, BEARING NORTH 89°42'23" EAST 839.58 FEET; THENCE WESTERLY ALONG LAST SAID PARALLEL LINE SOUTH 89°42'23" WEST, TO ITS POINT OF INTERSECTION WITH THE WESTERLY LINE OF SAID LOT 2; THENCE NORTH 0°06'10" EAST ALONG SAID WESTERLY LINE TO THE POINT OF BEGINNING.

APN: 8528-011-025

AREA

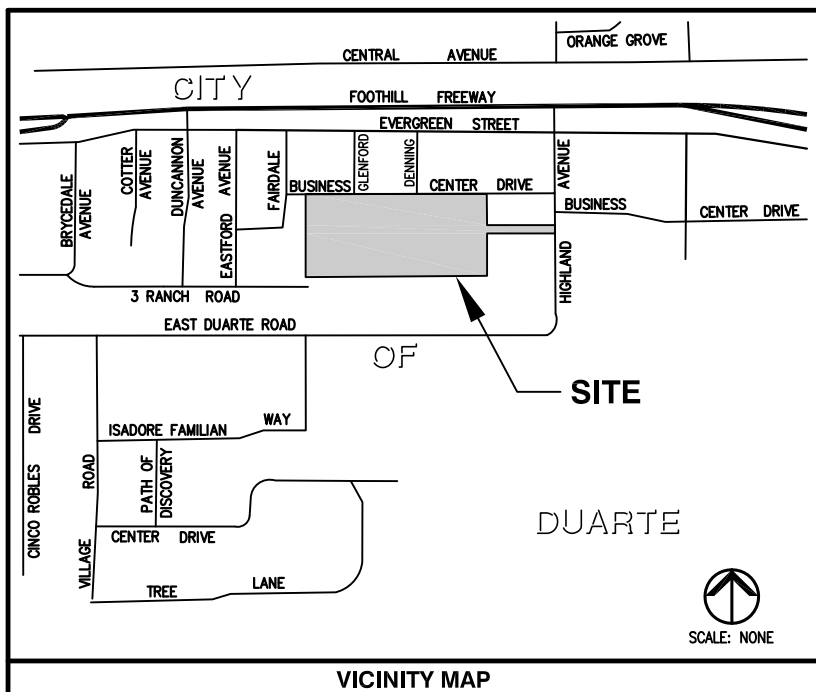
TOTAL AREA OF EXISTING PARCEL:	337,769 S.F. (7.75 ACRES)
PROPOSED LOT A:	189,223 S.F. (4.34 ACRES)
PROPOSED LOT B:	148,546 S.F. (3.41 ACRES)

NOTES

- PROPOSED NUMBER OF LOTS: 2
- ALL EXISTING, ON-SITE IMPROVEMENTS ARE TO BE REMOVED/DEMOLISHED.
- REMOVAL OR RELOCATION OF EXISTING UTILITIES TO BE COORDINATED WITH UTILITY COMPANIES, AND/OR CITY OF DUARTE.
- THERE ARE NO PROPOSED PUBLIC STREETS AS A PART OF THIS DEVELOPMENT/SUBDIVISION.
- PRIVATE SEWER AND WATER SERVICES ARE PROPOSED FOR THIS DEVELOPMENT. CONNECTIONS TO EXISTING PUBLIC SEWER AND WATER MAINS ARE PROPOSED WITHIN BUSINESS CENTER DRIVE. THE SEWER SERVICES WILL DISCHARGE BY WAY OF GRAVITY; NO SEPTIC TANKS, CESSPOOLS, OR LIFT STATIONS ARE PROPOSED.
- REFER TO THE DEVELOPMENT'S LANDSCAPE PLANS (PREPARED BY OTHERS) FOR PROPOSED TREE AND SHRUB SPECIES, LOCATIONS, ETC.
- ANY PROPOSED STREET LIGHTING IMPROVEMENTS, AS A PART OF THIS DEVELOPMENT, WILL BE PROVIDED, AS REQUIRED BY THE CITY.

LEGEND

---	BOUNDARY
- - - -	RIGHT OF WAY
---	CENTERLINE
---	LOT LINE
---	EXISTING CONTOUR
---	CURB AND GUTTER
⊕	FIRE HYDRANT
⊙	STREET LIGHT
⊙	YARD LIGHT
⊙	SIGN
⊙	VALVE





COUNTY OF LOS ANGELES FIRE DEPARTMENT FIRE PREVENTION DIVISION

Land Development Unit
5823 Rickenbacker Road
Commerce, CA 90040
Telephone (323) 890-4243, Fax (323) 890-9783

PROJECT: VTTM 82518

LOCATION: 1700 Business Center Drive - Duarte

THE FIRE DEPARTMENT RECOMMENDS CLEARANCE OF THE SUBDIVISION OF THE TWO PROPOSED LOTS, LOT "A" AND "B" TO PROCEED TO PUBLIC HEARING AS PRESENTLY SUBMITTED.

FAILURE TO COMPLY WITH THE FINAL MAP REVIEW PRIOR TO RECORDATION MAY RESULT IN THE BUILDING PLANS NOT BEING APPROVED DURING THE FIRE DEPARTMENT FIRE PREVENTION ENGINEERING SECTION BUILDING PLAN REVIEW.

FINAL MAP CONDITIONS OF APPROVAL

Access as noted on the Tentative and the Exhibit Maps shall comply with Title 21 (County of Los Angeles Subdivision Code) and Section 503 of the Title 32 (County of Los Angeles Fire Code), which requires an all-weather access surface to be clear to sky.

The Private Driveways proposed as private streets for access throughout the development shall be labeled as "Private Driveway" on the Final Map. The portion of the private driveway intended for fire apparatus access shall be identified as "Fire Lane" on the Final Map. All widths and dimensions shall be clearly delineated with a reciprocal access agreement is required for all private driveways. Compliance required prior to Final Map clearance.

PROPOSED APARTMENTS REQUIREMENTS

Review and approval will be performed during the architectural plan review prior to building permit issuance by Fire Prevention Engineering.

1. All on-site Fire Department vehicular access roads shall be labeled as "Private Driveway and Fire Lane" on the site plan along with the widths clearly depicted on the plan. Labeling is necessary to assure the access availability for Fire Department use. The designation allows for appropriate signage prohibiting parking.
2. Fire Department vehicular access roads must be installed and maintained in a serviceable manner prior to and during the time of construction. Fire Code 501.4



COUNTY OF LOS ANGELES FIRE DEPARTMENT FIRE PREVENTION DIVISION

Land Development Unit
5823 Rickenbacker Road
Commerce, CA 90040
Telephone (323) 890-4243, Fax (323) 890-9783

PROJECT: VTTM 82518

LOCATION: 1700 Business Center Drive - Duarte

3. All fire lanes shall be clear of all encroachments, and shall be maintained in accordance with the Title 32, County of Los Angeles Fire Code.
4. The Fire Apparatus Access Roads and designated fire lanes shall be measured from flow line to flow line.
5. Provide a minimum unobstructed width of 28 feet, exclusive of shoulders, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance "clear to sky" Fire Department vehicular access to within 150 feet of all portions of the exterior walls of the first story of the building, as measured by an approved route around the exterior of the building when the height of the building above the lowest level of the Fire Department vehicular access road is more than 30 feet high, or the building is more than three stories. The access roadway shall be located a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official. Fire Code 503.1.1 & 503.2.2.
6. Fire Apparatus Access Roads shall be designed and maintained to support the imposed load of fire apparatus weighing 37 ½ tons and shall be surfaced so as to provide all-weather driving capabilities. Fire apparatus access roads having a grade of 10 percent or greater shall have a paved or concrete surface. Fire Code 503.2.3
7. Provide approved signs or other approved notices or markings that include the words "NO PARKING - FIRE LANE". Signs shall have a minimum dimension of 12 inches wide by 18 inches high and have red letters on a white reflective background. Signs shall be provided for fire apparatus access roads, to clearly indicate the entrance to such road, or prohibit the obstruction thereof and at intervals, as required by the Fire Inspector. Fire Code 503.3
8. A minimum 5 foot wide approved firefighter access walkway leading from the fire department access road to all required openings in the building's exterior walls shall be provided for firefighting and rescue purposes. Fire Code 504.1



COUNTY OF LOS ANGELES FIRE DEPARTMENT FIRE PREVENTION DIVISION

Land Development Unit
5823 Rickenbacker Road
Commerce, CA 90040
Telephone (323) 890-4243, Fax (323) 890-9783

PROJECT: VTTM 82518

LOCATION: 1700 Business Center Drive - Duarte

- a. Clearly identify firefighter walkway access routes on the site plan, and indicate the required width, along with the slope and walking surface material.
9. Fire Apparatus Access Roads shall not be obstructed in any manner, including by the parking of vehicles, or the use of traffic calming devices, including but not limited to, speed bumps or speed humps. The minimum widths and clearances established in Section 503.2.1 shall be maintained at all times.

WATER SYSTEMS REQUIREMENTS

1. All fire hydrants shall measure 6"x 4"x 2-1/2" brass or bronze, conforming to current AWWA standard C503 or approved equal, and shall be installed in accordance with the 2017 County of Los Angeles Fire Code, Table B105.1
2. All required public fire hydrants shall be installed, tested and accepted prior to beginning construction. Fire Code 501.4
3. An approved automatic fire sprinkler system is required for the proposed buildings within this development. Submit design plans to the Fire Department Sprinkler Plan Check Unit for review and approval prior to installation.
4. Additional on-site fire hydrants may be required during the building plan check phase.
5. All required private on-site fire hydrants shall be installed, tested and approved prior to building occupancy. Fire Code 901.5.1
6. All on-site fire hydrants shall be installed a minimum of 25' feet from a structure or protected by a two (2) hour rated firewall. Exception: For fully sprinkled multi-family structures, on-site hydrants may be installed a minimum of 10 feet from the structure. Indicate compliance prior to project proceeding to the public hearing process. Fire Code Appendix C106.1
7. Plans showing underground piping for private on-site fire hydrants shall be submitted to the Sprinkler Plan Check Unit for review and approval prior to

Reviewed by: Claudia Soiza

Date: September 26, 2019



COUNTY OF LOS ANGELES FIRE DEPARTMENT FIRE PREVENTION DIVISION

Land Development Unit
5823 Rickenbacker Road
Commerce, CA 90040
Telephone (323) 890-4243, Fax (323) 890-9783

PROJECT: VTTM 82518

LOCATION: 1700 Business Center Drive - Duarte

installation. Fire Code 901.2 & County of Los Angeles Fire Department Regulation 7

8. The required fire flow for the public fire hydrants for this project is 4000 gpm at 20 psi residual pressure for 2 hours. Two public fire hydrant(s) flowing simultaneously may be used to achieve the required fire flow. Fire Code 507.3 & Appendix B105.1

Additional Fire Department requirements will be determined during the Building Plan Check Phase. Contact the County of Los Angeles Fire Prevention Engineering Section, Building Plan Check Unit.

For any questions regarding the report, please contact FPEA Claudia Soiza at (323) 890-4243 or at Claudia.Soiza@fire.lacounty.gov



Jason Golding <jgolding@accessduarte.com>

- TR82518 - City of Duarte (RPPL2019005758)

1 message

Phoenix Khoury <PKHOURY@dpw.lacounty.gov>

Tue, Oct 15, 2019 at 9:34 AM

To: "jgolding@accessduarte.com" <jgolding@accessduarte.com>

Cc: Jose Suarez <JSUAREZ@dpw.lacounty.gov>, Kevin Godoy <KGodoy@dpw.lacounty.gov>

Hello Mr. Golding,

Thank you for the opportunity to review the tentative map for Tract No. 82518, which proposes to create 2 multi-family residential parcels in the City of Duarte. Los Angeles County Public Works' review is focused on the impacts that the proposed improvements would have on our facilities.

For the proposed connection(s) to the Los Angeles County Flood Control District (LACFCD) System as shown on the tentative map, the subdivider is required to obtain a Flood Permit from the LACFCD. Applicant may consult with Los County Design Division at (626) 458-7924 to obtain Qallowable for the proposed connection(s) and to verify the tributary watershed.

For questions regarding Flood Permit, please contact Mr. Anthony Wong of Public Works, Land Development Division, at (626) 458-3129 or anwong@pw.lacounty.gov.

Please do not hesitate to contact me if you have any questions.

Thank you,

Phoenix Khoury

Civil Engineer

Los Angeles County Public Works

Office: (626) 458-4921



City of Duarte
1600 Huntington Dr.
Duarte, CA 91010

October 10, 2019

Attention: Jason Golding

Subject: Vesting Tentative Tract Map No. 82518
Blue River Development
The Trails at Corona

Please be advised that the division of the property shown on Vesting Tentative Tract Map No. 82518 will not unreasonably interfere with the free and complete exercise of any facilities and/or easements held by Southern California Edison Company within the boundaries of said map.

This letter should not be construed as a subordination of the Company's rights, title and interest in and to said easement(s), nor should this letter be construed as a waiver of any of the provisions contained in said easement(s) or a waiver of costs for relocation of any affected facilities.

In the event that the development requires relocation of facilities, on the subject property, which facilities exist by right of easement or otherwise, the owner/developer will be requested to bear the cost of such relocation and provide Edison with suitable replacement rights. Such costs and replacement rights are required prior to the performance of the relocation.

If you have any questions, or need additional information in connection with the subject subdivision, please contact me at (909) 274-1078.

Jeff Clark
Title and Valuation
Geomatics, Land &
Information Management

RESOLUTION PC 19-10

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF DUARTE RECOMMENDING APPROVAL OF VESTING TENTATIVE TRACT MAP 82518, A SUBDIVISION OF A 7.75-ACRE PARCEL INTO TWO LOTS (SMA 19-02)

WHEREAS, the applicant is requesting approval of Vesting Tentative Tract Map No. 82518, a proposed subdivision of a 7.75-acre parcel into two lots: Lot A - 189,223 s.f. or 4.34 acres, and Lot B – 148,546 s.f. or 3.41 acres, associated with the development of two multiple-story, apartment buildings at 1700 Business Center Drive; and

WHEREAS, the subdivision is a vesting map, which grants vested rights to proceed with a project in accordance with the ordinances, polices and standards in effect at the time the application for approval of the vesting tentative map is completed; and a detailed set of conceptual development, architectural, grading, utility plans has been submitted, and are associated with the development of the project.

WHEREAS, Vesting Tentative Tract Map No. 82518 is contingent upon the recommended approval of General Plan Amendment 19-01, Zone Change 19-01 (an amendment to the Duarte Station Specific Plan), Municipal Code Amendment 19-02, Site Plan and Design Review cases 19-37 and 19-38, and associated Subsequent Environmental Impact Report (SEIR); and

WHEREAS, the City Engineer has found and determined that Vesting Tentative Tract Map No. 82518, and the conditions of approval attached thereto, conforms to the State Subdivision Map Act and the applicable requirements of Article Five of the Duarte Development Code; and

WHEREAS, The Planning Commission finds and determines that Tentative Tract Map No. 82518 is in the best interest and welfare of the City and its residents.

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

WHEREAS, on October 21, 2019 the Planning Commission held a duly noticed public hearing on the subdivision, whereupon the Planning Commission received additional public testimony; and

WHEREAS, the Planning Commission received and considered the staff report and all of the information, evidence, and testimony presented in connection with the foregoing; and

WHEREAS, after careful study and the public hearing held on October 21, 2019 the Planning Commission recommends the City Council approve Vesting Tentative Tract Map No.

82518 (SMA 19-02), for the subdivision of the property into two lots: Lot A - 189,223 s.f. or 4.34 acres, and Lot B – 148,546 s.f. or 3.41 acres, associated with the development of two multiple-story, apartment buildings at 1700 Business Center Drive, subject to conditions of approval.

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

SECTION 1. All the facts set forth in the Recitals of this Resolution are true and correct and incorporated herein by this reference.

SECTION 2. The Planning Commission finds and determines as follows: findings for Tentative Tract Map, as set forth in DDC Section 19.72.060.A, as:

1. Vesting Tentative Tract Map No. 82518 is consistent with the applicable General Plan.

The project conforms to the goals and objectives on the General Plan by establishing a new subdivision that will accommodate high density housing which will ultimately lead to a range and mix of housing in proximity to complementary uses such as the adjacent Gold Line light rail station and other employment centers in the vicinity.

2. The design of Vesting Tentative Tract Map No. 82518 is consistent with the applicable General Plan.

Vesting Tentative Tract Map No. 82518 will allow for development of two, multiple story apartment buildings on their own parcel within the amended Duarte Station Specific Plan. The General plan seeks a flexible mixed-use Transit Oriented Development, which includes a variety of housing types and densities, for the project area.

3. The site of Vesting Tentative Tract Map No. 82518 is physically suitable for the proposed development.

Vesting Tentative Tract Map No. 82518 will allow two high-density residential apartment developments on 7.75 acres. The proposed site is adequate to accommodate a multi-family residential project. The site is located on Business Center Drive, and adjacent to Highland Avenue, an arterial roadway. Furthermore, the project site is regionally accessible through proximity to the Duarte Gold Line Station and Interstate-210. The project will be designed to provide proper access to residents and emergency personnel, and will be adequately served by utilities.

4. The site of Vesting Tentative Tract Map No. 82518 is physically suitable for the proposed development density allowed in the Duarte Station Specific Plan zone.

Vesting Tentative Tract Map No. 82518 will allow two high-density residential apartment developments on 7.75 acres. The project will result in a density of 80 units per acre, which is consistent with the General Plan and Duarte Station Specific Plan zone. The site

is adequate and can physically accommodate the proposed project. The Map has been designed to provide adequate: pedestrian and vehicular circulation for residents, emergency vehicle access, and open space. The tract map will also be designed to comply with the off-street parking requirements for the zone, using several main drive aisles as access to residential garages and surface parking areas.

5. Vesting Tentative Tract Map No. 82518 and related improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

Pursuant to Public Resources Code section 21166 and CEQA Guidelines section 15162, no subsequent or supplemental EIR is required to a previously certified EIR unless one of the events listed in section 15162, subdivision (a)(1) occurs. In this circumstance, because the City has concluded that the revised project may have the potential to result in new significant adverse effects not analyzed in the previously approved EIR, a Subsequent Environmental Impact Report (SEIR) has been found to be required. The previous EIR had already comprehensively analyzed all potential impacts relating to the creation of a vibrant, mixed-use “transit village”, which included 475 high density residential units, 250 hotel rooms, 400,000 square feet of office, and 12,000 square feet of commercial uses on 19.08 acres. The City has decided to prepare a SEIR (SCH # 2013041032) to analyze the proposed changes to the land use plan, the mix of uses, and the overall project density that were evaluated in the previous EIR.

The SEIR will analyze the potential environmental impacts that may result from the proposed changes to the Duarte Station Specific Plan project. These issues are: land use, aesthetics, population and housing, traffic, air quality, greenhouse gas emissions and energy, noise, hazards and hazardous materials, hydrology, drainage, and water quality, fire protection, police protection, schools, parks, water, wastewater, and solid waste. The SEIR will evaluate the potentially significant direct, indirect, and cumulative environmental impacts associated with construction and implementation of the proposed project. Mitigation measures will be recommended, where appropriate, to avoid or substantially reduce significant adverse environmental effects of the proposed changes.

Furthermore, the project site is located within an urbanized portion of the City. As an urbanized and disturbed site, there is a lack of quality biological habitat within and immediately surrounding the site. As such, the proposed project would not impact or injure fish or wildlife or their habitat.

6. Vesting Tentative Tract Map No. 82518 and related improvements are not likely to cause serious public health problems.

The Tentative Tract Map will establish two new residential apartment buildings on two separate lots. Agencies that regulate public health infrastructure were consulted as part

of the subdivision review process, and their comments have been considered and included as conditions, where applicable. The City Engineer has reviewed conceptual grading, sewer and stormwater plans that meet the intent of City Codes and other laws. A homeowners association or similar ownership association will enforce Codes, Covenants and Restrictions (CC&R's) that will further ensure the operations of the future project do not cause public health problems to the community.

7. Vesting Tentative Tract Map No. 82518 and related improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.

The Map was designed to accommodate an existing access easement shared between the subject property and the abutting property owner to the south. This easement identified on the Map will remain and be incorporated as part of the project. Additional easements related to vehicular and pedestrian access, maintenance, and use of the shared landscaped paseo between the buildings have been incorporated as conditions of approval.

8. Vesting Tentative Tract Map No. 82129 will not violate requirements prescribed by the California Regional Water Quality Control Board, regarding the discharge of waste from the proposed subdivision into an existing community sewer system

The Los Angeles County Sanitation Districts, which regulate wastewater issues locally, were consulted as part of the subdivision review process. Their correspondence does not object to the proposed development. The District's comments have been considered and included as conditions, where applicable.

SECTION 3. Pursuant to Public Resources Code section 21166 and CEQA Guidelines section 15162, no subsequent or supplemental EIR is required to a previously certified EIR unless one of the events listed in section 15162, subdivision (a)(1) occurs. In this circumstance, because the City has concluded that the revised project may have the potential to result in new significant adverse effects not analyzed in the previously approved EIR, a Subsequent Environmental Impact Report (SEIR) has been found to be required. The previous EIR had already comprehensively analyzed all potential impacts relating to the creation of a vibrant, mixed-use "transit village", which included 475 high density residential units, 250 hotel rooms, 400,000 square feet of office, and 12,000 square feet of commercial uses on 19.08 acres. The City has decided to prepare a SEIR (SCH # 2013041032) to analyze the proposed changes to the land use plan, the mix of uses, and the overall project density that were evaluated in the previous EIR.

The SEIR will analyze the potential environmental impacts that may result from the proposed changes to the Duarte Station Specific Plan project. These issues are: land use, aesthetics, population and housing, traffic, air quality, greenhouse gas emissions and energy, noise, hazards and hazardous materials, hydrology, drainage, and water quality, fire protection, police protection, schools, parks, water, wastewater, and solid waste. The SEIR will evaluate the

potentially significant direct, indirect, and cumulative environmental impacts associated with construction and implementation of the proposed project. Mitigation measures will be recommended, where appropriate, to avoid or substantially reduce significant adverse environmental effects of the proposed changes.

In recommending adoption of PC Resolution 19-10 for Vesting Tentative Tract Map 82518, the Planning Commission finds and determines the project is in compliance with the California Environmental Quality Act (CEQA), and State regulations in Title 14 of the California Code of Regulations (CEQA Guidelines), as stated above, and with the incorporation of a Mitigation and Monitoring Reporting Program (MMRP). The SEIR and MMRP have been prepared for the project and circulated for public review and comment, and which will be considered for certification by the City Council prior to the City Council's action on the project.

SECTION 4. The Planning Commission approves PC Resolution 19-10, based on the findings listed in Section 2, and the Conditions of Approval listed in "Exhibit C-1", and recommends approval of Vesting Tentative Tract Map 82518 to the City Council, for a subdivision of a 7.75-acre parcel into two lots: Lot A - 189,223 s.f. or 4.34 acres, and Lot B – 148,546 s.f. or 3.41 acres, associated with the development of two multiple-story, apartment buildings at 1700 Business Center Drive.

APPROVED, AND ADOPTED by the Planning Commission of the City of Duarte at a regular meeting held on the 21st day of October 2019.

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 regular meeting of the Planning Commission of the City of Duarte held on October 21, 2019, by the following vote:

AYES:	Vasquez, Wolff, Farra, Heany, Watson-Gardner
NOES:	None
ABSTAIN:	None
ABSENT:	None

Craig Hensley, Community Development Director

EXHIBIT C-1
CONDITIONS OF APPROVAL
Tentative Tract Map No. 82518 (SMA 19-02)

1. Business center Drive shall be grind and overlaid for the full width of the roadway surface within the tract boundaries. The grind and overlay shall occur prior to release of occupancy of the final building, but in no case shall the overlay lag more than one year after the release for occupancy of the first building.
2. The south, east and west existing ingress and egress easements (Pioneer Electronics Technology, Inc.) and the proposed east fire lane shall be offered to the City as a public ingress and egress easement or dedicated as a public street, subject to the approval of the City Engineer.
3. The property owners shall agree to an easement within, and/or an agreement regarding the landscape paseo/linear park between Building A and B allowing shared access, use, and maintenance. The easement/agreement shall be recorded with the County recorder, a copy of the recorded document shall be provided to the Community Development Department to keep on file prior to prior to recordation of the final map.
4. The landscape paseo/linear park between Building A and B is intended to remain open during and designed to be clearly recognizable as public space, and be publicly accessible from Business Center Drive to future connections to the southerly portion of the Specific Plan area, subject to security or operational concerns, as approved by associated agreement. The plaza shall be designed to encourage social interaction and year-round use. An agreement between the City and the Property Owner(s) shall be signed, and recorded to the property addressing the specific details related to accessible open space prior to issuance of Certificate of Occupancy. The property owner shall have the ability to post "No Trespassing" or other applicable penal code signs to allow necessary enforcement and/or removal of any activity that may deemed a public nuisance or jeopardize the health, safety and general welfare of the public. The location of the penal code signs shall be approved by the Planning Division prior to prior to installation.
5. The property owner/management shall prepare a property maintenance plan for continued and regular maintenance of the property related to storefronts, sidewalks, public plaza areas, fabric awnings, etc. The maintenance plan shall be provided to the Community Development Department for review and approval prior to issuance of Certificate of Occupancy. All requirements of the approved maintenance plan shall be incorporated by reference as a condition of approval.
6. The owner(s) shall agree to participate in a business or property owners' association for maintenance responsibilities and operational oversight of the Promenade area along Highland Avenue. The City will participate in the association or district, and will assist in its

creation. The intent is that the association or district will be formed either prior to certificate of occupancy issuance or Promenade.

7. The Developer/applicant shall prepare Covenants, Codes, & Restrictions (CC&R's) in a form acceptable to the City Attorney. The CC&R's shall provide regulations that include but are not limited to: onsite parking management, guest parking, use of resident garages for parking, outdoor storage, common area/roadway maintenance, trash service, among others. The CC&R's shall include requirements for the establishment of a Homeowners Association or other property ownership group or association that will implement and ensure compliance with the CC&R's. The CC&R's shall be recorded with the County Recorder's Office and proof of recordation shall be provided to the City of Duarte prior to issuance of Certificate of Occupancy. The CC&R's shall not be modified without prior approval from the City.
8. The developer shall participate and provide financial contribution to a fund designed to design, install and maintain a marquee or other prominent project sign on the roof or upper walls (as to be visible from the 210 Freeway) on one of the subject buildings, or the potential third residential development to the east of the subject property, off-site within the Duarte Station Specific Plan area, or as otherwise approved by the Architectural Review Board. Details on the establishment and prolonged cooperation between property owners, participation details, financial contribution, and maintenance, amongst other related subjects, shall be incorporated into an agreement or other legal document, approved by the Planning Division, and the City Attorney, prior to certificate of occupancy issuance. The final design, type, material, and location of the marquee sign shall require a separate review and approval by the Architectural Review Board.
9. All development project valued over \$1,000,000 shall be subject to a public art fee equal to one quarter of one percent (0.25%) of the total building valuation. In lieu of the public art fee, the project may provide a piece of public art subject to the approval of the City. Public art fees may be used for art pieces, themed project signs, construction of the Highland Promenade, or other similar public amenities focused on creating a sense of place. The public art shall maintain the primary purpose of displaying visual art and shall not be commercial in nature. The art piece shall be designed by a professional artist with experience in public display art pieces and be installed prior to certificate of occupancy issuance. The final design, type, material, and location of the themed art shall require a separate review and approval by the Architectural Review Board.
10. Any maintenance on privately owned roadways and/or drive aisles shall be the responsibility of the Applicant/Developer and the established Homeowners Association.
11. Three copies of the covenants, conditions and restrictions (CC&R's) and the common open space access agreements/easements between parcels 1 and 2 (Lot A & B), shall be submitted prior to approval of the final map. The CC&R's and access

agreements/easements shall be reviewed and approved by the City Attorney prior to recordation of the final map.

12. The applicant shall agree to creating common lots for the final map, which may be necessary for a variety of areas of mutual responsibility, such as, but not limited to: roadways, landscape areas, and open space, at the request of the City Engineer.
13. The Denning Avenue sewer main shall be extended in Business center Drive to the satisfaction for the City Engineer and the LA County Department of Public Works.
14. North/ South sewer laterals connecting to the proposed sewer main in Business Center Drive or in Glenford Avenue shall be private. Approval of private lateral connections to a public manhole shall be approved by LA County Department of Public Works.
15. All storm drain connections to the existing storm drain to the south of the project in the east/west asile shall be approved by LA County Department of Public Works.
16. All proposed drive approaches on Business Center Drive shall be ADA compliant. Sidewalk easement shall be dedicated to the City if necessary. The Applicant/Developer shall comply with the latest disabled access regulations as found in Title 24 of the California Code of Regulations and the Americans with Disabilities Act. Accessible items shall include, but not be limited to: parking, accessible pedestrian routes, accessible/adaptable units, public/common use areas, swimming pool, etc., as applicable.
17. Truck turning movements on all drive shall be submitted to the City Engineer for review and approval.
18. The property owner/developer shall replace the sidewalk adjacent to the project site on Business Center Drive for the full extent of project site boundaries, including the curb and gutter as needed, also any damaged improvements as the result of construction.
19. Decorative paving materials shall be integrated into driveways, parking areas, and pedestrian walkways shown on Vesting Tentative Tract Map 82518 and as approved by the City Engineer and/or Public Works/Engineering Division.
20. Street trees are required along Business Center Drive, or as otherwise approved by the Planning Division. All trees within the City right-of-way shall be consistent with the City's tree well design, as noted in the design guidelines of the Duarte Station Specific Plan, and be approved through a complete landscape and irrigation plan, submitted to the Planning Division for review and approval prior to permit issuance. Street trees and tree wells shall require a right of way permit from the Public Works Division prior to installation.
21. All public improvement plans shall be submitted to the City in AutoCAD format to the Public Works Division after approval by the City Engineer.

22. Applicant or successors in interest shall submit final maps in accordance with the Subdivision Map Act and the City of Duarte subdivision requirements.
23. A final tract map shall be prepared by a licensed land surveyor or a registered Civil Engineer. The applicant or successors in interest shall provide the City with verification of the recordation of the tract map with the Recorder's Office of the County of Los Angeles prior to the issuance of a grading permit on the site.
24. Security Bonds and/or Subdivision Agreement shall be submitted and recorded prior to the issuance of the grading permit.
25. Improvement plans and necessary letters of credit, cash, and/or bonds to secure the construction of all streets, storm drains, water, sewer, grading, etc. as required shall be submitted and approved by the City Engineer, and the subdivision agreement and other required agreements approved by City Attorney, prior to the recordation of the Final Map.
26. All easements existing at the time of the Final Tract Map approval must be accounted for on the approved Tentative Map. This includes the location, owner, purpose, and recording reference for all existing easements. If an easement is blanket in nature or indeterminate in nature, a statement to that effect must be shown on the tentative map in lieu of its location.
27. Easements for Private Driveways and Fire Lanes, and all utilities, including water, sewer, storm drains shall be provided on the Final Map to the satisfaction of the City Engineer and City Attorney.
28. All site, grading, landscape & irrigation, and street improvement plans shall be coordinated for consistency prior to the issuance of any permits.
29. A preliminary title report and guarantee is required and such document shall show all fee interest holders; all interest holders whose interest could ripen into a fee; all trust deeds, together with the name of the trustee; and all easement holders. The account for this title report should remain open until the final map is filed with the County Recorder.
30. The applicant shall supply the City with full size duplicate mylars, three blue line prints of each recorded final map, 1 set of reduced 11" x 17" duplicate mylars and one set in AutoCAD format.
31. The engineer or surveyor shall set durable monuments to the satisfaction of the City Engineer, in conformance with Section 66495 of the Subdivision Map Act.
32. Prior to exoneration of any security for the project that may include existing survey monuments disturbed through construction activities and deemed necessary for

preservation by the City Engineer, the applicant shall file a Corner of Record or Record of Survey with the County Surveyor to establish existing survey control points as defined in Section 8711 (b) of the California Professional Land Surveyors Act.

33. Application for approval of the final tract map shall be filed with the City Council 30 days prior to the expiration date of the tentative map.
34. Comprehensive engineering, geologic and soils reports, based on adequate test borings, shall be performed pursuant to Section 6490 of the Subdivision Map Act. If there are subsequent geologic and soils reports they shall be reviewed and approved by the City Engineer. Additional geotechnical investigations shall evaluate the potential hazards posed by shallow groundwater and shall include, necessary, design and engineering recommendations to mitigate potential safety hazards.
35. Building foundation inspections shall not be performed until a rough grading certification, survey stakes in place, and a final soils report have been filed with the City and approved. All drainage facilities must be operable.
36. Final improvement plans shall be accompanied by adequate plans for drainage improvements prepared by a registered professional engineer.
37. The Applicant/Developer shall install sanitary sewers to serve the entire development to the specifications of the City Engineer and/or Public Works/Engineering Division. Prior to installing sewer lines, the Applicant/Developer shall perform a sewer capacity study and submit it to the City for review and approval from the City Engineer and/or Public Works Division prior installation of any sewer lines and issuance of building permits. A sewer connection fee is required by the County Sanitation District. Said fees shall be paid and proof of payment shall be provided prior to the issuance of building permits.
38. Grading, drainage, civil, and related engineering plans and all required plan check fees shall be submitted to the City Engineer and/or Public Works/Engineering Division for plan check prior to construction. Approval from the City Engineer and/or Public Works/Engineering Division shall be obtained prior to the issuance of permits. Prior to the issuance of a certificate of occupancy, a Public Works right-of-way permit for the proposed right-of-way modifications shall be obtained, and the work completed. The right-of-way permit must be issued to a licensed concrete contractor.
39. The Applicant/Developer shall submit a Precise Paving and Drainage Plan for the proposed development to be reviewed and approved by the City Engineer and/or Public Works/Engineering Division. Grading permits will not be issued until the final map has recorded.
40. LID Plan. A Low Impact Development (LID) Plan shall be submitted to the Engineering/Public Works Division for review. The LID plan shall provide a comprehensive

and technical discussion of how the proposed project will comply with the City's stormwater program requirements. LID Guidance and implementation can be obtained from Los Angeles County Public Works LID Standards Manual. Contact the Duarte Public Works Division for more information. The LID plan shall be approved prior issuance of grading permits.

41. Civil Plans. Two sets of complete Civil plans shall be submitted to the Engineering/Public Works Division for review, accurately showing all existing public improvements near the subject development (i.e., street lights, signs, utility vaults and boxes, bus stops, street trees, catch basins, etc.) and shall clearly indicating any proposed modifications to the existing public improvements. Such proposed modifications to the public improvements shall require approval from the City Engineer and Community Development Director prior to issuance of any building permit and/or grading permit.
42. Easements for all utilities including water, sewer, and storm drains shall be provided to the City as required by the City Engineer.
43. The applicant shall obtain a flood hazard report from Los Angeles County Department of Public Works for review and approval by the City Engineer prior to issuance of grading permit.
44. The Applicant/Developer shall contact the Los Angeles County Flood Control District, regarding a requirement to obtain a flood permit.
45. The Applicant/Developer shall comply with subdivision requirements provided by the Los Angeles County Fire Department, unless otherwise modified by the Community Development Department and/or Fire Department.
46. Sewer connection fees shall be paid directly to the Los Angeles County Sanitation District. Proof of payment shall be provided prior to issuance of the grading permit.
47. The Applicant/Developer shall submit water plans to be reviewed and approved by the City Engineer and/or Public Works/Engineering Division, California American Water and the Los Angeles County Fire Department.
48. Telephone, gas, electric and cable companies shall be consulted for planning, construction and proper placement of service facilities prior to installation of those facilities. Transformer vaults shall not block access for emergency and fire vehicles. All Vaults, switch boxes and similar equipment shall be screened to the extent possible considering safety and access. Location and screening of utility vaults shall be reviewed and approved by the Community Development Department prior to issuance of building permits.

49. The applicant shall comply with all South Coast Air Quality Management System requirements. During grading, a watering program shall be established to adequately reduce on and off site dust. Grading is prohibited during high wind conditions.
50. The developer/contractor and all representatives shall comply with the National Pollution Discharge Elimination System (NPDES) Permit No. CAS004001, Order No. R4-2012-075, and amendments, issued by the California Regional Water Quality Control Board, Los Angeles Region. Construction activities that disturb one acre or more are regulated under the NPDES stormwater program. Operators of regulated construction sites are required to develop and implement a Stormwater Pollution Prevention Plan (SWPPP) and to obtain a Construction General Permit (NOI) from the State Water Resources Control Board to discharge stormwater. A copy of the permit shall be provided to the Public Works Division to keep on file and ensure compliance.
51. All utility facilities within the public right of way including but not limited to conduit, cable, cabinets, control boxes, etc. shall be placed underground with any access panels flush with the ground surface. If there is physical constraints restricting the placement of utility facilities underground, the developer shall provide clear engineering reasons why above ground facilities cannot be installed with underground vaults/handholes. Additionally, all utility services stubbed to the site that will not be used to serve the development shall be properly abandoned.
52. All trenching/potholing/street cuts shall be fixed permanently within five (5) working days following the completion and acceptance of the backfill. Temporary asphalt concrete is required immediately following completion of the backfill. If plates are necessary, they shall be placed flush to the road surface and tack welded together if two or more plates are used. If plates are necessary, then under no circumstance shall a trench remain plated longer than 48 hours, unless a longer term is approved by the Public Works Manager.
53. The developer and/or contractor is responsible for implementing the following Best Management Practices (BMPs). These, as well as any other applicable measure shall be included in the SWPPP and implemented as approved by the City Engineer:
 - Install filter materials (such as sandbags, filter fabric, etc.) at the storm drain inlet nearest the downstream side of the project site in order to retain any debris or dirt flowing in the storm drain system. Maintain and/or replace filter materials to ensure effectiveness and to prevent street flooding.
 - Ensure that concrete supply trucks or concrete/plaster operations do not discharge wash water into street, gutters, or storm drains.
 - Concrete wash area: Locate wash out areas away from the storm drains and open ditches, construct a temporary pit large enough to store the liquid and solid waste, clean pit by allowing concrete to set, breaking up the concrete, then recycling or disposing of properly.

54. Paint curbs along roadway to meet the requirements of the City of Duarte, Fire Department or other regulatory agencies related to no or restricted parking, as per approved plans.
55. Vehicular access to public streets and driveways shall remain unobstructed during the construction period.
56. All work adjacent to or within the right-of-way shall be subject to review and approval of the City Engineer and/or Public Works/Engineering Division and the work shall be in accordance with applicable standards of the City of Duarte; i.e. Standard Specifications for Public Works Construction (Green Book) and the California Manual of Uniform Traffic Control Devices (CA MUTCD), and further that the construction equipment ingress and egress be controlled by a plan approved by Public Works.
57. Traffic control work (delineation and signage) shall comply with the California Manual on Uniform Traffic Control Devices. A traffic control plan shall be submitted to the Public Works Division for review and approved prior to beginning construction and/or grading.
58. The Applicant/Developer shall comply with the latest editions of the codes as adopted by reference by the City of Duarte. California Green Building Standards Code, California Building Code, California Residential Code, California Mechanical Code, California Plumbing Code, and California Electrical Code. (Codes as amended by the County of Los Angeles.)
59. The Applicant/Developer shall comply with the latest California Title 24 Energy requirements for all new lighting, insulation, and mechanical equipment and submit calculations at time of initial plan review.
60. The developer and/or contractor shall incorporate and comply with all regulations, policies and standards regarding water, sewer, and storm water.
61. Vesting Tentative Tract Map 82518 approval is contingent upon approval of General Plan Amendment 19-01, Zone Change 19-01, Municipal Code Amendment 19-02, Site Plan and Design Review 19-37 & 19-38, and the related Subsequent Environmental Impact Report.
62. The project shall comply with all the regulations of the Duarte Station Specific Plan, the Duarte Development Code, and the Duarte Municipal Code, including the intent and purpose, permitted uses, development standards, and any other applicable sections.
63. The tentative tract map must comply with the State Subdivision Map Act and Article 5 (Subdivisions) of the Duarte Development Code.

64. All utilities for direct service to the project shall be installed underground and concealed from view, as approved by the Planning Division, with the exception of transformers, which shall be allowed above ground with adequate screening.
65. The developer shall comply with the City's cable installation requirements, per Chapter 16.34 of the Duarte Municipal Code.
66. This project is subject to the requirements of Chapter 6.10 of the Duarte Municipal Code, Diversion and Demolition Waste. Prior to the issuance of any permits, the applicant shall submit a Construction and Demolition Diversion Plan and required security deposit.
67. The Developer shall comply with applicable City noise ordinances. Construction activities, deliveries and haul-off will only be permitted from 7:00 a.m. to 7:00 p.m., Monday through Saturday, excluding Federal holidays. No construction related idling of engines or other disturbances shall occur outside of noted work hours.
68. Prior to issuing permits, any required school fees shall be paid directly to Duarte Unified School District and proof of payment provided to the City. Contact Duarte Unified School District for more information.
69. The applicant shall provide a safe method of adequate vector control prior to clearance and grading.
70. All refuse and debris shall be removed from the property, and the property shall be kept clean and litter free.
71. This project is subject to the Duarte Station Specific Plan Mitigation Monitoring and Reporting Program, and other requirements of the project's Subsequent Environmental Impact Report.
72. The decision of the Planning Commission may be appealed to the City Council within 15 days from the date of this letter. Said appeal must be in writing and filed with the City Clerk's office (DDC 19.144). The written appeal shall include reasons for the appeal.
73. That by acceptance of the approval of the project by the City, the applicant shall defend, indemnify and hold harmless the City of Duarte and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers and employees to challenge, set aside, void or annul the approval of the project or from any other action pertaining to this application or the granting of approval which may be brought within the time period provided for such actions or challenges under applicable law.

RESOLUTION PC 19-11

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF DUARTE RECOMMENDING APPROVAL OF SITE PLAN AND DESIGN REVIEW CASE 2019-37 TO THE CITY COUNCIL, FOR A 344-UNIT, MULTIPLE STORY, APARTMENT BUILDING, STRUCTURED PARKING AND ASSOCIATED SITE IMPROVEMENTS, LOCATED AT 1700 BUSINESS CENTER DRIVE (SPDR 19-37)

WHEREAS, Duarte Partners, LLC is requesting approval to develop 344 dwelling units located within a seven-story building, that surrounds an eight-story parking structure with approximately 580 parking stalls at 1700 Business Center Drive; and

WHEREAS, the proposed residential development is contingent upon the approval of General Plan Amendment 19-01, Zone Change 19-01 (an amendment to the Duarte Station Specific Plan), Municipal Code Amendment 19-02, Tentative Tract Map No. 82518, and associated Subsequent Environmental Impact Report (SEIR); and

WHEREAS, the project site is part of the amended Duarte Station Specific Plan, which provides standards and guidelines for buildings developed in the Plan area; and

WHEREAS, new multiple-family residential construction requires recommendation from the Architectural Review Board to the Planning Commission, and since this project involves entitlements that also require consideration from the City Council, a recommendation from the Planning Commission to City Council is required for complete project approval, pursuant to Section 19.112.030 and Table 7-2 in Section 19.122.030 of the Duarte Development Code; and

WHEREAS, on October 14, 2019, the Architectural Review Board reviewed the plans for the Site Plan and Design Review Case 19-37 and recommended approval to the Planning Commission subject to conditions; and

WHEREAS, notice of a public hearing on Site Plan and Design Review 19-37 was given pursuant to Duarte Development Code Chapter 19.146 and in accordance with applicable State law; and

WHEREAS, the Planning Commission has considered the analysis and recommendation provided in the staff report for Site Plan and Design Review 19-37, and all information, evidence and public testimony received at the public meeting held on October 21, 2019 in the City Council Chambers;

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

SECTION 1. All of the facts set forth in the Recitals of this Resolution are true and correct and incorporated herein by this reference.

SECTION 2. The Planning Commission finds and determines as follows, findings for Site Plan and Design Review, as set forth in DDC Section 19.122.050 (E), as the project is:

1. Consistent with the General Plan and is in compliance with all applicable provisions of the Duarte Development Code and all other City ordinances and regulations;

The project conforms to the goals and objectives on the General Plan by establishing a new subdivision that will accommodate high density housing which will ultimately lead to a range and mix of housing in proximity to complementary uses such as the adjacent Gold Line light rail station and other employment centers in the vicinity. Furthermore, the General plan seeks a flexible mixed-use Transit Oriented Development, which includes a variety of housing types and densities, for the project area. The residential development will comply with all the applicable provisions of the Duarte Station Specific Plan zone.

2. To be constructed on a parcel that is adequate in shape, size, topography, and other circumstances to accommodate the proposed development:

The residential project will be developed on roughly 4.34 acres of flat land, and based on the project design is project site is suitable for accommodating the residential structures, drive aisles, open space and pedestrian walkways. The site is located on Business Center Drive, and adjacent to Highland Avenue, an arterial roadway. Furthermore, the project site is regionally accessible through proximity to the Duarte Gold Line Station and Interstate-210. The project will be designed to provide proper access to residents and emergency personnel, and will be adequately served by utilities.

3. In development project is in compliance with the applicable criteria specified in Subsection 19.122.040(D), and the site is suitable for the proposed development; and

- a. Compatibility. *The proposed project provides for the redevelopment of a site that has long been identified as Duarte's transit village. The project will begin to implement the vision of the Duarte Station Specific Plan, assist the City in meeting its regional housing needs, and provide quality housing options near regional transit and local employment centers. Quality architectural design and a variety of open space areas will enhance the area and surrounding community, and create sense of place around the Gold Line station. The building is designed in a style that adheres to the design guidelines of the Duarte Station Specific Plan zone.*

- b. Architectural Design and Detail. *The project is designed in a contemporary architectural style, which incorporates traditional materials. The structure incorporates articulation in form with changes in the wall planes, and a mixture of colors and materials to help reduce the building's mass. A variety of architectural elements such as varying roof heights, window styles, balcony/canopy projections and recessed balconies help shape the building and create visual interest. The Business Center Drive street elevation has*

increased plate heights, and larger windows at the leasing office to give the building a mixed-use appearance. The building has taken a 360-degree design approach by applying high-quality materials and architectural features to all parts of the building and not just those visible from the public.

c. Landscape, Lighting, Parking, Signs, and Other Design Details.

- *Equipment and Utilities. All new service and utilities will be installed in a manner that screens them from the public right-of-way. New equipment will be installed within attic area or ground-mounted and screened from the public right-of-way. All utilities will be required to be installed underground.*
 - *Fences/Walls. Proposed perimeter fences, walls, retaining walls, and/or gates will require review and approval from the Community Development Department. The Duarte Station Specific Plan requires the construction of decorative metal gates at the entrances to the parking structures and the use of an Operation Program for the operation of the vehicle entry gate into the parking garage.*
 - *Landscaping. New landscape improvements will be required as a condition of approval. The landscape areas will be designed to meet the intent and purpose of Chapter 19.40 (Landscaping) of the Duarte Development code and will include a variety of drought tolerant plants, tree types, and decorative hardscape materials. Landscape and Irrigation plans will be prepared by a licensed landscape architect and will require review and approval by the Planning Division.*
 - *Lighting. Exterior, architectural building-mounted lighting, pedestrian pole lighting, roof-deck lighting and landscape and/or open space lighting is required and shall be incorporated into a comprehensive lighting plan. The lighting plan will require review and approval from the Planning Division to ensure each fixture will be of high quality, decorative form and scaled to compliment the massing of the building and site. Lighting design will be reviewed to also ensure offsite glare is avoided.*
 - *Parking. The project meets the off-street parking requirements by providing 580 parking spaces (1.69 per unit) on seven levels of structured parking. 429 stalls are provided for the mix of unit types. 52 guest parking spaces have also been incorporated. A guest call box is located at the north driveway entrance. Accessible, electric vehicle, and clean air vehicle spaces are provided within the structure. Gated access to the parking structure is provided on the north (primary) and west sides of the building. The 20' westerly driveway (shared access easement) and a 10' wide, heavily landscaped buffer is provided between Building A and adjacent residences.*
4. Designed and arranged to provide adequate consideration to ensure the public health, safety, and general welfare, and to prevent adverse effects on neighboring property.

The surrounding land uses include single-family residential to the northwest and west, industrial uses to the south and northeast, and the Gold Line parking lot to the east. The proposed project is consistent with the adjacent residential property to the west and northwest, and compatible with the other surrounding properties. The characteristics of the project have taken the surrounding uses into consideration regarding the architectural and site design of the project to ensure multiple-family residential development and will not decrease the level of compatibility with the surrounding uses and will not create and adverse effect on public health, safety, and general welfare on neighboring properties. The proposed project has integrated several elements to improve compatibly with the existing uses that surround the project site, such as reducing the building height nearest single-family uses to the west, creating courtyards that reduce building massing and providing additional buffer from residences, and integrating landscaped setbacks around the building.

SECTION 3. Pursuant to Public Resources Code section 21166 and CEQA Guidelines section 15162, no subsequent or supplemental EIR is required to a previously certified EIR unless one of the events listed in section 15162, subdivision (a)(1) occurs. In this circumstance, because the City has concluded that the revised project may have the potential to result in new significant adverse effects not analyzed in the previously approved EIR, a Subsequent Environmental Impact Report (SEIR) has been found to be required. The previous EIR had already comprehensively analyzed all potential impacts relating to the creation of a vibrant, mixed-use “transit village”, which included 475 high density residential units, 250 hotel rooms, 400,000 square feet of office, and 12,000 square feet of commercial uses on 19.08 acres. The City has decided to prepare a SEIR (SCH # 2013041032) to analyze the proposed changes to the land use plan, the mix of uses, and the overall project density that were evaluated in the previous EIR.

The SEIR will analyze the potential environmental impacts that may result from the proposed changes to the Duarte Station Specific Plan project. These issues are: land use, aesthetics, population and housing, traffic, air quality, greenhouse gas emissions and energy, noise, hazards and hazardous materials, hydrology, drainage, and water quality, fire protection, police protection, schools, parks, water, wastewater, and solid waste. The SEIR will evaluate the potentially significant direct, indirect, and cumulative environmental impacts associated with construction and implementation of the proposed project. Mitigation measures will be recommended, where appropriate, to avoid or substantially reduce significant adverse environmental effects of the proposed changes.

In recommending adoption of PC Resolution 19-11 for Site Plan and Design Review 19-37, the Planning Commission finds and determines the project is in compliance with the California Environmental Quality Act (CEQA), and State regulations in Title 14 of the California Code of Regulations (CEQA Guidelines), as stated above, and with the incorporation of a Mitigation and Monitoring Reporting Program (MMRP). The SEIR and MMRP have been prepared for the project and circulated for public review and comment, and which will be considered for certification by the City Council prior to the City Council’s action on the project.

SECTION 4. The Planning Commission approves PC Resolution 19-11, based on the findings listed in Section 2, and the conditions of approval listed in “Exhibit D-1” and

APPROVED, AND ADOPTED by the Planning Commission of the City of Duarte at a regular meeting held on the 21st day of October 2019.

EXHIBIT E
PC Resolution 19-11
Page 5 of 16

PLANNING DIVISION

1. The elevations of the entire building, including interior courtyard elevations, shall be reviewed and approved by the Planning Division prior to permit issuance. Final review shall include approval of the color palette, placement of colors, and all finished building materials, including but not limited to the type, color, and/or placement of all brick, stucco, trims, cornices, among others. All finished building materials incorporated into the building design shall be of high quality and high durability, and shall take into consideration locations that may be more vulnerable to damage or potential maintenance concerns.
2. Additional iron copper (corten-like) ceramic tile elements on Building A, shall be incorporated into all elevations of the project design, subject to Planning Division approval of the final elevations, as further discussed herein.
3. Decorative cornice or other top of wall/roof treatments shall be incorporated into all elevations of the project design, subject to Planning Division approval of the final elevations, as further discussed herein.
4. Window treatments (decorative trim, sills, recessed, projecting, etc.) shall be incorporated into all elevations of the project design, subject to Planning Division approval of final elevations and the window and door plan, as further discussed herein.
5. Portions of the top levels of the parking structures, not wrapped by the apartment portion of the structure, requires additional architectural treatment, and/or color and materials, subject to Planning Division approval of the final elevations, as further discussed herein.
6. All windows and doors, including commercial storefronts, shall require final approval from the Planning Division prior to permit issuance. A separate window and door plan with an accurate window and door schedule shall be provided to the Planning Division for review prior to submitting to Building and Safety plan check. The schedule shall list the window and door types and their locations. The plan shall include all necessary details on the type, color, and material of all proposed windows and doors; sections/detail drawings depicting the use of trims, moldings, mullions, and storefront systems (including kick plates where appropriate).
7. A circulation and roadway improvement plan shall be provided to the City of Duarte for review and shall include improvements to all private and public roadways and sidewalks/pedestrian areas, associated with or impacted by the project. All roadway and pedestrian improvements, including modification to existing roadways and construction of new roadways, shall comply with the Duarte Station Specific Plan, and completed prior to final sign-off/certificate of occupancy.

8. A final approval from the Planning Division and City Engineer shall be required for the project prior to submitting to Building and Safety plan check. The parking structure shall be designed as “Fully Wrapped” and screened by the residential building or other architectural treatments, as approved by the Planning Division, on all levels, including vehicles, light standards, and other equipment located on the roof deck level of the parking garage, as shown on the approved plans by the Planning Commission. Exceptions for screening and/or visibility of solar canopy installations on the roof deck may be allowed.
9. The parking garage shall provide the required number of parking stalls and the required distribution (guest, residential, accessible, EV, etc.) on each level as approved by the Planning Commission. The total quantity of vehicles parked on-site by apartment tenants shall not exceed the total number of spaces provided for tenant parking. Bicycle parking shall be provided, pursuant to California Green Building Code requirements.
10. Provide details on the installation of the electric vehicle charging stations. The placement of the charging stations shall not impede into the minimum required dimensions of parking stalls.
11. A turning radius and template shall be provided to the City Engineer for final review and approval prior to submitting to Building and Safety plan check to ensure adequate circulation is provided throughout the parking structure, including efficient ways for vehicles to maneuver when entering or exiting from public and private roadways.
12. Final design/location of vehicle gates allowing access to the property through the parking garage and through designated emergency vehicle locations shall require final approval from the Planning Division and City Engineer prior to submitting to Building and Safety plan check as part of the parking garage final review. Vehicle gates shall be made of high-quality materials and contain a decorative design. Vehicle gates shall be setback as needed to ensure sufficient vehicular and pedestrian safety and vehicle queuing. A detailed gate plan shall be submitted to the Planning and City Engineer for review prior to submitting to Building and Safety plan check.
13. Pedestrian pole lights, to match those of the Duarte Station Specific Plan area must be incorporated onto all sides of the building, including the paseo.
14. Exterior, architectural building-mounted lighting, pedestrian pole lighting, and landscape and/or open space lighting is required and shall be incorporated into a comprehensive lighting plan, as further discussed below.
15. A lighting plan for the roof-deck level (parking and/or open space) shall be provided to the Planning Division for review and approval in conjunction with the overall exterior lighting plan noted above. Light poles/standards exceeding the height of any building walls, screen walls, and/or parapet walls, on the roof deck for purposes of illuminating the parking areas shall be prohibited. Minimal height bollards, surface-mount fixtures along

the perimeter of the parking deck, or similar shall be used to illuminate the upper level parking area.

16. All exterior lighting shall require final approval from the Planning Division prior to installation and/or issuance of permits. Lighting fixtures shall be of high quality and decorative form and shall be designed to prevent offsite glare. A comprehensive lighting plan shall be provided to the Planning Division for review and shall include cut-section drawings, manufacture brochure, illumination levels/lighting distribution, and any additional information as needed for all proposed wall-mounted lights, street lights, and/or pedestrian lights. Separate review fees for the lighting plan review may apply.
17. A fence and wall plan shall be submitted to the Planning Division for review prior to installation. Fences/gates shall contain a decorative design using a high-quality material such as wrought-iron, weathered steel or decorative metals. All walls shall be constructed to provide security and separation between adjacent properties. Final approval of the location, height, design etc. of all fences and walls shall be required by the Planning Division.
18. Decorative paving materials shall be integrated into driveways, parking areas, and pedestrian walkways shown on Vesting Tentative Tract Map 82518 and as approved by the City Engineer and/or Public Works/Engineering Division.
19. A complete landscape and irrigation plan, prepared by a licensed landscape architect, shall be submitted to the Planning Division for review and approval prior to permit issuance. All landscape areas shall be permanently landscaped and irrigated with a variety of drought-tolerant plants, shrubs, ground cover, large and/or small canopy trees, and decorative hardscape material. All landscaping and irrigation shall comply with Chapter 19.40 (Landscaping) of the Duarte Development Code. Separate review fees shall apply.
20. A final open space plan, prepared by a licensed landscape architect, shall be submitted to the Planning Division for review and approval prior to permit issuance. The open space areas throughout the project shall incorporate a combination of landscape and decorative hardscape materials, site furnishings including fixed and moveable seating, trash receptacles, bike racks, and be designed as usable space for residents and/or the public, where appropriate.
21. Any exterior trash enclosures, ground-level mechanical and utility screening, and similar screening elements shall require final approval from the Planning Division prior to permit issuance. The size of the trash enclosure is subject to modification, based upon future building uses and projected waste demand, in accordance with specifications required through the City's waste hauler and applicable codes. The trash enclosure design shall be in substantial compliance with the architectural style, design elements, and colors/materials, of the primary buildings.

22. A mechanical rooftop screening plan, to ensure mechanical units, ducting, hoods, vents, stacks or other rooftop-mounted equipment is screened by appropriate architectural features; shall require final approval from the Planning Division prior to permit issuance.
23. The Developer/applicant shall prepare Covenants, Codes, & Restrictions (CC&R's) in a form acceptable to the City Attorney. The CC&R's shall provide regulations that include but are not limited to: onsite parking management, guest parking, use of resident garages for parking, outdoor storage, common area/roadway maintenance, trash service, among others. The CC&R's shall include requirements for the establishment of a Homeowners Association or other property ownership group or association that will implement and ensure compliance with the CC&R's. The CC&R's shall be recorded with the County Recorder's Office and proof of recordation shall be provided to the City of Duarte prior to issuance of Certificate of Occupancy. The CC&R's shall not be modified without prior approval from the City.
24. The property owner shall prepare a Residential Parking Management Plan that monitors the number of vehicles owned and maintained by residents to ensure conformance with the parking requirements, addresses the use of guest and leasing parking spaces, future commercial/office spaces and reduces the potential impact of overflow parking. The property owner shall annually report compliance with the parking management plan to the Community Development Department. The management plan shall be provided to the Planning Division for review and approval prior to issuance of Certificate of Occupancy.
25. The property owner/manager shall provide an Operation Program for the operation of the vehicle entry gate into the parking garage. Details on the hours of operation of the gate, management of the gate after hours, and guest gate operations shall be detailed in the operation plan/statement and provided to the Planning Division and Public Works Division for review. The Operation Program shall also include details on the location and use of any proposed loading, waiting, delivery area, and on-street parking. The final design and location of the entry gate, loading zones, waiting zones, and on-street parking shall be reviewed and approved by the City Engineer to ensure adequate and safe vehicle access/circulation is maintained prior to submitting to Building and Safety plan check. Upon approval of the Operation Program by the Planning Division, the operational procedures shall be incorporated by reference as conditions of approval.
26. The property owners shall agree to an easement within, and/or an agreement regarding the landscape paseo/linear park between Building A and B allowing shared access, use, and maintenance. The easement/agreement shall be recorded with the County recorder, a copy of the recorded document shall be provided to the Community Development Department to keep on file prior to prior to recordation of the final map.
27. The landscape paseo/linear park between Building A and B is intended to remain open during and designed to be clearly recognizable as public space, and be publicly accessible from Business Center Drive to future connections to the southerly portion of the Specific Plan area, subject to security or operational concerns, as approved by associated

agreement. The plaza shall be designed to encourage social interaction and year-round use. An agreement between the City and the Property Owner(s) shall be signed, and recorded to the property addressing the specific details related to accessible open space prior to issuance of Certificate of Occupancy. The property owner shall have the ability to post "No Trespassing" or other applicable penal code signs to allow necessary enforcement and/or removal of any activity that may be deemed a public nuisance or jeopardize the health, safety and general welfare of the public. The location of the penal code signs shall be approved by the Planning Division prior to installation.

28. The property owner/management shall prepare a property maintenance plan for continued and regular maintenance of the property related to storefronts, sidewalks, public plaza areas, fabric awnings, etc. The maintenance plan shall be provided to the Community Development Department for review and approval prior to issuance of Certificate of Occupancy. All requirements of the approved maintenance plan shall be incorporated by reference as a condition of approval.
29. The owner(s) shall agree to participate in a business or property owners' association for maintenance responsibilities and operational oversight of the Promenade area along Highland Avenue. The City will participate in the association or district, and will assist in its creation. The intent is that the association or district will be formed either prior to certificate of occupancy issuance or Promenade.
30. Each project agrees to participate and provide financial contribution to a fund designed to design, install and maintain a marquee or other prominent project sign on the roof or upper walls (as to be visible from the 210 Freeway) on one of the subject buildings, or the potential third residential development to the east of the subject property, off-site within the Duarte Station Specific Plan area, or as otherwise approved by the Architectural Review Board. Details on the establishment and prolonged cooperation between property owners, participation details, financial contribution, and maintenance, amongst other related subjects, shall be incorporated into an agreement or other legal document, approved by the Planning Division, and the City Attorney, prior to certificate of occupancy issuance. The final design, type, material, and location of the marquee sign shall require a separate review and approval by the Architectural Review Board.
31. All development project valued over \$1,000,000 shall be subject to a public art fee equal to one quarter of one percent (0.25%) of the total building valuation. In lieu of the public art fee, the project may provide a piece of public art subject to the approval of the City. Public art fees may be used for art pieces, themed project signs, construction of the Highland Promenade, or other similar public amenities focused on creating a sense of place. The public art shall maintain the primary purpose of displaying visual art and shall not be commercial in nature. The art piece shall be designed by a professional artist with experience in public display art pieces and be installed prior to certificate of occupancy issuance. The final design, type, material, and location of the themed art shall require a separate review and approval by the Architectural Review Board.

32. Any maintenance on privately owned roadways and/or drive aisles shall be the responsibility of the Applicant/Developer and the established Homeowners Association.
33. All signs, both residential and commercial, shall require separate review and approval. The property owners shall prepare and submit a Comprehensive Sign Program for the entire property, which may include the potential third residential development to the east of the subject property, to address all allowed sign types on the property and to ensure all signs meet the guidelines of the Duarte Station Specific Plan and the Duarte Development Code. The sign program shall outline the style, material, color, size, and locations of all proposed signs. The Sign Program shall require final approval from the Architectural Review Board. Separate review fees apply.
34. The area identified as “Leasing/Mail” and/or “Secondary Amenity” on the approved plans shall have the ability to be used as rentable office/commercial space without additional parking being provided, subject to review and approval of the Planning Division. Any necessary modifications to convert the leasing office space to office/commercial space shall require a separate review from the Planning Division and Building and Safety Division prior to any changes being made.
35. The storage of bikes, equipment, clothing, or other types of miscellaneous storage on balconies visible from the exterior of the project is prohibited. Restrictions on the balcony storage shall be included in the residential tenant’s lease agreement.
36. Site Plan and Design Review approval is contingent upon approval of General Plan Amendment 19-01, Zone Change 19-01, Municipal Code Amendment 19-01, Vesting Tentative Tract Map 82518, and the related Subsequent Environmental Impact Report.
37. The project shall comply with all the regulations of the Duarte Station Specific Plan, the Duarte Development Code, and the Duarte Municipal Code, including the intent and purpose, permitted uses, development standards, and any other applicable sections.
38. Any revisions to the site plan, elevations, colors, and materials in addition to those listed as conditions of approval, shall be reviewed and approved by the Planning Division prior to installation; substantial changes may require review and approval from the Architectural Review Board.
39. Mechanical equipment and related ducts, vents and other apparatus, including HVAC, shall be screened from public view and must be located inside the structure, attic, or ground mounted. Vents, pipes, caps, hoods, and other roof penetrations that must be installed on the roof shall be painted or finished to match the roof color. Ground mounted equipment shall be shielded from public view by landscaping and/or screen walls, subject to approval from the Planning Division.

40. All utilities for direct service to the project shall be installed underground and concealed from view, as approved by the Planning Division, with the exception of transformers, which shall be allowed above ground with adequate screening.
41. A final inspection shall be made by the Planning Division prior to final of any building permits to ensure that all conditions have been met.

PUBLIC WORKS DIVISION

42. The following shall be prepared by a professional registered engineer and submitted to the Engineering/Public Works Division for review:
 - LID Plan. A Low Impact Development (LID) Plan shall be submitted to the Engineering/Public Works Division for review. The LID plan shall provide a comprehensive and technical discussion of how the proposed project will comply with the City's stormwater program requirements. LID Guidance and implementation can be obtained from Los Angeles County Public Works LID Standards Manual. Contact the Duarte Public Works Division for more information. The LID plan shall be approved prior issuance of grading permits.
 - Civil Plans. Two sets of complete Civil plans shall be submitted to the Engineering/Public Works Division for review, accurately showing all existing public improvements near the subject development (i.e., street lights, signs, utility vaults and boxes, bus stops, street trees, catch basins, etc.) and shall clearly indicating any proposed modifications to the existing public improvements. Such proposed modifications to the public improvements shall require approval from the City Engineer and Community Development Director prior to issuance of any building permit and/or grading permit.
 - Soils/Geology report and Hydrology Study.
 - A detailed grading and drainage plan, including all supporting information and design criteria. The grading and drainage plan shall be approved by the City Engineer prior to the issuance of a grading permit.
 - A detailed utility plan.
43. The developer/contractor and all representatives shall comply with the National Pollution Discharge Elimination System (NPDES) Permit No. CAS004001, Order No. R4-2012-075, and amendments, issued by the California Regional Water Quality Control Board, Los Angeles Region. Construction activities that disturb one acre or more are regulated under the NPDES stormwater program. Operators of regulated construction sites are required to develop and implement a Stormwater Pollution Prevention Plan (SWPPP) and to obtain a Construction General Permit (NOI) from the State Water Resources Control Board to discharge stormwater. A copy of the permit shall be provided to the Public Works Division to keep on file and ensure compliance.
44. All utility facilities within the public right of way including but not limited to conduit, cable, cabinets, control boxes, etc. shall be placed underground with any access panels flush with

the ground surface. If there is physical constraints restricting the placement of utility facilities underground, the developer shall provide clear engineering reasons why above ground facilities cannot be installed with underground vaults/handholes. Additionally, all utility services stubbed to the site that will not be used to serve the development shall be properly abandoned.

45. The property owner/developer shall replace the sidewalk adjacent to the project site on Business Center Drive for the full extent of project site boundaries, including the curb and gutter as needed, including any damages as a result of construction. The sidewalks shall be constructed of concrete. Contact the Public Works Division for details on the specific concrete color.
46. Street trees are required along Business Center Drive, or as otherwise approved by the Planning Division. All trees within the City right-of-way shall be consistent with the City's tree well design, as noted in the design guidelines of the Duarte Station Specific Plan, and be approved through a complete landscape and irrigation plan, submitted to the Planning Division for review and approval prior to permit issuance. Street trees and tree wells shall require a right of way permit from the Public Works Division prior to installation.
47. The property owner/developer shall construct new driveway approaches on Business Center Drive according to City standards for parking garage access, emergency vehicle access, and shared access along the west side of the property. Decorative stamped concrete shall be installed behind the approach. The driveway approach and ramps shall be approved by the City Engineer prior to construction and shall require the issuance of a public right-of-way permit. The approach and driveway shall be designed to ensure the safety of vehicles entering and exiting the parking garage, as well as pedestrians crossing the driveway.
48. The property owner shall obtain an encroachment permit from the Public Works Division for any encroachments into and/or over the public right of way, including canopies, awnings, balconies, etc. A plan showing all proposed encroachments, including height/clearance and the distance of the encroachment, shall be provided to the Public Works Division for approval prior to issuance of building permits.
49. All trenching/potholing/street cuts shall be fixed permanently within five (5) working days following the completion and acceptance of the backfill. Temporary asphalt concrete is required immediately following completion of the backfill. If plates are necessary, they shall be placed flush to the road surface and tack welded together if two or more plates are used. If plates are necessary, then under no circumstance shall a trench remain plated longer than 48 hours, unless a longer term is approved by the Public Works Manager.
50. Connector Pipe Units shall be installed in all catch basins along the project site. All installations shall be inspected/verified by the Public Works Division prior to issuance of Certificate of Occupancy.

51. Traffic control work (delineation and signage) shall comply with the California Manual on Uniform Traffic Control Devices. A traffic control plan shall be submitted to the Public Works Division for review and approved prior to beginning construction and/or grading.
52. Vehicular access to public streets and residential driveways shall remain unobstructed during the construction period.
53. The contractor shall abandon all utility services stubbed to the site or mainline which will not be used to serve this development, as approved by the City Engineer.
54. Subsequent to utility installation in the public right of way and if the street pavement is significantly cut due to the nature of the project, the City will require the entire street width/length to be sealed, as determined by the City Engineer.
55. The developer and/or contractor is responsible for implementing the following Best Management Practices (BMPs). These, as well as any other applicable measure shall be included in the SWPPP and implemented as approved by the City Engineer:
 - Install filter materials (such as sandbags, filter fabric, etc.) at the storm drain inlet nearest the downstream side of the project site in order to retain any debris or dirt flowing in the storm drain system. Maintain and/or replace filter materials to ensure effectiveness and to prevent street flooding.
 - Ensure that concrete supply trucks or concrete/plaster operations do not discharge wash water into street, gutters, or storm drains.
 - Concrete wash area: Locate wash out areas away from the storm drains and open ditches, construct a temporary pit large enough to store the liquid and solid waste, clean pit by allowing concrete to set, breaking up the concrete, then recycling or disposing of properly.
56. Security Bonds shall be submitted prior to the issuance of the grading permit.
57. Prior to exoneration of any security for the project that may include existing survey monuments disturbed through construction activities and deemed necessary for preservation by the City Engineer, the applicant shall file a Corner of Record or Record of Survey with the County Surveyor to establish existing survey control points as defined in Section 8711 (b) of the California Professional Land Surveyors Act.
58. Paint curbs along roadway to meet the requirements of the City of Duarte, Fire Department or other regulatory agencies related to no or restricted parking, as per approved plans.
59. Prior to final approval of completed grading, landscaping, or any public improvements, the developer/applicant/contractor shall provide digital (PDF) for all drawings of each plan and AutoCAD files for public improvements only to the Public Works Division. The Permit Number and the words "RECORD DRAWING" shall appear on each plan sheets.

60. The developer and/or contractor shall incorporate and comply with all regulations, policies and standards regarding water, sewer, and storm water.
61. Sewer connection fees shall be paid directly to the Los Angeles County Sanitation District. Proof of payment shall be provided prior to issuance of the grading permit.

GENERAL

62. This project is subject to the requirements of Chapter 6.10 of the Duarte Municipal Code, Diversion and Demolition Waste. Prior to the issuance of any permits, the applicant shall submit a Construction and Demolition Diversion Plan and required security deposit.
63. This project is subject to the Duarte Station Specific Plan Mitigation Monitoring and Reporting Program, and other requirements of the project's Subsequent Environmental Impact Report.
64. The property owner shall contact the City's waste disposal company, Burrtec Waste, to incorporate recycling and disposal systems, and create a sufficient disposal schedule that will ensure waste generated by the residents is hauled off site in a timely manner.
65. Plans and all required plan check fees shall be submitted to the Community Development Department for Building & Safety plan check prior to construction. Approval from Building & Safety shall be obtained prior to the issuance of permits. Construction drawings, including the site plan, elevations, and colors shall be consistent and in substantial compliance with the conceptual approval and any required conditions of the Planning Commission.
66. Any and all correction notice(s) generated through the plan check and/or inspection process is/are hereby incorporated by reference as conditions of approval and shall be fully complied with by the owner, applicant, and all agents thereof.
67. Building permits for this project must be issued within one-year from the date of approval from the Planning Commission or the application and approval shall expire.
68. Prior to issuing permits, any required school fees shall be paid directly to Duarte Unified School District and proof of payment provided to the City. Contact Duarte Unified School District for more information.
69. The Developer shall comply with applicable City noise ordinances. Construction activities, deliveries and haul-off will only be permitted from 7:00 a.m. to 7:00 p.m., Monday through Saturday, excluding Federal holidays. No construction related idling of engines or other disturbances shall occur outside of noted work hours.

70. The applicant shall provide a safe method of adequate vector control prior to clearance and grading.
71. All refuse and debris shall be removed from the property, and the property shall be kept clean and litter free.
72. The decision of the Planning Commission may be appealed to the City Council within 15 days from the date of this letter. Said appeal must be in writing and filed with the City Clerk's office (DDC 19.144). The written appeal shall include reasons for the appeal.
73. That by acceptance of the approval of the project by the City, the applicant shall defend, indemnify and hold harmless the City of Duarte and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers and employees to challenge, set aside, void or annul the approval of the project or from any other action pertaining to this application or the granting of approval which may be brought within the time period provided for such actions or challenges under applicable law.

RESOLUTION PC 19-12

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF DUARTE RECOMMENDING APPROVAL OF SITE PLAN AND DESIGN REVIEW CASE 2019-38 TO THE CITY COUNCIL, FOR A 275-UNIT, MULTIPLE STORY, APARTMENT BUILDING, STRUCTURED PARKING AND ASSOCIATED SITE IMPROVEMENTS, LOCATED AT 1750 BUSINESS CENTER DRIVE (SPDR 19-38)

WHEREAS, Duarte Partners, LLC is requesting approval to develop 275 dwelling units located within a six-story building, that wraps around a seven-story parking structure with approximately 428 parking stalls at 1750 Business Center Drive; and

WHEREAS, the proposed residential development is contingent upon the approval of General Plan Amendment 19-01, Zone Change 19-01 (an amendment to the Duarte Station Specific Plan), Municipal Code Amendment 19-02, Tentative Tract Map No. 82518, and associated Subsequent Environmental Impact Report (SEIR); and

WHEREAS, the project site is part of the amended Duarte Station Specific Plan, which provides standards and guidelines for buildings developed in the Plan area; and

WHEREAS, new multiple-family residential construction requires recommendation from the Architectural Review Board to the Planning Commission, and since this project involves entitlements that also require consideration from the City Council, a recommendation from the Planning Commission to City Council is required for complete project approval, pursuant to Section 19.112.030 and Table 7-2 in Section 19.122.030 of the Duarte Development Code; and

WHEREAS, on October 14, 2019, the Architectural Review Board reviewed the plans for the Site Plan and Design Review Case 19-38 and recommended approval to the Planning Commission subject to conditions; and

WHEREAS, notice of a public hearing on Site Plan and Design Review 19-38 was given pursuant to Duarte Development Code Chapter 19.146 and in accordance with applicable State law; and

WHEREAS, the Planning Commission has considered the analysis and recommendation provided in the staff report for Site Plan and Design Review 19-38, and all information, evidence and public testimony received at the public meeting held on October 21, 2019 in the City Council Chambers;

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

SECTION 1. All of the facts set forth in the Recitals of this Resolution are true and correct and incorporated herein by this reference.

SECTION 2. The Planning Commission finds and determines as follows, findings for Site Plan and Design Review, as set forth in DDC Section 19.122.050 (E), as the project is:

1. Consistent with the General Plan and is in compliance with all applicable provisions of the Duarte Development Code and all other City ordinances and regulations;

The project conforms to the goals and objectives on the General Plan by establishing a new subdivision that will accommodate high density housing which will ultimately lead to a range and mix of housing in proximity to complementary uses such as the adjacent Gold Line light rail station and other employment centers in the vicinity. Furthermore, the General plan seeks a flexible mixed-use Transit Oriented Development, which includes a variety of housing types and densities, for the project area. The residential development will comply with all the applicable provisions of the Duarte Station Specific Plan zone.

2. To be constructed on a parcel that is adequate in shape, size, topography, and other circumstances to accommodate the proposed development:

The residential project will be developed on roughly 3.41 acres of flat land, and based on the project design is project site is suitable for accommodating the residential structures, drive aisles, open space and pedestrian walkways. The site is located on Business Center Drive, and adjacent to Highland Avenue, an arterial roadway. Furthermore, the project site is regionally accessible through proximity to the Duarte Gold Line Station and Interstate-210. The project will be designed to provide proper access to residents and emergency personnel, and will be adequately served by utilities.

3. In development project is in compliance with the applicable criteria specified in Subsection 19.122.040(D), and the site is suitable for the proposed development; and

- a. Compatibility. *The proposed project provides for the redevelopment of a site that has long been identified as Duarte's transit village. The project will begin to implement the vision of the Duarte Station Specific Plan, assist the City in meeting its regional housing needs, and provide quality housing options near regional transit and local employment centers. Quality architectural design and a variety of open space areas will enhance the area and surrounding community, and create sense of place around the Gold Line station. The building is designed in a style that adheres to the design guidelines of the Duarte Station Specific Plan zone.*

- b. Architectural Design and Detail. *The project is designed in a contemporary architectural style, which incorporates traditional materials. The structure incorporates articulation in form with changes in the wall planes, and a mixture of colors and materials to help reduce the building's mass. A variety of architectural elements such as varying roof heights, window styles, balcony/canopy projections and recessed balconies help shape*

the building and create visual interest. The Business Center Drive street elevation has increased plate heights, and larger windows at the leasing office to give the building a mixed-use appearance. The building has taken a 360-degree design approach by applying high-quality materials and architectural features to all parts of the building and not just those visible from the public.

c. Landscape, Lighting, Parking, Signs, and Other Design Details.

- *Equipment and Utilities. All new service and utilities will be installed in a manner that screens them from the public right-of-way. New equipment will be installed within attic area or ground-mounted and screened from the public right-of-way. All utilities will be required to be installed underground.*
- *Fences/Walls. Proposed perimeter fences, walls, retaining walls, and/or gates will require review and approval from the Community Development Department. The Duarte Station Specific Plan requires the construction of decorative metal gates at the entrances to the parking structures and the use of an Operation Program for the operation of the vehicle entry gate into the parking garage.*
- *Landscaping. New landscape improvements will be required as a condition of approval. The landscape areas will be designed to meet the intent and purpose of Chapter 19.40 (Landscaping) of the Duarte Development code and will include a variety of drought tolerant plants, tree types, and decorative hardscape materials. Landscape and Irrigation plans will be prepared by a licensed landscape architect and will require review and approval by the Planning Division.*
- *Lighting. Exterior, architectural building-mounted lighting, pedestrian pole lighting, roof-deck lighting and landscape and/or open space lighting is required and shall be incorporated into a comprehensive lighting plan. The lighting plan will require review and approval from the Planning Division to ensure each fixture will be of high quality, decorative form and scaled to compliment the massing of the building and site. Lighting design will be reviewed to also ensure offsite glare is avoided.*
- *Parking. The project meets the off-street parking requirements by providing 420 parking spaces (1.53 per unit) provided on seven levels of structured parking. 374 stalls are provided for the mix of unit types. 41 guest parking spaces have also been incorporated. A guest call box is included within a widened portion of the easterly driveway. Accessible, electric vehicle, and clean air vehicle spaces are provided within the structure. Gated access to the parking structure is provided on the east side of the building. The east side access driveway separates the project from the Metro parking lot and the future plan for this area as a residential project.*

4. Designed and arranged to provide adequate consideration to ensure the public health, safety, and general welfare, and to prevent adverse effects on neighboring property.

The surrounding land uses include single-family residential to the northwest and west, industrial uses to the south and northeast, and the Gold Line parking lot to the east. The proposed project is consistent with the adjacent residential property to the west and northwest, and compatible with the other surrounding properties. The characteristics of the project have taken the surrounding uses into consideration regarding the architectural and site design of the project to ensure multiple-family residential development and will not decrease the level of compatibility with the surrounding uses and will not create and adverse effect on public health, safety, and general welfare on neighboring properties. The proposed project has integrated several elements to improve compatibly with the existing uses that surround the project site, such as creating courtyards that reduce building massing and providing additional buffer from residences, and integrating landscaped setbacks around the building.

SECTION 3. Pursuant to Public Resources Code section 21166 and CEQA Guidelines section 15162, no subsequent or supplemental EIR is required to a previously certified EIR unless one of the events listed in section 15162, subdivision (a)(1) occurs. In this circumstance, because the City has concluded that the revised project may have the potential to result in new significant adverse effects not analyzed in the previously approved EIR, a Subsequent Environmental Impact Report (SEIR) has been found to be required. The previous EIR had already comprehensively analyzed all potential impacts relating to the creation of a vibrant, mixed-use “transit village”, which included 475 high density residential units, 250 hotel rooms, 400,000 square feet of office, and 12,000 square feet of commercial uses on 19.08 acres. The City has decided to prepare a SEIR (SCH # 2013041032) to analyze the proposed changes to the land use plan, the mix of uses, and the overall project density that were evaluated in the previous EIR.

The SEIR will analyze the potential environmental impacts that may result from the proposed changes to the Duarte Station Specific Plan project. These issues are: land use, aesthetics, population and housing, traffic, air quality, greenhouse gas emissions and energy, noise, hazards and hazardous materials, hydrology, drainage, and water quality, fire protection, police protection, schools, parks, water, wastewater, and solid waste. The SEIR will evaluate the potentially significant direct, indirect, and cumulative environmental impacts associated with construction and implementation of the proposed project. Mitigation measures will be recommended, where appropriate, to avoid or substantially reduce significant adverse environmental effects of the proposed changes.

In recommending adoption of PC Resolution 19-12 for Site Plan and Design Review 19-38, the Planning Commission finds and determines the project is in compliance with the California Environmental Quality Act (CEQA), and State regulations in Title 14 of the California Code of Regulations (CEQA Guidelines), as stated above, and with the incorporation of a Mitigation and Monitoring Reporting Program (MMRP). The SEIR and MMRP have been prepared for the

EXHIBIT F
PC Resolution 19-12
Page 5 of 16

EXHIBIT E-1
CONDITIONS OF APPROVAL
Site Plan and Design Review 19-38

PLANNING DIVISION

1. The elevations of the entire building, including interior courtyard elevations, shall be reviewed and approved by the Planning Division prior to permit issuance. Final review shall include approval of the color palette, placement of colors, and all finished building materials, including but not limited to the type, color, and/or placement of all brick, stucco, trims, cornices, among others. All finished building materials incorporated into the building design shall be of high quality and high durability, and shall take into consideration locations that may be more vulnerable to damage or potential maintenance concerns.
2. Additional iron copper (corten-like) ceramic tile elements on Building A, shall be incorporated into all elevations of the project design, subject to Planning Division approval of the final elevations, as further discussed herein.
3. Decorative cornice or other top of wall/roof treatments shall be incorporated into all elevations of the project design, subject to Planning Division approval of the final elevations, as further discussed herein.
4. Window treatments (decorative trim, sills, recessed, projecting, etc.) shall be incorporated into all elevations of the project design, subject to Planning Division approval of final elevations and the window and door plan, as further discussed herein.
5. Portions of the top levels of the parking structures, not wrapped by the apartment portion of the structure, requires additional architectural treatment, and/or color and materials, subject to Planning Division approval of the final elevations, as further discussed herein.
6. All windows and doors, including commercial storefronts, shall require final approval from the Planning Division prior to permit issuance. A separate window and door plan with an accurate window and door schedule shall be provided to the Planning Division for review prior to submitting to Building and Safety plan check. The schedule shall list the window and door types and their locations. The plan shall include all necessary details on the type, color, and material of all proposed windows and doors; sections/detail drawings depicting the use of trims, moldings, mullions, and storefront systems (including kick plates where appropriate).

7. A circulation and roadway improvement plan shall be provided to the City of Duarte for review and shall include improvements to all private and public roadways and sidewalks/pedestrian areas, associated with or impacted by the project. All roadway and pedestrian improvements, including modification to existing roadways and construction of new roadways, shall comply with the Duarte Station Specific Plan, and completed prior to final sign-off/certificate of occupancy.
8. A final approval from the Planning Division and City Engineer shall be required for the project prior to submitting to Building and Safety plan check. The parking structure shall be designed as "Fully Wrapped" and screened by the residential building or other architectural treatments, as approved by the Planning Division, on all levels, including vehicles, light standards, and other equipment located on the roof deck level of the parking garage, as shown on the approved plans by the Planning Commission. Exceptions for screening and/or visibility of solar canopy installations on the roof deck may be allowed.
9. The parking garage shall provide the required number of parking stalls and the required distribution (guest, residential, accessible, EV, etc.) on each level as approved by the Planning Commission. The total quantity of vehicles parked on-site by apartment tenants shall not exceed the total number of spaces provided for tenant parking. Bicycle parking shall be provided, pursuant to California Green Building Code requirements.
10. Provide details on the installation of the electric vehicle charging stations. The placement of the charging stations shall not impede into the minimum required dimensions of parking stalls.
11. A turning radius and template shall be provided to the City Engineer for final review and approval prior to submitting to Building and Safety plan check to ensure adequate circulation is provided throughout the parking structure, including efficient ways for vehicles to maneuver when entering or exiting from public and private roadways.
12. Final design/location of vehicle gates allowing access to the property through the parking garage and through designated emergency vehicle locations shall require final approval from the Planning Division and City Engineer prior to submitting to Building and Safety plan check as part of the parking garage final review. Vehicle gates shall be made of high-quality materials and contain a decorative design. Vehicle gates shall be setback as needed to ensure sufficient vehicular and pedestrian safety and vehicle queuing. A detailed gate plan shall be submitted to the Planning and City Engineer for review prior to submitting to Building and Safety plan check.
13. Pedestrian pole lights, to match those of the Duarte Station Specific Plan area must be incorporated onto all sides of the building, including the paseo.

14. Exterior, architectural building-mounted lighting, pedestrian pole lighting, and landscape and/or open space lighting is required and shall be incorporated into a comprehensive lighting plan, as further discussed below.
15. A lighting plan for the roof-deck level (parking and/or open space) shall be provided to the Planning Division for review and approval in conjunction with the overall exterior lighting plan noted above. Light poles/standards exceeding the height of any building walls, screen walls, and/or parapet walls, on the roof deck for purposes of illuminating the parking areas shall be prohibited. Minimal height bollards, surface-mount fixtures along the perimeter of the parking deck, or similar shall be used to illuminate the upper level parking area.
16. All exterior lighting shall require final approval from the Planning Division prior to installation and/or issuance of permits. Lighting fixtures shall be of high quality and decorative form and shall be designed to prevent offsite glare. A comprehensive lighting plan shall be provided to the Planning Division for review and shall include cut-section drawings, manufacture brochure, illumination levels/lighting distribution, and any additional information as needed for all proposed wall-mounted lights, street lights, and/or pedestrian lights. Separate review fees for the lighting plan review may apply.
17. A fence and wall plan shall be submitted to the Planning Division for review prior to installation. Fences/gates shall contain a decorative design using a high-quality material such as wrought-iron, weathered steel or decorative metals. All walls shall be constructed to provide security and separation between adjacent properties. Final approval of the location, height, design etc. of all fences and walls shall be required by the Planning Division.
18. Decorative paving materials shall be integrated into driveways, parking areas, and pedestrian walkways shown on Vesting Tentative Tract Map 82518 and as approved by the City Engineer and/or Public Works/Engineering Division.
19. A complete landscape and irrigation plan, prepared by a licensed landscape architect, shall be submitted to the Planning Division for review and approval prior to permit issuance. All landscape areas shall be permanently landscaped and irrigated with a variety of drought-tolerant plants, shrubs, ground cover, large and/or small canopy trees, and decorative hardscape material. All landscaping and irrigation shall comply with Chapter 19.40 (Landscaping) of the Duarte Development Code. Separate review fees shall apply.
20. A final open space plan, prepared by a licensed landscape architect, shall be submitted to the Planning Division for review and approval prior to permit issuance. The open space areas throughout the project shall incorporate a combination of landscape and decorative hardscape materials, site furnishings including fixed and moveable seating, trash receptacles, bike racks, and be designed as usable space for residents and/or the public, where appropriate.

21. Any exterior trash enclosures, ground-level mechanical and utility screening, and similar screening elements shall require final approval from the Planning Division prior to permit issuance. The size of the trash enclosure is subject to modification, based upon future building uses and projected waste demand, in accordance with specifications required through the City's waste hauler and applicable codes. The trash enclosure design shall be in substantial compliance with the architectural style, design elements, and colors/materials, of the primary buildings.
22. A mechanical rooftop screening plan, to ensure mechanical units, ducting, hoods, vents, stacks or other rooftop-mounted equipment is screened by appropriate architectural features; shall require final approval from the Planning Division prior to permit issuance.
23. The Developer/applicant shall prepare Covenants, Codes, & Restrictions (CC&R's) in a form acceptable to the City Attorney. The CC&R's shall provide regulations that include but are not limited to: onsite parking management, guest parking, use of resident garages for parking, outdoor storage, common area/roadway maintenance, trash service, among others. The CC&R's shall include requirements for the establishment of a Homeowners Association or other property ownership group or association that will implement and ensure compliance with the CC&R's. The CC&R's shall be recorded with the County Recorder's Office and proof of recordation shall be provided to the City of Duarte prior to issuance of Certificate of Occupancy. The CC&R's shall not be modified without prior approval from the City.
24. The property owner shall prepare a Residential Parking Management Plan that monitors the number of vehicles owned and maintained by residents to ensure conformance with the parking requirements, addresses the use of guest and leasing parking spaces, future commercial/office spaces and reduces the potential impact of overflow parking. The property owner shall annually report compliance with the parking management plan to the Community Development Department. The management plan shall be provided to the Planning Division for review and approval prior to issuance of Certificate of Occupancy.
25. The property owner/manager shall provide an Operation Program for the operation of the vehicle entry gate into the parking garage. Details on the hours of operation of the gate, management of the gate after hours, and guest gate operations shall be detailed in the operation plan/statement and provided to the Planning Division and Public Works Division for review. The Operation Program shall also include details on the location and use of any proposed loading, waiting, delivery area, and on-street parking. The final design and location of the entry gate, loading zones, waiting zones, and on-street parking shall be reviewed and approved by the City Engineer to ensure adequate and safe vehicle access/circulation is maintained prior to submitting to Building and Safety plan check. Upon approval of the Operation Program by the Planning Division, the operational procedures shall be incorporated by reference as conditions of approval.

26. The property owners shall agree to an easement within, and/or an agreement regarding the landscape paseo/linear park between Building A and B allowing shared access, use, and maintenance. The easement/agreement shall be recorded with the County recorder, a copy of the recorded document shall be provided to the Community Development Department to keep on file prior to prior to recordation of the final map.
27. The landscape paseo/linear park between Building A and B is intended to remain open during and designed to be clearly recognizable as public space, and be publicly accessible from Business Center Drive to future connections to the southerly portion of the Specific Plan area, subject to security or operational concerns, as approved by associated agreement. The plaza shall be designed to encourage social interaction and year-round use. An agreement between the City and the Property Owner(s) shall be signed, and recorded to the property addressing the specific details related to accessible open space prior to issuance of Certificate of Occupancy. The property owner shall have the ability to post "No Trespassing" or other applicable penal code signs to allow necessary enforcement and/or removal of any activity that may deemed a public nuisance or jeopardize the health, safety and general welfare of the public. The location of the penal code signs shall be approved by the Planning Division prior to prior to installation.
28. The property owner/management shall prepare a property maintenance plan for continued and regular maintenance of the property related to storefronts, sidewalks, public plaza areas, fabric awnings, etc. The maintenance plan shall be provided to the Community Development Department for review and approval prior to issuance of Certificate of Occupancy. All requirements of the approved maintenance plan shall be incorporated by reference as a condition of approval.
29. The owner(s) shall agree to participate in a business or property owners' association for maintenance responsibilities and operational oversight of the Promenade area along Highland Avenue. The City will participate in the association or district, and will assist in its creation. The intent is that the association or district will be formed either prior to certificate of occupancy issuance or Promenade.
30. Each project agrees to participate and provide financial contribution to a fund designed to design, install and maintain a marquee or other prominent project sign on the roof or upper walls (as to be visible from the 210 Freeway) on one of the subject buildings, or the potential third residential development to the east of the subject property, off-site within the Duarte Station Specific Plan area, or as otherwise approved by the Architectural Review Board. Details on the establishment and prolonged cooperation between property owners, participation details, financial contribution, and maintenance, amongst other related subjects, shall be incorporated into an agreement or other legal document, approved by the Planning Division, and the City Attorney, prior to certificate of occupancy issuance. The final design, type, material, and location of the marquee sign shall require a separate review and approval by the Architectural Review Board.

31. All development project valued over \$1,000,000 shall be subject to a public art fee equal to one quarter of one percent (0.25%) of the total building valuation. In lieu of the public art fee, the project may provide a piece of public art subject to the approval of the City. Public art fees may be used for art pieces, themed project signs, construction of the Highland Promenade, or other similar public amenities focused on creating a sense of place. The public art shall maintain the primary purpose of displaying visual art and shall not be commercial in nature. The art piece shall be designed by a professional artist with experience in public display art pieces and be installed prior to certificate of occupancy issuance. The final design, type, material, and location of the themed art shall require a separate review and approval by the Architectural Review Board.
32. Any maintenance on privately owned roadways and/or drive aisles shall be the responsibility of the Applicant/Developer and the established Homeowners Association.
33. All signs, both residential and commercial, shall require separate review and approval. The property owners shall prepare and submit a Comprehensive Sign Program for the entire property, which may include the potential third residential development to the east of the subject property, to address all allowed sign types on the property and to ensure all signs meet the guidelines of the Duarte Station Specific Plan and the Duarte Development Code. The sign program shall outline the style, material, color, size, and locations of all proposed signs. The Sign Program shall require final approval from the Architectural Review Board. Separate review fees apply.
34. The area identified as “Leasing/Mail” and/or “Secondary Amenity” on the approved plans shall have the ability to be used as rentable office/commercial space without additional parking being provided, subject to review and approval of the Planning Division. Any necessary modifications to convert the leasing office space to office/commercial space shall require a separate review from the Planning Division and Building and Safety Division prior to any changes being made.
35. The storage of bikes, equipment, clothing, or other types of miscellaneous storage on balconies visible from the exterior of the project is prohibited. Restrictions on the balcony storage shall be included in the residential tenant’s lease agreement.
36. Site Plan and Design Review approval is contingent upon approval of General Plan Amendment 19-01, Zone Change 19-01, Municipal Code Amendment 19-01, Vesting Tentative Tract Map 82518, and the related Subsequent Environmental Impact Report.
37. The project shall comply with all the regulations of the Duarte Station Specific Plan, the Duarte Development Code, and the Duarte Municipal Code, including the intent and purpose, permitted uses, development standards, and any other applicable sections.
38. Any revisions to the site plan, elevations, colors, and materials in addition to those listed as conditions of approval, shall be reviewed and approved by the Planning Division prior to

installation; substantial changes may require review and approval from the Architectural Review Board.

39. Mechanical equipment and related ducts, vents and other apparatus, including HVAC, shall be screened from public view and must be located inside the structure, attic, or ground mounted. Vents, pipes, caps, hoods, and other roof penetrations that must be installed on the roof shall be painted or finished to match the roof color. Ground mounted equipment shall be shielded from public view by landscaping and/or screen walls, subject to approval from the Planning Division.
40. All utilities for direct service to the project shall be installed underground and concealed from view, as approved by the Planning Division, with the exception of transformers, which shall be allowed above ground with adequate screening.
41. A final inspection shall be made by the Planning Division prior to final of any building permits to ensure that all conditions have been met.

PUBLIC WORKS DIVISION

42. The following shall be prepared by a professional registered engineer and submitted to the Engineering/Public Works Division for review:
 - LID Plan. A Low Impact Development (LID) Plan shall be submitted to the Engineering/Public Works Division for review. The LID plan shall provide a comprehensive and technical discussion of how the proposed project will comply with the City's stormwater program requirements. LID Guidance and implementation can be obtained from Los Angeles County Public Works LID Standards Manual. Contact the Duarte Public Works Division for more information. The LID plan shall be approved prior issuance of grading permits.
 - Civil Plans. Two sets of complete Civil plans shall be submitted to the Engineering/Public Works Division for review, accurately showing all existing public improvements near the subject development (i.e., street lights, signs, utility vaults and boxes, bus stops, street trees, catch basins, etc.) and shall clearly indicating any proposed modifications to the existing public improvements. Such proposed modifications to the public improvements shall require approval from the City Engineer and Community Development Director prior to issuance of any building permit and/or grading permit.
 - Soils/Geology report and Hydrology Study.
 - A detailed grading and drainage plan, including all supporting information and design criteria. The grading and drainage plan shall be approved by the City Engineer prior to the issuance of a grading permit.
 - A detailed utility plan.

43. The developer/contractor and all representatives shall comply with the National Pollution Discharge Elimination System (NPDES) Permit No. CAS004001, Order No. R4-2012-075, and amendments, issued by the California Regional Water Quality Control Board, Los Angeles Region. Construction activities that disturb one acre or more are regulated under the NPDES stormwater program. Operators of regulated construction sites are required to develop and implement a Stormwater Pollution Prevention Plan (SWPPP) and to obtain a Construction General Permit (NOI) from the State Water Resources Control Board to discharge stormwater. A copy of the permit shall be provided to the Public Works Division to keep on file and ensure compliance.
44. All utility facilities within the public right of way including but not limited to conduit, cable, cabinets, control boxes, etc. shall be placed underground with any access panels flush with the ground surface. If there is physical constraints restricting the placement of utility facilities underground, the developer shall provide clear engineering reasons why above ground facilities cannot be installed with underground vaults/handholes. Additionally, all utility services stubbed to the site that will not be used to serve the development shall be properly abandoned.
45. The property owner/developer shall replace the sidewalk adjacent to the project site on Business Center Drive for the full extent of project site boundaries, including the curb and gutter as needed, including any damages as a result of construction. The sidewalks shall be constructed of concrete. Contact the Public Works Division for details on the specific concrete color.
46. Street trees are required along Business Center Drive, or as otherwise approved by the Planning Division. All trees within the City right-of-way shall be consistent with the City's tree well design, as noted in the design guidelines of the Duarte Station Specific Plan, and be approved through a complete landscape and irrigation plan, submitted to the Planning Division for review and approval prior to permit issuance. Street trees and tree wells shall require a right of way permit from the Public Works Division prior to installation.
47. The property owner/developer shall construct new driveway approaches on Business Center Drive according to City standards for parking garage access, emergency vehicle access, and shared access along the west side of the property. Decorative stamped concrete shall be installed behind the approach. The driveway approach and ramps shall be approved by the City Engineer prior to construction and shall require the issuance of a public right-of-way permit. The approach and driveway shall be designed to ensure the safety of vehicles entering and exiting the parking garage, as well as pedestrians crossing the driveway.
48. The property owner shall obtain an encroachment permit from the Public Works Division for any encroachments into and/or over the public right of way, including canopies, awnings, balconies, etc. A plan showing all proposed encroachments, including

height/clearance and the distance of the encroachment, shall be provided to the Public Works Division for approval prior to issuance of building permits.

49. All trenching/potholing/street cuts shall be fixed permanently within five (5) working days following the completion and acceptance of the backfill. Temporary asphalt concrete is required immediately following completion of the backfill. If plates are necessary, they shall be placed flush to the road surface and tack welded together if two or more plates are used. If plates are necessary, then under no circumstance shall a trench remain plated longer than 48 hours, unless a longer term is approved by the Public Works Manager.
50. Connector Pipe Units shall be installed in all catch basins along the project site. All installations shall be inspected/verified by the Public Works Division prior to issuance of Certificate of Occupancy.
51. Traffic control work (delineation and signage) shall comply with the California Manual on Uniform Traffic Control Devices. A traffic control plan shall be submitted to the Public Works Division for review and approved prior to beginning construction and/or grading.
52. Vehicular access to public streets and residential driveways shall remain unobstructed during the construction period.
53. The contractor shall abandon all utility services stubbed to the site or mainline which will not be used to serve this development, as approved by the City Engineer.
54. Subsequent to utility installation in the public right of way and if the street pavement is significantly cut due to the nature of the project, the City will require the entire street width/length to be sealed, as determined by the City Engineer.
55. The developer and/or contractor is responsible for implementing the following Best Management Practices (BMPs). These, as well as any other applicable measure shall be included in the SWPPP and implemented as approved by the City Engineer:
 - Install filter materials (such as sandbags, filter fabric, etc.) at the storm drain inlet nearest the downstream side of the project site in order to retain any debris or dirt flowing in the storm drain system. Maintain and/or replace filter materials to ensure effectiveness and to prevent street flooding.
 - Ensure that concrete supply trucks or concrete/plaster operations do not discharge wash water into street, gutters, or storm drains.
 - Concrete wash area: Locate wash out areas away from the storm drains and open ditches, construct a temporary pit large enough to store the liquid and solid waste, clean pit by allowing concrete to set, breaking up the concrete, then recycling or disposing of properly.
56. Security Bonds shall be submitted prior to the issuance of the grading permit.

57. Prior to exoneration of any security for the project that may include existing survey monuments disturbed through construction activities and deemed necessary for preservation by the City Engineer, the applicant shall file a Corner of Record or Record of Survey with the County Surveyor to establish existing survey control points as defined in Section 8711 (b) of the California Professional Land Surveyors Act.
58. Paint curbs along roadway to meet the requirements of the City of Duarte, Fire Department or other regulatory agencies related to no or restricted parking, as per approved plans.
59. Prior to final approval of completed grading, landscaping, or any public improvements, the developer/applicant/contractor shall provide digital (PDF) for all drawings of each plan and AutoCAD files for public improvements only to the Public Works Division. The Permit Number and the words "RECORD DRAWING" shall appear on each plan sheets.
60. The developer and/or contractor shall incorporate and comply with all regulations, policies and standards regarding water, sewer, and storm water.
61. Sewer connection fees shall be paid directly to the Los Angeles County Sanitation District. Proof of payment shall be provided prior to issuance of the grading permit.

GENERAL

62. This project is subject to the requirements of Chapter 6.10 of the Duarte Municipal Code, Diversion and Demolition Waste. Prior to the issuance of any permits, the applicant shall submit a Construction and Demolition Diversion Plan and required security deposit.
63. This project is subject to the Duarte Station Specific Plan Mitigation Monitoring and Reporting Program, and other requirements of the project's Subsequent Environmental Impact Report.
64. The property owner shall contact the City's waste disposal company, Burrtec Waste, to incorporate recycling and disposal systems, and create a sufficient disposal schedule that will ensure waste generated by the residents is hauled off site in a timely manner.
65. Plans and all required plan check fees shall be submitted to the Community Development Department for Building & Safety plan check prior to construction. Approval from Building & Safety shall be obtained prior to the issuance of permits. Construction drawings, including the site plan, elevations, and colors shall be consistent and in substantial compliance with the conceptual approval and any required conditions of the Planning Commission.

66. Any and all correction notice(s) generated through the plan check and/or inspection process is/are hereby incorporated by reference as conditions of approval and shall be fully complied with by the owner, applicant, and all agents thereof.
67. Building permits for this project must be issued within one-year from the date of approval from the Planning Commission or the application and approval shall expire.
68. Prior to issuing permits, any required school fees shall be paid directly to Duarte Unified School District and proof of payment provided to the City. Contact Duarte Unified School District for more information.
69. The Developer shall comply with applicable City noise ordinances. Construction activities, deliveries and haul-off will only be permitted from 7:00 a.m. to 7:00 p.m., Monday through Saturday, excluding Federal holidays. No construction related idling of engines or other disturbances shall occur outside of noted work hours.
70. The applicant shall provide a safe method of adequate vector control prior to clearance and grading.
71. All refuse and debris shall be removed from the property, and the property shall be kept clean and litter free.
72. The decision of the Planning Commission may be appealed to the City Council within 15 days from the date of this letter. Said appeal must be in writing and filed with the City Clerk's office (DDC 19.144). The written appeal shall include reasons for the appeal.
73. That by acceptance of the approval of the project by the City, the applicant shall defend, indemnify and hold harmless the City of Duarte and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers and employees to challenge, set aside, void or annul the approval of the project or from any other action pertaining to this application or the granting of approval which may be brought within the time period provided for such actions or challenges under applicable law.