Westminster Gardens Specific Plan Update

Environmental Impact Report
(SCH# 2024040196)

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Public Review Draft EIR
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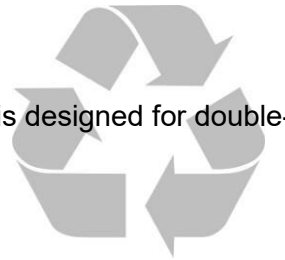

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B. WESTMINSTER GARDENS SPECIFIC PLAN UPDATE (2026)
C. AIR QUALITY, ENERGY, AND GHG ANALYSIS DATA
D. HISTORIC RESOURCES TECHNICAL REPORT
E. FINAL WATER SUPPLY ASSESSMENT
F. NOISE ANALYSIS DATA
G. TRANSPORTATION ASSESSMENT REPORT

1.0 – INTRODUCTION

This Draft Program Environmental Impact Report (Draft EIR) has been prepared by the City of Duarte in accordance with the California Environmental Quality Act (CEQA)[i] and CEQA Guidelines[ii] to describe the potential environmental consequences of the proposed update to the Westminster Gardens Specific Plan (WGSP). The Specific Plan update (SPU) is a comprehensive amendment to the Westminster Gardens Specific Plan, which was initially adopted in 1990. The proposed project will amend the WGSP through a comprehensive update, repealing in its entirety the 1990 Specific Plan, inclusive of the 1998 administratively approved minor modification, replacing it with a new Specific Plan to facilitate redevelopment of the existing Life Plan Community (LPC). The SPU identifies the long-term vision and objectives for private redevelopment, new residential and non-residential development capacity, and associated infrastructure improvements within the WGSP area over a 15-to-20-year span. The WGSP update establishes the general type, parameters, and character of the development aimed at transforming the current Westminster Gardens LPC campus into a vibrant and dynamic environment with senior-centric amenities, services, and multiple housing and continuum of care options at various price points, providing aging Duarte residents a destination to continue to reside within the Duarte City limits. Redevelopment under the updated WGSP is intended to address the unmet demand for senior housing and services within Duarte and the surrounding communities. Chapter 3 (Project Description) provides more detailed information regarding project characteristics.

The proposed Specific Plan constitutes a project that is subject to review under CEQA (California Public Resources Code, Division 13, Section 21000, et seq.) and the State CEQA Guidelines (Title 14 of the California Code of Regulations, Division 6, Chapter 3, Section 15000, et seq.). The lead agency, the City of Duarte, determined that the proposed project requires an EIR. An EIR is a public document designed to provide decision makers and the public with an analysis of the environmental effects of a proposed project, to indicate possible ways to reduce or avoid environmental damage, and to identify alternatives to a project. This EIR has been prepared to assess the short-term, long-term, and cumulative environmental impacts that could result from the long-term implementation of the proposed project. Furthermore, this EIR has been prepared in accordance with the CEQA statutes and guidelines, and was prepared by professional planning consultants under contract to the City of Duarte, the lead agency for the preparation of this EIR, as defined by CEQA (Public Resources Code, Section 21067, as amended). The content of this document reflects the independent judgment of the City of Duarte.

To avoid repetition and provide a manageable environmental document, this Draft EIR does not duplicate the detailed contents of the Westminster Gardens Specific Plan update document. The reader is encouraged to review the entire Specific Plan, or the sections that interest the reader, for more detail. Pursuant to Section 15150 (Incorporation by Reference) of the CEQA Guidelines, the Westminster Gardens Specific Plan is incorporated into this Draft EIR by reference, and may be viewed during regular business hours at 1600 Huntington Drive, Duarte, CA 91010. Also, both documents are posted on the City of Duarte website at: cityofduarte.ca.gov/environmental.

[i] The California Environmental Quality Act (CEQA) is codified in section 21000, et seq., of the California Public Resources Code.

[ii] The CEQA Guidelines are set forth in sections 15000 through 15387 of the California Code of Regulations, Title 14, Chapter 3.

1.1 – EIR PURPOSE AND INTENDED USE

The purpose of an EIR, under the provisions of CEQA, is "to identify the significant effects on the environment of a project, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided." The EIR for this project is a Program EIR. According to Section 15168 of the CEQA Guidelines, a Program EIR may be prepared on a series of actions that can be characterized as one large project and which are related geographically or represent logical parts in the chain of contemplated actions in connection with issuance of rules, regulations, or plans. The Program EIR allows for a more exhaustive consideration of effects and alternatives than would be practical in EIRs on separate individual actions. A Program EIR also allows for consideration of cumulative impacts that might not be fully considered on a case-by-case basis.

The proposed Specific Plan update is a long-term planning program to guide growth and development within the Planning Area. It is intended to communicate the City's vision of the future for the Planning Area and to establish design guidelines and a policy framework. It would govern decision-making concerning the physical development of the planning area including assurances that the community at large would be supported by an adequate range of public services and infrastructure systems.

The Specific Plan update would not authorize any specific development project or other form of land use approval, or any kind of public facilities or capital facilities expenditures or improvements. As such, a Program EIR is the appropriate type of document to identify the geographic extent of sensitive resources and hazards, along with existing and planned services and infrastructure support systems that occur in the planning area. Further, the Program EIR is described in Section 15168 of the CEQA Guidelines as the appropriate analytical framework to assess the cumulative environmental effects of the full plan, in a first-tier level of analysis, to identify broad concerns and sets of impacts, and to define/develop regulatory standards and programmatic procedures that reduce impacts and help achieve environmental goals and objectives.

Later activities proposed pursuant to the Specific Plan would be reviewed in light of this EIR and may focus on those site-specific and localized environmental issues that could not be examined in sufficient detail as part of this EIR. If a subsequent project or later activity would have effects that were not examined in the certified Program EIR, or not examined at an appropriate level of detail to be used for the later activity, an Initial Study would need to be prepared, leading to a Negative Declaration or an EIR. If the Lead Agency (the City of Duarte) finds that, pursuant to Section 15152 (Tiering) of the CEQA Guidelines, no new effects could occur or no new mitigation measures would be required of a subsequent project, the Lead Agency can approve the activity as being within the scope of the project covered by a certified Program EIR, and no new environmental documentation would be required.

This EIR serves as an information document for use by public agencies, the general public, and decision makers. This EIR is not a City of Duarte policy document. It does, however, discuss the impacts of development pursuant to the Westminster Gardens Specific Plan update, and analyzes project alternatives. This Program EIR will be used by the City of Duarte Planning Commission and City Council in assessing impacts prior to adoption of the Specific Plan.

1.2 – EIR SCOPING AND NOTICE OF PREPARATION

To define the scope of the investigation of the Program EIR, the City of Duarte distributed a Notice of Preparation (NOP) to local, county, state, and federal agencies along with interested private

organizations and individuals. The NOP was delivered to the State Clearinghouse and the CEQA-required 30-day review period began on April 4, 2024, and ended on May 6, 2024. The purpose of the NOP is to provide agencies and private entities an opportunity to identify concerns regarding potential impacts of the proposed project, recommend items to be analyzed in the DEIR, and to provide suggestions concerning ways to avoid significant impacts (Section 15082, CEQA Guidelines). The NOP is included in Appendix A, along with copies of written comments received during the 30-day public review period for the NOP and the NOP distribution list. Written comments received in response to the NOP during the 30-day review period are summarized in Table 1-1. The comment letters are also included in Appendix A.

Table 1-1: Summary of NOP Comment Letters

Commenting Person/Agency	Summary of Comments	Section(s) Where Addressed
Dorothy Keane, Resident of Duarte	Mrs. Keane lists several areas of concern that should be considered, including aesthetics, air quality, biological resources, energy, GHG emissions and global climate change, transportation, and utilities and service systems.	4.1 (Aesthetics); 4.3 (Air Quality); 4.4 (Biological Resources); 4.6 Energy; 4.8 (Greenhouse Gas Emissions); 4.17 (Transportation); 4.19 (Utilities and Service Systems)
Jim Kirchner, Resident of Duarte	Mr. Kirchner expresses his concerns that Westminster Gardens will change from Westminster "Gardens" to Westminster "Towers" and that the community will lose its charm. Mr. Kirchner also lists several other areas of concern that should be considered, including water/irrigation infrastructure, maintenance, noise from trash trucks, parking, the dining room, the garden aesthetic, air quality/energy, security, and public services.	4.1 (Aesthetics); 4.3 (Air Quality); 4.6 (Energy); 4.10 (Hydrology and Water Quality); 4.13 (Noise); 4.15 (Public Services); 4.17 (Transportation); 4.19 (Utilities and Service Systems)
Sam Wang, South Coast Air Quality Management District	Mr. Wang first requests copies of the Draft PEIR upon its completion, along with all appendices and technical documents. Mr. Wang then recommends that the City use SCAQMD's CEQA Air Quality Handbook and website as guidance in preparing the air quality and greenhouse gas analyses. Mr. Wang also recommends use of the CalEEMod land use emissions software. Mr. Wang notes that SCAQMD has developed both regional and localized significance thresholds and recommends that criteria pollutant emissions be quantified and compared with SCAQMD's regional pollutant emissions significance thresholds and localized significance thresholds to determine the project's potential air quality impacts. Mr. Wang also notes that the City should identify any potential adverse air quality impacts that could occur from all phases of the proposed project, air quality impacts from both construction (including demolition, if any) and operations should be calculated, air quality impacts from	4.3 (Air Quality); 4.8 (Greenhouse Gas Emissions)

	indirect sources such as sources that generate or attract vehicular trips, and emissions from overlapping construction and operational activities should be combined and compared to SCAQMD's regional air quality CEQA *operational* thresholds to determine the level of significance. Mr. Wang goes on to discuss sensitive receptors and recommends that the City perform a mobile source health risk assessment to disclose potential health risks. Further, Mr. Wang notes that should implementation of the proposed project require a permit from SCAQMD, the assumptions in the air quality analysis in the PEIR will be the basis for evaluating the permit under CEQA and imposing permit conditions and limits. Mr. Wang recommends that CARB's Air Quality and Land Use Handbook: A Community Health Perspective should be used as a general reference guide for evaluating and reducing air pollution impacts associate with new projects. Similarly, Mr. Wang notes that SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning should be used as a tool when making local planning and land use decisions. Mr. Wang then provides several resources to assist the City with identifying potential mitigation measures should the project result in potentially significant impacts. Finally, Mr. Wang provides health risk reduction strategies.	
Robert Ferrante, LA County Sanitation Districts	Mr. Ferrante provides a summary of wastewater conveyance, treatment, and capacity service for the project site/area. Mr. Ferrante provides an estimate of average wastewater flow for the project, as well as the difference in wastewater flows between the proposed project and existing conditions. Mr. Ferrante describes where wastewater from the proposed project would be treated and the treatment capacity of the treatment plant. Mr. Ferrante discusses the Districts' connection fees for wastewater discharges. Mr. Ferrante discusses the requirement for all District treatment facilities to be sized and service phased in a manner that is consistent the with SCAG's regional growth forecasts, and notes that the available capacity of the Districts' treatment facilities will be limited to levels associated with the approved growth identified by SCAG. As such, Mr. Ferrante states that the comment letter does not constitute a guarantee of wastewater service but is to advise the City that the Districts intend to provide this service up to the levels that are legally permitted and to inform the City of the currently existing capacity and any proposed expansion of the Districts' facilities.	4.10 (Hydrology and Water Quality); 4.19 (Utilities and Service Systems)
Edmond Yee, Resident of Duarte	Mr. Yee requests to be included on all project updates and emails.	N/A
Miya Edmonson, California Department of Transportation	Mrs. Edmonson introduces the mission of Caltrans as well as the requirements of SB 743, which is the standard transportation analysis metric under CEQA for land use projects. Mrs. Edmonson notes that all developments in the General Plan should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Mrs. Edmonson also notes that prioritizing and allocating space to efficient modes of travel such as bicycling	4.17 (Transportation)

	and public transit can allow streets to transport more people in a fixed amount of right-of-way. Mrs. Edmonson further notes that Caltrans supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Mrs. Edmonson continues by stating that the environmental report should ensure all modes are served well by planning and development activities. This includes reducing single occupancy vehicle trips, ensuring safety, reducing vehicle miles traveled, supporting accessibility, and reducing greenhouse gas emissions. Mrs. Edmonson goes on to encourage the City to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications in order to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements. Mrs. Edmonson also recommends use of the VMT-focused Transportation Impact Study Guide (TISG) and the Interim Land Development and Intergovernmental Review (LD-IGR) Safety Review Practitioners Guidance. Because the project is near Interstates 210 and 605, Mrs. Edmonson notes that it is anticipated that I-210 and Buena Vista Street Interchange, and I-210/I-605 and Huntington Drive intersections will be impacted by the project trips of the development. As such, Mrs. Edmonson provides recommendations for a VMT analysis, queuing analysis at three off-ramp intersections, and potential mitigation measures. Finally, Mrs. Edmonson encourages the City to utilize the Caltrans guidelines for the traffic impact analysis.	

On April 30, 2024, the City conducted a scoping meeting at the Duarte Senior Center to discuss the NOP and issues to be addressed in the EIR. Topics brought up by members of the community during the scoping meeting are summarized below:

- Tree removal impacts to air quality and community character.
- Aesthetic impacts from proposed building heights.
- Loss of open space.
- Loss of existing community garden.
- Impacts of increased paving and parking areas.
- Distribution of parking areas, proximate to resident services (e.g. dining hall, assembly areas, El Sueno).
- Limited and inadequate existing parking, including parking for special events.
- Increased demand for parking.
- Loss of dining room.
- Inadequate water supplies.
- Safety/security concerns.
- Compatibility of future proposed uses.
- Future expansion of Common Good administrative offices in relation to proposed SPU.
- Entry access for affordable housing.

1.3 – PUBLIC REVIEW OF THE DRAFT EIR

Comments from all agencies and individuals are invited regarding the information contained in the Draft Program EIR. Such comments should explain any perceived deficiencies in the assessment of impacts or provide the information that is purportedly lacking in the Draft Program EIR or indicate where the information may be found. All comments on the Draft Program EIR are to be submitted, by the close of the 45-day public review period to:

Scott Nash, Associate Planner
City of Duarte Community Development Department
1600 Huntington Drive
Duarte, California 91010
snash@cityofduarte.ca.gov
(626) 357-7931 ext. 239

Following the 45-day period of circulation and public review of the Draft Program EIR, all comments and the City's responses to the comments will be incorporated into a Final Program EIR prior to certification of the document by the City of Duarte.

Availability of EIR Materials

All materials related to the preparation of this Program EIR, including information incorporated by reference, are available for public review. The Notice of Preparation and the Draft Program EIR are posted on the City's website: cityofduarte.ca.gov/environmental

To request an appointment to review these materials, please contact Scott Nash (see contact information above).

1.4 – NATIVE AMERICAN CONSULTATION

On January 26, 2024, the City sent notices to the following seven (7) Native American Tribes/Tribal Representatives to determine if they wished to consult with the City regarding the SPU:

Native American Tribal Group	Tribal Representative
Gabrieleno Band of Mission Indians - Kizh Nation	Christina Martinez, Secretary
Gabrieleno/Tongva San Gabriel Band of Mission Indians	Anthony Morales, Chairperson
Gabrielino /Tongva Nation	Sandonne Goad, Chairperson
Gabrielino Tongva Indians of California Tribal Council	Robert Dorame, Chairperson
Gabrielino-Tongva Tribe	Charles Alvarez, Chairperson
Santa Rosa Band of Cahuilla Indians	Lovina Redner, Tribal Chair
Soboba Band of Luiseno Indians	Joe Ontiveros, Preservation Officer

As of publication of this Draft EIR, the 30-day AB 52 and the 90-day SB 18 consultation periods had expired and while the City received two response from Tribes (Gabrieleno Band of Mission Indians - Kizh Nation and San Manuel Band of Mission Indians), neither Tribe requested formal consultation. However, the Gabrieleno Band of Mission Indians - Kizh Nation indicated a desire to consult with the City on all future projects under the proposed SPU that would result in ground disturbances (see Appendix A for the record of Tribal Consultation).

1.5 – EIR ORGANIZATION AND CONTENT

The Draft Program EIR (DEIR or Draft EIR) contains the primary analysis of potential environmental impacts discussed in the following six sections described below

Section 1.0	Introduction.
Section 2.0	Executive Summary: A brief discussion of the project and summary of project impacts, mitigation measures, and alternatives.
Section 3.0	Project Description: Provides a detailed description of the proposed project and the Environmental Setting/Existing Conditions and project objectives.
Section 4.0	Environmental Impact Analysis: Evaluates impacts of the GPU at a program level and site-impacts of the four opportunity sites, and identifies mitigation measures designed to reduce significant impacts, where applicable. This Section includes 20 chapters, each addressing different topical areas (Air Quality, Noise, Transportation, etc.).
Section 5.0	Alternatives: Provides an analysis of three different alternatives to the proposed project.
Section 6.0	Mandatory CEQA Sections: Provides an analysis of growth-inducing impacts, significant unavoidable environmental impacts, and irreversible environmental change.

Each of the environmental topics presented in Chapters 4.1 (Aesthetics) through 4.20 (Wildfire) include the following subsections:

Environmental Setting, which describes relevant existing conditions related to the environmental topic;

Regulatory Setting*,* which describes federal, State and local laws, regulations and policies relevant to potential impacts for the environmental topic; and

Impacts and Mitigation Measures*,* including:

- ***Significance Criteria***, which identifies the CEQA and other agency-recommended criteria for determining the significance of a potential impact;
- ***Impacts and Mitigations***, which identifies potential project impacts; whether each identified impact is “significant” or “less-than-significant”; mitigation for each identified “significant” impact; and whether each impact would be “significant” or “less-than-significant” after mitigation.
- ***Significant, Adverse and Unavoidable Impacts****,* identifying those impacts that cannot be feasibly mitigated to less-than-significant levels.

The EIR appendices include:

- Appendix A: NOP, NOP Distribution List, NOP Comment Letters, and Tribal Consultation
- Appendix B: Westminster Gardens Specific Plan (2026)
- Appendix C: Air Quality, Energy and Greenhouse Gas Analysis Technical Studies
- Appendix D: Historic Resources Technical Report
- Appendix E: Noise Analysis Technical Study
- Appendix F: Transportation Assessment Report
- Appendix G: Water Supply Assessment

In compliance with Public Resources Code Section 21081.6, a mitigation monitoring and reporting program (MMRP) will be prepared as a separately bound document that will be adopted in conjunction with the certification of the Final EIR. The MMRP, responses to public comments on the Draft EIR, and any revisions to the Draft EIR will be identified in the Final EIR.

1.6 – APPROACH TO EIR ANALYSIS

The approach to the analysis presented in this EIR is programmatic in nature given the broad scope of the Specific Plan Update. Each environmental issue is analyzed in a similar manner, starting with a discussion of the existing environmental setting, including physical conditions and pertinent planning and regulatory framework. Thresholds of significance are then defined and are used to measure the proposed SPU's potential impacts on the environment. Thresholds of significance are based on a broad list of questions and impact topics set forth in Appendix G of the State CEQA Guidelines.

The impact analysis provided for each of the 20 topical areas examines the broad, long-term environmental effects resulting from the implementation of the proposed Specific Plan. The assessment of impacts focuses on how the impact in question could occur and whether the proposed Specific Plan would reduce or eliminate such impacts. The presence of sensitive environmental resources, hazards in specific areas, and the broad implications of the Specific Plan throughout the Planning Area are considered in the determination of impact significance. If the analysis indicates that a significant impact could occur, even with the benefits of any proposed goals or policies, mitigation measures are specified.

1.7 – CITATION

Preparation of this Program EIR and the Specific Plan Update rely on information from many sources, including the appendix materials previously listed and numerous other references. Pursuant to Section 15148 of the State CEQA Guidelines, citations from the appendix materials and other sources are provided throughout the EIR. Citations are numbered sequentially and inclusive to each environmental impact topic (Sections 4.1 through 4.20). References are located at the end of each section of this DEIR.

Table 1-2: Definitions of Key EIR Terminology	
Significant Impact	"Significant effect on the environment" (significant impact) means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance. "*An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant."* (CEQA Guidelines, Section 15382)
Cumulative Impacts	"Cumulative impacts" are defined as *"two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts."* (CEQA Guidelines, Section 15355)
Significant Unavoidable Impact	"Significant unavoidable impact" is defined as a significant adverse environmental impact for which either no mitigation or only partial mitigation is feasible. If the project is to be approved without imposing an alternative design, the Lead Agency must include in the record of the project approval a written statement of the specific reasons to support its action, i.e., a "statement of overriding considerations." (CEQA Guidelines, Sections 15126.2[b] and 15093[b])
Significance Criteria	The criteria used in this EIR to determine whether an impact is or is not *"*significant*"* are based on (a) CEQA-defined "mandatory findings of significance" - i.e., where any of the specific conditions occur under which the Legislature and the Secretary of Resources have determined constitute a potentially significant effect on the environment, which are listed in CEQA Guidelines section 15065; (b) specific criteria that a Resources Agency has determined are "normally" considered to constitute a "significant effect on the environment"; (c) the relationship of the project effect to the adopted policies, ordinances, and standards of the Lead Agency and of responsible agencies; and/or (d) commonly accepted practice and the professional judgment of the EIR authors and Lead Agency staff.

Mitigation Measure	For each significant impact, the EIR must identify a specific "mitigation" measure or set of measures capable of *"(a) avoiding the impact altogether by not taking a certain action or parts of an action; (b) minimizing impacts by limiting the degree or magnitude of the action and its implementation; (c) rectifying the impact by repairing, rehabilitating, or restoring the impacted environment; (d) reducing or eliminating the impact over time by preservation or maintenance operations during the life of the action; or (e) compensating for the impact by replacing or providing substitute resources or environments."* (CEQA Guidelines, Section 15370)

2.0 – EXECUTIVE SUMMARY

This chapter provides a summary description for the Westminster Gardens Specific Plan Update (”SPU” or "project"), a list of associated environmental issues to be resolved, a summary of significant impacts and mitigation measures associated with the project, and a summary of feasible alternatives to the project, including identification of the environmentally superior alternative. The Westminster Gardens Specific Plan (WGSP) is a “specific plan,” which is one of several policy and regulatory tools used by the City of Duarte to implement the City’s General Plan. A specific plan implements the General Plan through the establishment of more detailed policies, regulations, and actions specifically focused on the Specific Plan area. State law requires the Specific Plan to be consistent with the City’s General Plan, including all goals, policies, objectives, and standards contained in the General Plan.

2.1 – SPECIFIC PLAN LOCATION

Regionally, the project site (referred to as the “Planning Area” and “Project Site” interchangeably in this document) is located in the City of Duarte (“City” or “Duarte”) in Los Angeles County. Duarte is located in the north-central portion of the San Gabriel Valley, approximately 17 miles northeast of the City of Los Angeles. Duarte is strategically located with access to major transportation corridors, including the I-210 and Interstate 605 (I-605) freeways. Duarte is situated at the base of the San Gabriel Mountains and is bordered by the City of Irwindale to the south, the City of Monrovia to the west, the City of Bradbury and the Angeles National Forest to the north, and the City of Azusa to the east (see Exhibit 3-1, *Regional Vicinity Map*). Locally, the project site is bordered by Huntington Drive to the north, Central Avenue and I-210 to the south, Santo Domingo Avenue to the west and Bradbourne Avenue to the east. The site is located on the eastern edge of the recently adopted Town Center Specific Plan and within ½ mile proximity to the Metro A Line (formerly Gold Line) Duarte/City of Hope Station and the Duarte Station Specific Plan. A portion of the eastern boundary is immediately adjacent to an existing townhome development (see Exhibit 3-2, *Local Vicinity Map*).

2.2 – PROJECT SUMMARY

The proposed project will amend the WGSP through a comprehensive update, repealing in its entirety the 1990 Specific Plan, inclusive of the 1998 administratively approved minor modification, replacing it with a new Specific Plan to facilitate redevelopment of the existing LPC. The SPU identifies the long-term vision and objectives for private redevelopment, new residential and non-residential development capacity, and associated public and private improvements within the WGSP area over a 15-to-20-year span. The WGSP update establishes the general type, parameters, and character of the development aimed at transforming the current Westminster Gardens LPC campus into a vibrant and dynamic environment with senior-centric amenities, services, and multiple housing and continuum of care options at various price points, providing aging Duarte residents a destination to continue to reside within the Duarte city limits. Redevelopment under the updated WGSP is intended to address the unmet demand for senior housing and services within Duarte and the surrounding communities. Implementation of this amendment allows for redevelopment of the Westminster Gardens LPC campus to allow build-out capacity with a maximum of 310 Independent Living Units (market rate), a minimum of 150 Independent Living Units (affordable), a maximum of 90 Assisted Living/Memory Care Units/Beds,

a maximum of 65,000 square feet of Resident Amenity space, a maximum of 15,000 square feet of Retail, and a maximum of 25,000 square feet of Office space.

2.3 – ENVIRONMENTAL ISSUES

As required by the CEQA Guidelines, this EIR addresses the following areas of potential environmental impact or controversy known to the Lead Agency (the City of Duarte), including those issues and concerns identified by the City in its Notice of Preparation (NOP) of this EIR (dated April 4, 2024) and by other agencies, organizations, and individuals in response to the NOP. These environmental concerns relate to the following topics (listed in the order that they are addressed in this EIR):

- Air Quality
- Biological Resources
- Cultural and Historic Resources and Tribal Cultural Resources
- Energy
- Greenhouse Gas Emissions and Global Climate Change
- Hazards and Hazardous Materials
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Transportation and Circulation
- Utilities and Services Systems

2.4 – SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

The Draft EIR is a comprehensive EIR and covers all of the following topics:

- Aesthetics and Visual Resources
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions and Global Climate Change
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Tribal Cultural Resources
- Utilities and Service System
- Wildfire

For each of the environmental topics listed above, any *"significant"* Project or cumulative impact and associated mitigation measure(s) identified in this EIR are summarized in Table 2-1, Summary of Potentially Significant Impacts and Recommended Mitigation Measures, below. The summary chart in Table 2-1 has been organized to correspond with the more detailed impact and mitigation discussions in chapters 4.1 through 4.20 of this Draft EIR. The chart is arranged in four columns: (1) identified impacts, (2) potential significance without mitigation, (3) mitigation measure(s), and (4) the level of impact significance after implementation of the mitigation measure(s). Because the table does not list impacts that are less than significant with no mitigation required, the Impact/Mitigation Measure numbering may be out of sequence.

TABLE 2-1: SUMMARY OF POTENTIALLY SIGNIFICANT IMPACTS AND RECOMMENDED MITIGATION MEASURES			
Impacts	**Significance Before Mitigation**	**Mitigation Measures**	**Significance After Mitigation**
AIR QUALITY			
Impact AQ-1 – Would the project conflict with or obstruct implementation of the applicable air quality plan? Since the Specific Plan could result in construction emissions that exceed SCAQMD regional CEQA thresholds, the proposed Specific Plan could increase the frequency and/or severity of air quality violations in the Basin or otherwise impede attainment of air quality standards, particularly national and state ozone standards. This is considered a **potentially significant impact**.	Potentially Significant	**See Mitigation Measure AQ-1 under Impact AQ-2 below.**	Less than Significant
Impact AQ-2 – Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment under an applicable federal or state ambient air quality standard? Construction emissions would exceed the SCAQMD's threshold for VOC emissions during the architectural coatings phase (modeled as the third year of construction in 2029). This is considered a **potentially significant impact**.	Potentially Significant	**AQ-1: Reduce Construction VOC Emissions.** To reduce potential construction-related emissions of volatile organic compounds (VOCs), the Applicant shall require all future development projects in the Planning Area to use architectural coatings that meet the South Coast Air Quality Management District's (SCAQMD) "Super Compliant" VOC standard of 10 grams/liter or less for all interior and exterior primer, sealer, paint, and other coating applications for which a super compliant product is commercially available for all residential development. If a project-specific air quality analysis is conducted prior to future development activities that determines VOC emissions would be below SCAQMD-recommended CEQA significance thresholds for construction activities, that project is not required to meet the Super Compliant VOC standard.	Less than Significant
Impact AQ-3 – Would the project expose sensitive receptors to substantial pollutant concentrations? Construction emissions associated with future development activities facilitated under	Potentially Significant	**AQ-2: Require a Project-level Construction Health Risk Assessment for New Development Proposed Under Implementation of the Westminster Gardens Specific Plan.** The City shall require applicants to submit a project-level construction health risk assessment for future development proposed under implementation of the	Significant and Unavoidable (Construction Emissions Only)

implementation of the proposed SPU could exceed construction LSTs and cancerogenic and non-cancerogenic thresholds maintained and recommended by the SCAQMD. This is considered a **potentially significant impact**.		Westminster Gardens Specific Plan that evaluates the carcinogenic and noncarcinogenic risks from toxic air contaminant emissions generated by construction, compared against the thresholds of significance maintained by the South Coast Air Quality Management District (SCAQMD). If health risks are found to be above SCAQMD thresholds, the City shall require the implementation of mitigation to reduce emissions below SCAMQD thresholds or to the maximum extent feasible. Mitigation measures to reduce emissions could include, but are not limited to: ● Requiring equipment to use alternative fuel sources (e.g., electric-powered and liquefied or compressed natural gas), meet cleaner emission standards (e.g., U.S. EPA Tier IV Final emissions standards for equipment greater than 50-horsepower), and/or utilizing added exhaust devices (e.g., Level 3 Diesel Particular Filter); ● Limiting the idling time of diesel-powered construction equipment to two minutes; ● Requiring that all construction equipment, diesel trucks, and generators be equipped with Best Available Control Technology for emission reductions of NOx and PM per SCAQMD BACT Guidelines.	
Impact AQ-5 – Would the project cause substantial adverse cumulative impacts with respect to Air Quality? The Project's 2045 growth and associated construction and operational emissions may not be consistent with the planning assumptions and emissions levels which exceed SCAQMD-recommended CEQA thresholds of significance. This is a **potentially significant impact.**	Potentially Significant	**See Mitigation Measure AQ-1**	Less than Significant

GREENHOUSE GAS EMISSIONS			
Impact GHG-1 – Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment? As shown in Table 4.8-4, the project's 2045 growth projection would result in GHG emissions that exceed the adjusted SCAQMD derived plan-efficiency metric. This is considered a **potentially significant impact.**	Potentially Significant	**GHG-1: Reduce Building Energy Consumption and GHG Emissions.** To reduce potential GHG emissions associated with the performance of the building envelope and systems components covered by Title 24 of the California Code of Regulations, all buildings in the Planning Area shall be designed to have a total energy design rating that is at least 5% less than the standard building design for Climate Zone 9. The energy budget for the standard design building and the energy budget for the proposed design building shall be determined in accordance with the definitions and approach set forth in the version of the Building Energy Efficiency Standards (Energy Code) that is in effect at the time of building permit approval, unless the City of Duarte has adopted local requirements that are more stringent than the Energy Code. The requirement to reduce a project's energy budget by 5% below the standard design building shall not apply if the Energy Code or the city of Duarte has already established a zero net energy requirement for the standard design building. **GHG-2: Reduce Appliance Energy Consumption and GHG Emissions.** To reduce potential GHG emissions from appliance-related energy consumption, all developer-installed refrigerators, dishwashers, clothes washers and dryers, and room air conditioners shall be Energy Star certified products. **GHG-3: Increase Water Conservation.** To reduce potential GHG emissions associated with water consumption, U.S. EPA Certified WaterSense labeled or equivalent faucets, toilets, and showerheads. **GHG-4: Reduce Nonresidential Vehicle Trip Emissions**. To reduce potential nonresidential vehicle trip emissions, all new nonresidential development in the Planning Area, including the nonresidential component of mixed-use development, shall require nonresidential projects to comply with the voluntary Tier 1 EV charging provisions for new construction contained in the version of the California Green	Significant and Unavoidable

		Building Code (CalGreen Code) that is in effect at the time of building permit approval, unless the City has adopted local requirements that are more stringent than the CalGreen Code. As of January 1, 2026, the 2025 CalGreen Code sets a requirement for either a specified number of EV capable spaces or a specified total power level for office and retail land uses based on the total number of actual parking spaces (CalGreen Code Table A5.106.5.3.1 and Table A5.106.5.3.2).	
Impact GHG-3 – Would the project cause substantial adverse cumulative impacts with respect to greenhouse gases? The project's 2045 growth projection and associated GHG emissions could exceed the significance threshold applied in this EIR and pose a conflict with the 2022 Climate Change Scoping Plan of the California Air Resources Board. This is considered a **potentially significant impact.**	Potentially Significant	**See Mitigation Measures GHG-1, GHG-2, GHG-3, and GHG-4.**	Significant and Unavoidable
NOISE			
Impact NOI-1 – Would the project result in generation of a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? Construction activities could result in temporary increases in noise levels above ambient conditions of 10 to 30 dBs or more during permissible time frames, which would be perceived by noise-sensitive land uses as doubling or quadrupling of loudness, respectively. Additionally, as shown in Table 4.13-11, typical construction equipment activities could exceed the FTA's 80 dBA L_{eq} significance thresholds at existing on-site residential land uses, future on-site residential receptors, and off-	Potentially Significant	**NOI-1: Reduce Potential Planning Area Construction Noise Levels and Disturbance.** To ensure receptors in the vicinity of the Planning Area are aware of the projects and their planned construction activities, all future development in the Planning Area shall implement the measures listed below. 1) *Provide Notification of Construction Activities.* The notice shall be provided at least 14 calendar days prior to the start of any construction activities, describe the planned phasing and schedule of construction activities, describe the noise control measures to be implemented during construction, and include the name and phone number of a designated contact for the construction contractor and the city of Duarte responsible for handling construction-related noise complaints. The notice shall be provided to the owner/occupants of all occupied dwelling units within 200 feet of planned construction work areas.	Less than Significant

site residential receptors to the west of the Planning Area within approximately 100 feet of work areas. This is considered a p**otentially significant impact**.		2) *Restrict Work Hours:* Unless otherwise authorized by the City, all construction-related work activities, including material deliveries, shall be conducted only during the hours of 7 AM to 10 PM consistent with Municipal Code Section 9.68.120. Each development project shall post a sign at all entrances to and exits from the construction site informing contractors, subcontractors, construction workers, etc. of the allowable work hour requirements. 3) *Control Construction Traffic and Site Access*. Construction traffic, including soil and debris hauling, shall follow City-designated truck routes and shall avoid routes that contain residential dwelling units to the maximum extent feasible given specific project location and access needs. 4) *Construction Equipment Selection, Use, and Noise Control Measures*. The following measures shall apply to all future development in the Planning Area: a. Construction staging activities such as receipt of deliveries, equipment and material storage, etc., shall occur as far away from sensitive land uses as possible. b. All stationary noise generating equipment such as pumps, compressors, and welding machines shall be shielded and located as far from sensitive receptor locations as practical. Shielding may consist of trailers, stored materials, or a three- or four-sided enclosure provided the structure/barrier breaks the line of sight between the equipment and the receptor, provides for proper equipment ventilation and operations, and complies with all other applicable occupational safety and health requirements. c. Heavy equipment shall include standard noise suppression devices such as mullers, engine covers, and engine/mechanical isolators, mounts, etc. Equipment and noise suppression devices shall be maintained in accordance with manufacturer's recommendations while on-site.	

		d. Pneumatic tools shall include a noise suppression device on the compressed air exhaust. e. Connect to existing electrical service to power stationary and portable equipment (e.g., pumps, generators, compressors, and welding sets). This measure shall be subject to the approval of the local electric utility. 5) *Install Temporary Noise Barriers.* To reduce potential construction noise levels at receptors near active work areas, all future development in the Project area shall install a temporary noise barrier during all site preparation, grading, and paving work activities that have a line of sight to and occur within 100 feet of an occupied dwelling unit. The barrier shall only be required along the portion of the job site perimeter that lies between the active work area and the affected dwelling unit(s). In addition, a temporary barrier shall not be required if a permanent barrier is already present between the work area and the affected dwelling unit. The barrier shall consist of the following: a. When activities occur no closer than 50 feet from an occupied dwelling unit, the physical noise barrier shall extend to a height of 6 feet above grade and consist of nominal 0.5-inch plywood with a minimum material density of 1.7 pounds per square foot installed. Alternatively, the barrier may consist of commercially available acoustic panels, blankets, etc. that have a minimum sound transmission class (STC) or transmission loss value of 20 dB. b. When activities occur within 25 to 50 feet of an occupied dwelling unit, the physical noise barrier shall extend to a height of 8 feet above grade and consist of nominal 0.5-inch plywood with a minimum material density of 1.7 pounds per square foot installed. Alternatively, the barrier may consist of commercially available acoustic panels, blankets, etc. that have a minimum STC or transmission loss value of 20 dB.	

		c. When activities occur within 25 feet of an occupied dwelling unit, the physical noise barrier shall extend to a height of 10 feet above grade and consist of nominal 1.0-inch plywood with a minimum material density of approximately 3 pounds per square foot installed. Alternatively, the barrier may consist of commercially available acoustic panels, blankets, etc. that have a minimum STC or transmission loss value of 23 dB or higher. The barrier shall be installed at grade, or mounted to structures located at grade, such as a K-rail, and be maintained free of openings or gaps other than weep holes. Construction ingress/egress shall not be permitted through the barrier unless there is no other viable access point due to specific project constraints or other access requirements. The noise barrier may be removed following the completion of all site preparation, grading, and paving activities (i.e., it is not necessary once framing and typical vertical building construction begins provided no other site preparation, grading, or paving work is still occurring in the area). 6) *Owner/Occupant Disclosure*. Future owners, occupants, and tenants of residential and nonresidential properties in the Planning Area shall receive disclosures that properties in the Westminster Garden Specific Plan Planning Area may be subjected to elevated construction noise levels from development in the Planning Area. This disclosure shall be provided as part of the mortgage, lease, sub-lease, and/or other contractual real-estate transaction associated with the subject property.	
Impact NOI-3 – Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Potentially Significant	**NOI-2: Prohibit Vibratory Equipment**. To reduce the potential for construction equipment to generate substantially perceptible groundborne vibrations, the use of vibratory rollers, vibratory/impact hammers and other potential large vibration-generating equipment (e.g., hydraulic breakers/hoe rams) shall be prohibited within 50 feet of the existing Morrison House and 150 feet of any occupied residential	Less than Significant

The proposed project's construction activities would not result in physical damage to most existing structures, but could has the potential to damage the Morrison House and exceed FTA and Caltrans criteria for annoyance for potential on-site and off-site residential receptors. This would be a **potentially significant impact**.		dwelling unit. The use of large bulldozers, large loaded trucks, and/or auger drill rigs shall not be permitted within 80 feet of any occupied residential dwelling unit.	

2.5 – ALTERNATIVES TO THE PROPOSED PROJECT

Pursuant to State CEQA Guidelines Section 15126.6, this chapter describes three alternatives to the Specific Plan Update ("SPU" or "project"), including the CEQA-mandated No Project Alternative, and compares the impacts of each alternative to the project. The ability of each alternative to meet the basic project objectives is also described, and the "environmentally superior" alternative among the three is identified, as required by the CEQA Guidelines.

In accordance with CEQA Guidelines Section 15126.6(a), an EIR does not need to evaluate every conceivable alternative. A feasible range of alternatives has been evaluated that will allow decision-makers to make a reasoned choice and that meet most of the project objectives. The project objectives included in Chapter 3, Project Description, are:

- Redevelop the Life Plan Community to provide a high-quality and safe residential development containing an integrated mix of Independent Living, Assisted Living and Memory Care Units and skilled nursing, that would respond to the growing demand and cater to the existing and future needs of the senior segment of the local population.
- Create a self-sufficient community that will provide services and amenities to enhance livability for the resident population, including establishing areas of mixed-use development by allowing compatible office and retail uses as part of, or immediately adjacent to, residential units.
- Create affordable Independent Living Units in support of the City's Regional Housing Needs Allocation (RHNA) and to provide an additional housing option for Very-Low- and Moderate-income senior residents.
- Implement a community that remains compatible with and respectful to the surrounding land uses, physically and aesthetically.
- Provide additional site access and improve pedestrian connectivity both within community and to the greater surrounding community.
- Implement an updated development plan, including specific development and design standards consistent with the City's General Plan and with minimal deviation from the City's Zoning Code regulations for setbacks, height, parking, etc.
- Retain the historic Morrison House and associated grounds for administrative support functions and as a Community Hub.

Alternative 1: No Project/Existing (2026) Conditions

The No Project/Existing (2026) Conditions Alternative (No Project Alternative) assumes that existing conditions within the Planning Area would remain in place, and only development anticipated under the current Specific Plan would occur in the future. Development assumptions for this alternative are shown in Table 2-2. For this alternative, it is assumed that no new development would occur within the Planning Area other than development anticipated under the existing Specific Plan. This alternative also assumes no additional residents or employees over existing conditions. Additionally, no new development standards associated with the proposed Specific Plan Update would be implemented; the standards associated with the current Specific Plan would be applicable. This alternative would also not assist the City in meeting its current Regional Housing Needs Allocation (RHNA) allocation for affordable housing units.

Alternative 2: Reduced (-25%) Non-Residential

The Reduced (-25%) Nonresidential Alternative reflects a reduced amount of non-residential building area and a reduced number of employees (both approximately 25 percent less) within the Planning Area when compared to those expected under the proposed Specific Plan. Development assumptions for this alternative are shown in Table 2-2. This alternative would fulfill all of the project objectives but not to the same degree as the proposed Specific Plan

Alternative 3: Reduced (-25%) Residential Alternative

The Reduced (-25%) Residential Alternative reflects a reduced amount of residential building area and a reduced number of residents (both approximately 25 percent less) within the Planning Area when compared to those expected under the proposed Specific Plan. Development assumptions for this alternative are shown in Table 2-2. This alternative would fulfill most of the project objectives but not to the same degree as the proposed Specific Plan.

Environmentally Superior Alternative

The No Project Alternative would reduce the significant and unavoidable impacts of the proposed project to less than significant while neither the Reduced Non-Residential Alternative nor the Reduced Residential Alternative would eliminate or reduce any of the significant impacts of the SPU to less than significant levels. Therefore, the No Project Alternative would reduce potential impacts to the greatest degree and would therefore be the “environmentally superior alternative.” This conclusion is based on the comparative impact conclusions in Tables 2-2 and 2-3. The CEQA Guidelines (Section 15126[e][2]) stipulate, "If the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

In this case the No Project alternative is environmentally superior although it does not meet any project objectives. Neither Alternative 2 nor Alternative 3 would eliminate or reduce any of the significant impacts of the proposed project to less than significant levels, even with mitigation. However, Alternative 3, the Reduced Residential Alternative would reduce potential impacts to the greatest degree and would therefore be the “environmentally superior alternative.” This conclusion is based on the comparative impact conclusions in Tables 2-2 and 2-3. While both Alternative 2 and Alternative 3 would result in reduced or similar less than significant impacts as the project, Alternative 3 would result in an overall greater reduction in development potential than Alternative 2. Therefore, other than Alternative 1 (No Project/Existing Conditions), Alternative 3, Reduced (25%) Residential Development Capacity, would result in the least adverse environmental impacts and would therefore be the “environmentally superior alternative.” However, this alternative would not meet the objectives to nearly the same degree as the project, including assisting the City with meeting its RHNA obligation for affordable housing.

Table 2-2: Land Use Alternatives Development Assumptions				
	Net Change 2045			
		Alternatives		
Land Use	Proposed SPU	1. No Project/ Existing (2026) Conditions	2. Reduced (-25%) Non-Residential Alternative	3. Reduced (-25%) Residential Alternative
Residential (Units/Beds)	550	149	550	413
Residential (SF)	763,000	137,508	763,000	572,250
Non-Residential SF[(a)]	112,000	27,663	84,000	112,000
Residents	1,010	256	1,010	758
Employees	169	67	127	169

Source: Table 3-2, DEIR Project Description, MIG, 2026
[(a)] Includes resident amenity, residential care facility, utility/maintenance, office/library, and retail land uses

Table 2-3 : Alternatives' Impacts Compared to Project Impacts			
Impact/Resource	Alternative 1: No Project/ Existing (2026) Conditions	Alternative 2: Reduced (-25%) Non-Residential Alternative	Alternative 3: Reduced (-25%) Residential Alternative
Aesthetics	Similar LTS	Similar LTS	Similar LTS
Agriculture and Forest Resources	Similar LTS	Similar LTS	Similar LTS
Air Quality	Reduced LTS	**Reduced SU**	**Reduced SU**
Biological Resources	Similar LTS	Similar LTS	Similar LTS
Cultural Resources	Similar LTS	Similar LTS	Similar LTS
Energy	Reduced LTS	Reduced LTS	Reduced LTS
Geology and Soils	Similar LTS	Similar LTS	Similar LTS
Greenhouse Gas Emissions	Reduced LTS	**Reduced SU**	**Reduced SU**
Hazards and Hazardous Materials	Similar LTS	Similar LTS	Similar LTS
Hydrology and Water Quality	Reduced LTS	Reduced LTS	Reduced LTS
Land Use and Planning	Similar LTS	Similar LTS	Similar LTS
Mineral Resources	Similar LTS	Similar LTS	Similar LTS
Noise	Reduced LTS	Reduced LTS	Reduced LTS
Population and Housing	Reduced LTS	Similar LTS	Reduced LTS
Public Services	Reduced LTS	Reduced LTS	Reduced LTS
Recreation	Similar LTS	Similar LTS	Similar LTS
Transportation (VMT)	Reduced LTS	Reduced LTS	Reduced LTS
Tribal Cultural Resources	Similar LTS	Similar LTS	Similar LTS
Utilities and Service Systems	Reduced LTS	Reduced LTS	Reduced LTS
Wildfire	Similar LTS	Similar LTS	Similar LTS

Source: MIG, 2025
LTS= Less Than Significant Impact
SU= **Significant and Unavoidable Impact**

3.0 – PROJECT DESCRIPTION

The proposed project is the adoption and implementation of a comprehensive amendment and update to the Westminster Gardens Specific Plan ("WGSP" or "Specific Plan") ("project"). The current WGSP was adopted by the City of Duarte on November 27, 1990, and minor modifications were approved administratively in 1998. This chapter describes the proposed amendment to Westminster Gardens Specific Plan and the various components and actions addressed throughout the Draft Environmental Impact Report (DEIR). As explained by CEQA Guidelines Section 15124 (Project Description), the project description that follows has been detailed to the extent needed for adequate evaluation of potential environmental impacts.

3.1 – PROJECT LOCATION

Regionally, the project site (referred to as the "Planning Area" and "Project Site" interchangeably in this document) is located in the City of Duarte ("City" or "Duarte") in Los Angeles County. Duarte is located in the north-central portion of the San Gabriel Valley, approximately 17 miles northeast of the City of Los Angeles. Duarte is strategically located with access to major transportation corridors, including the I-210 and Interstate 605 (I-605) freeways. Duarte is situated at the base of the San Gabriel Mountains and is bordered by the City of Irwindale to the south, the City of Monrovia to the west, the City of Bradbury and the Angeles National Forest to the north, and the City of Azusa to the east (see Exhibit 3-1, *Regional Vicinity Map*). Locally, the project site is bound by Huntington Drive (or Historic Route 66) to the north, Central Avenue and I-210 to the south, Santo Domingo Avenue to the west, and Bradbourne Avenue to the east. The site is located on the eastern edge of the recently adopted Town Center Specific Plan and within ½ mile proximity to the Metro A Line (formerly Gold Line) Duarte/City of Hope Station and the Duarte Station Specific Plan. A portion of the eastern boundary is immediately adjacent to an existing townhome development (see Exhibit 3-2, *Local Vicinity Map*).

3.2 – ENVIRONMENTAL SETTING

3.2.1 – Existing Land Use and Development

The approximately 32-acre site is comprised of four parcels under single ownership (see Exhibit 3-3, *Specific Plan Area*) and is developed with a senior residential community known commonly as Westminster Gardens and identified by the applicant as a Life Plan Community (LPC). LPCs, also known as Continuing Care Retirement Communities (CCRCs), provide residential and assisted living housing options for adults age 60+ by providing a wide range of care, services, and activities in one place, and offering residents a sense of stability and familiarity as their abilities or health conditions change. The Westminster Gardens LPC campus is currently licensed by the California Department of Social Services (CDSS), which oversees the Senior Care Licensing Programs for both CCRCs and Residential Care Facilities for the Elderly (RCFE). The Westminster Gardens license is currently for a capacity of 200 persons. Three of the four project parcels are developed. The remaining fourth parcel (parcel 3) is undeveloped. A breakdown of the parcels is as follows:

- Parcel 1 (Assessor Identification Number [AIN] 8529-014-025), extending from the intersection of Santo Domingo and Central Avenues, running eastward along Central Ave to Bradbourne Avenue and northward to the borders of Parcels 2, 3, and 4, is

approximately 26 acres in size. Parcel 1 also includes the Morrison House and grounds. The Morrison House is a historic building that now contains administrative offices, a mail room, a library, restrooms, and a social hall. The Morrison House and the immediately surrounding grounds would not be modified as part of this project.

- Parcel 2 (AIN 8529-014-028), located north of Parcel 1 and south of Huntington Drive, between Parcel 3 and 4, is approximately 1.5 acres in size and has been improved as a private park with a small amphitheater, covered patio area, and shuffleboard courts for use exclusively by the residents of Westminster Gardens LPC.
- Parcel 3 (AIN 8529-014-029), southeast of the intersection of Santo Domingo Avenue and Huntington Drive, is approximately 1.4 acres in size and is undeveloped. Vegetation is minimal consisting of pine trees, palm trees, and an oak tree in the center of the parcel. The parcel is bare level ground and is approximately four feet lower than Huntington Drive at the northeast corner and two feet lower at the northwest corner. The southwest corner is approximately one foot lower than Santo Domingo Avenue. The site slopes to the south. A vehicular access gate is located approximately 125 feet south of Huntington Drive.
- Parcel 4 (AIN 8529-014-026), south of Huntington Drive, and east of Parcel 2 is approximately 3 acres in size. Combined with Parcel 1, these two parcels contain the majority of the LPC structures and improvements comprising a total of 165,171 square feet of building area (inclusive of 149 residential units/beds, offices, resident amenities, and maintenance buildings), 74 garage/carport parking spaces, 204 surface, unassigned parking spaces, a private street system, and related landscaped areas.

Exhibit 3-4, *Existing Westminster Gardens LPC Campus Map*, illustrates the distribution of the existing buildings, identifying them by building number or name, the general location of parking areas, and the private street system. Table 3-1 provides a corresponding list of the existing buildings as of 2026, by building number or name, and indicates the use(s), square footage, and where applicable, the number of housing units/beds.

3.2.2 – Circulation: Access and Parking

The site perimeter is fenced and gated, with one primary controlled vehicular/pedestrian access from Santo Domingo Avenue located at the southeastern portion of the site. An emergency secondary access point (gated) is located on the northeast edge of the site, providing access to Huntington Drive, with signage indicating the entrance to the property is on Santo Domingo Avenue. There are two existing, fenced, unused curb cut locations along Santo Domingo Avenue near Huntington Drive (leading to Parcel 3) and one existing, largely unused gate with a curb cut on Central Avenue, serving the campus's maintenance buildings as emergency access only. There are a total of 278 parking spaces located throughout the site, 204 of which are open and unassigned, available for use by residents, visitors, and staff; and 74 garage/carport spaces assigned or attached to an Independent Living Unit.

3.2.3 – Other Existing Site Improvements

Fencing around Westminster Gardens varies between metal chain link fencing with shrubbery growing over it along Santo Domingo Avenue and concrete/block walls along Central Avenue and Bradbourne Avenue, and a combination of concrete walls and metal fencing along Huntington Drive. Mature landscape/hardscape features are located throughout the community, serving as passive open space, pedestrian pathways, and gardens, with an approximately 1.5-acre private open space amenity in the north central portion of the site (Parcel 2). Mature trees and shrubs

are located throughout the campus. An uncovered drainage channel runs north to south through the middle of the property, with segments running below ground.

Exhibit 3-1
Regional Vicinity Map

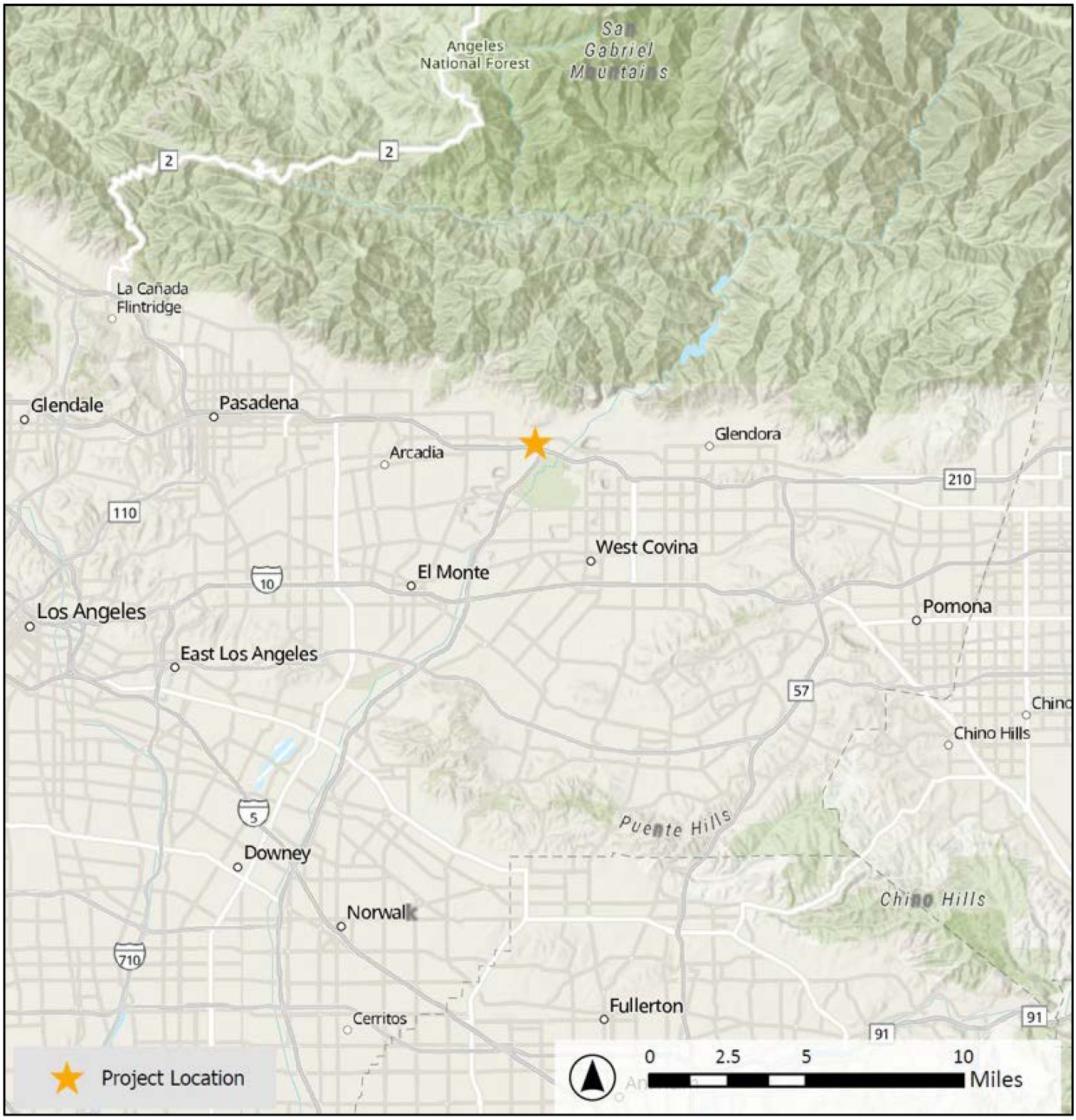


Exhibit 3-2
Local Vicinity Map

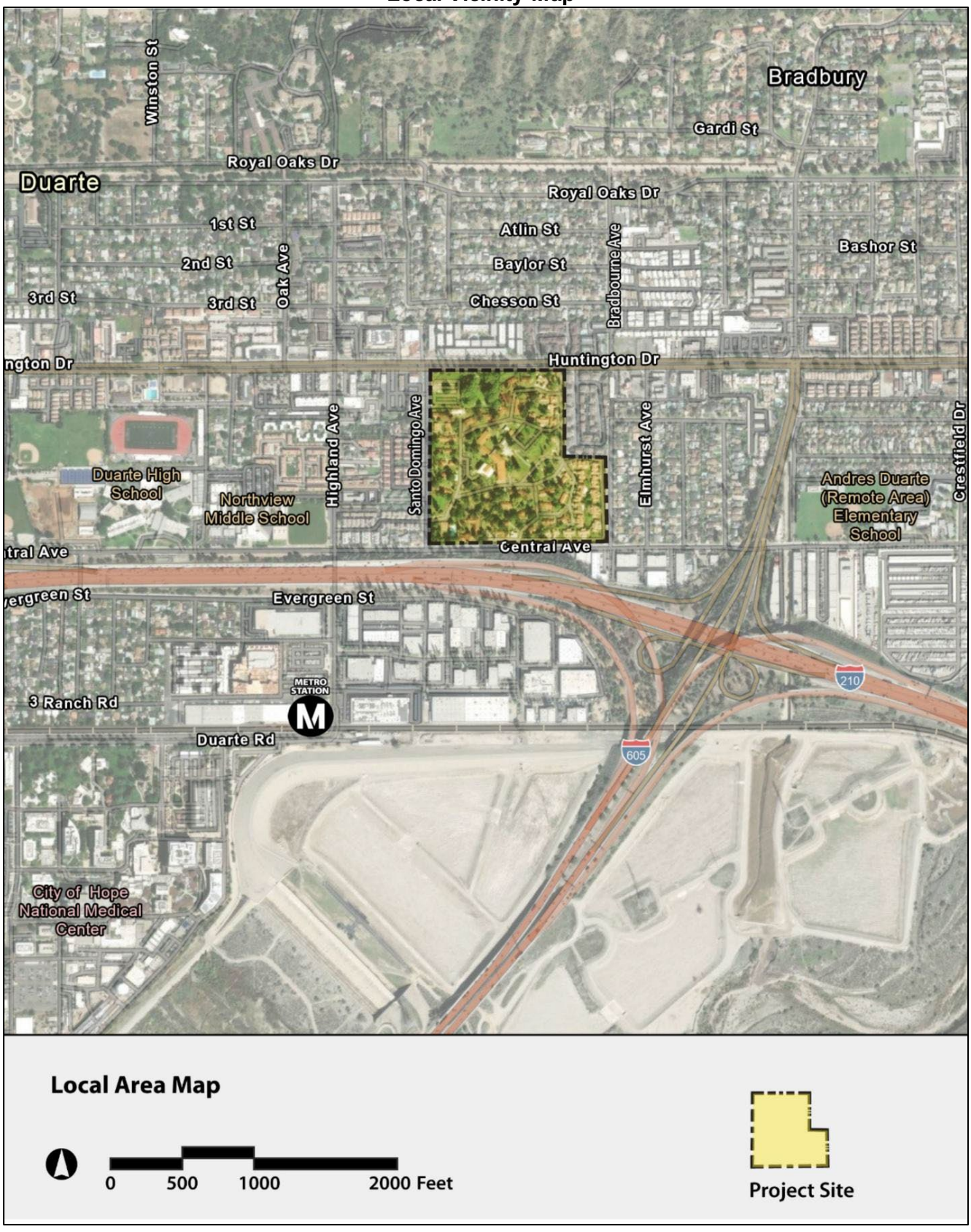


Exhibit 3-3
Specific Plan Area

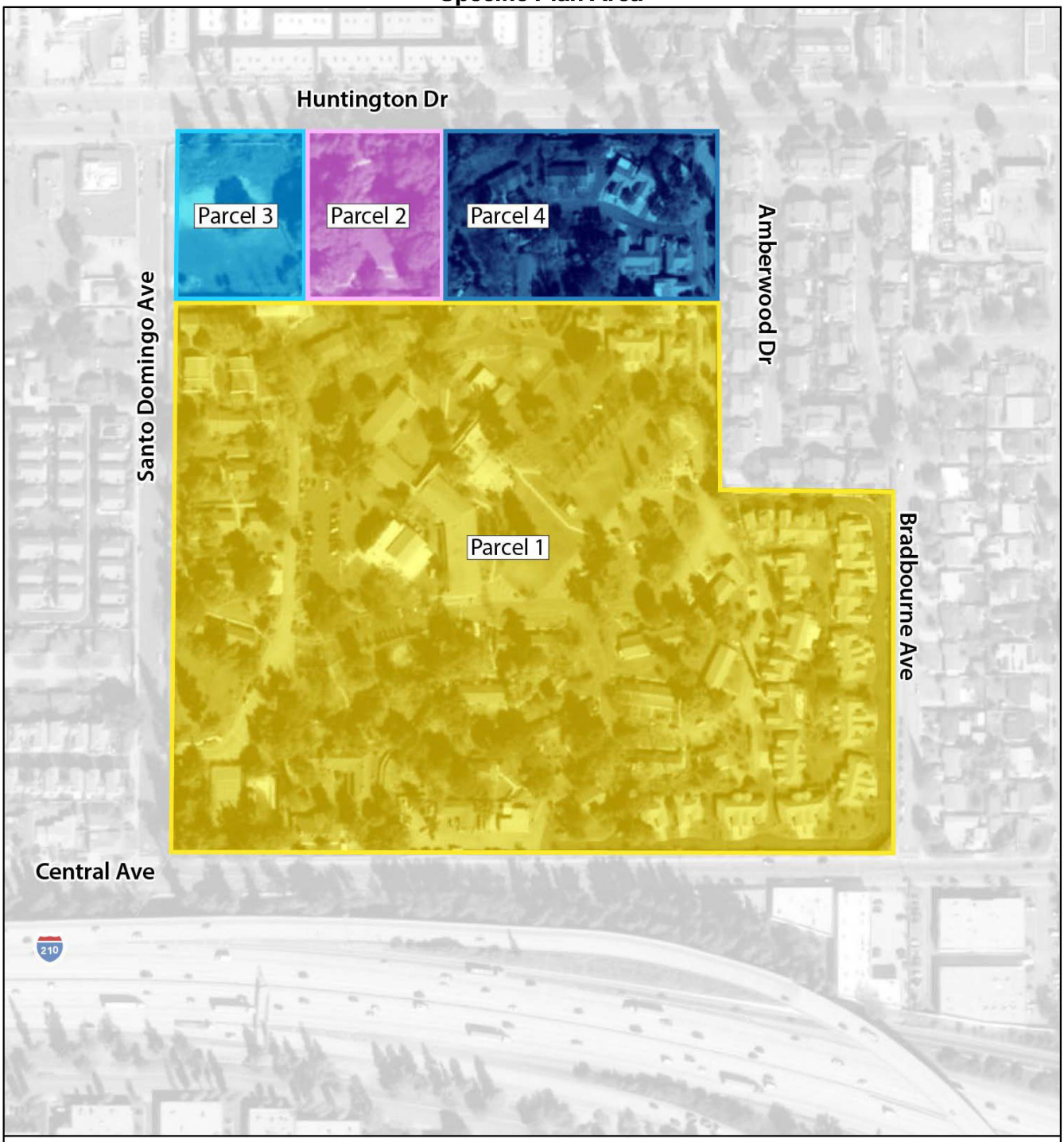


Exhibit 3-4
Existing Westminster Gardens LPC Campus Map

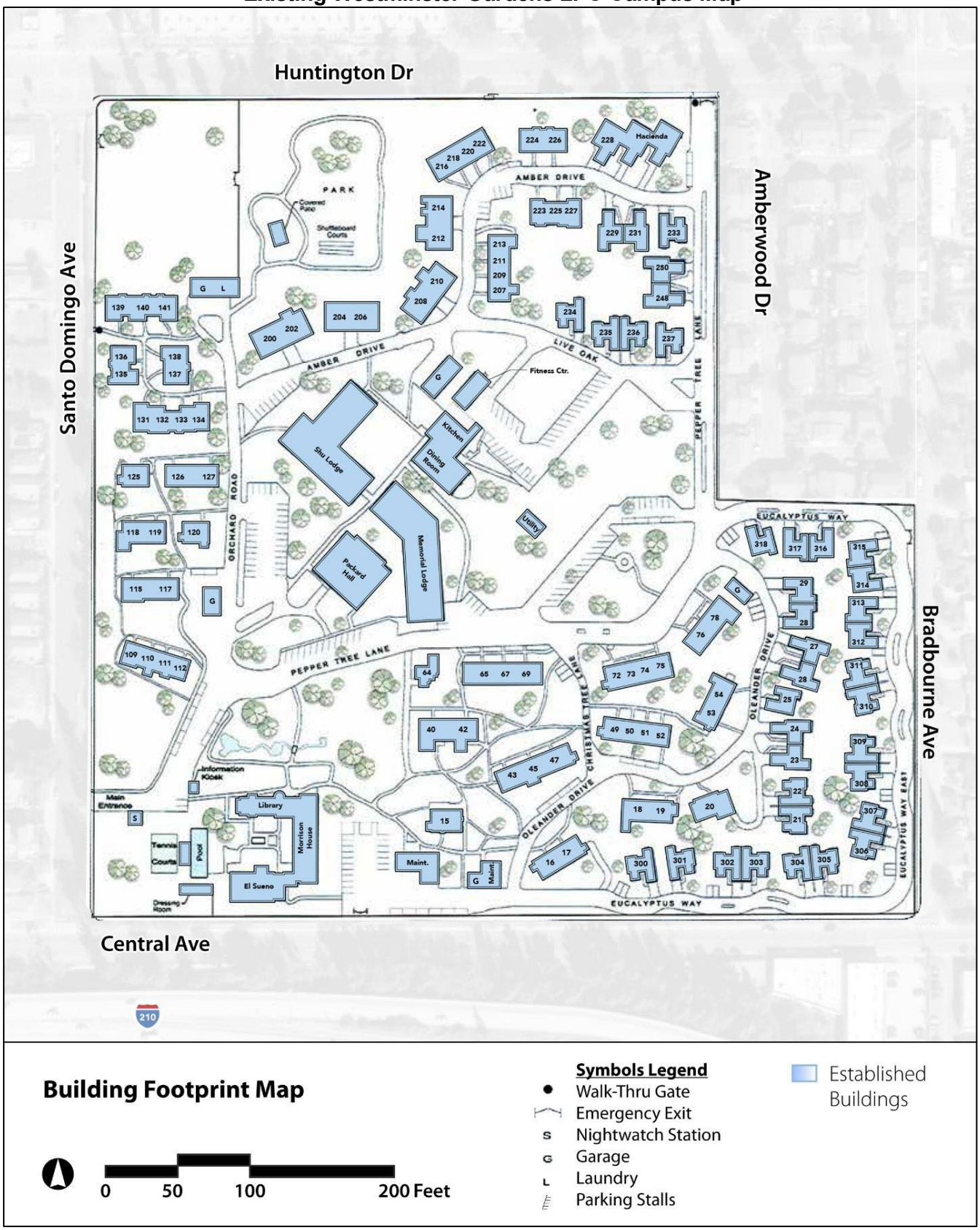


Table 3-1: Westminster Gardens LPC Existing Building Inventory				
Building Number or Name	**Land Use(s)**	**Unit Type**	**Number of Units or Beds**	**Square Footage**
Morrison House	Office & Library		0	5,650
Pool Changing Room	Resident Amenity		0	560
El Sueno	Resident Amenity		0	2,926
Dining Room	Resident Amenity		0	6,175
Fitness Center	Resident Amenity		0	979
Shu Lodge	Residential Care Facility	Assisted	16	10,646
Memorial Lodge	Residential Care Facility	Assisted	16	9,152
Packard Hall	Resident Amenity		0	6,532
Units 15-78	Residential - Senior Housing	Independent	26	23,203
Unit 64 (Cape Cod House)	Resident Amenity		0	950
Units 21-29	Residential - Senior Housing	Independent	9	11,868
Units 300-318	Residential - Senior Housing	Independent	19	25,160
Units 109-127	Residential - Senior Housing	Independent	12	10,957
Units 131-141	Residential - Senior Housing	Independent	11	10,408
Units 200-227	Residential - Senior Housing	Independent	21	18,968
Units 229-250	Residential - Senior Housing	Independent	9	12,889
Hacienda	Residential Care Facility	Memory Care	10	4,257
Ancillary Buildings	Utility and Maintenance		0	3,891
		TOTALS	**149**	**165,171**

3.2.4 – Operational Characteristics

In 2026, Westminster Gardens LPC typically had a total of 67 full-time employees to provide services to the residents and manage and maintain the campus. Daily operations average an employee peak of 45 between the hours of 9:00 am to 5:00 pm. Overnight staffing currently consists of six employees.

3.2.5 – Surrounding Land Uses and Development

The surrounding area is characterized primarily by its relatively flat topography and mix of low-rise residential development, including single-family homes, duplexes, and apartment buildings, often set in tract developments, dating from the 1950s through 1990s. Westminster Gardens is surrounded by residential uses to the north, east, and west: single- and multi-family residences are located immediately to the west; apartment buildings are located immediately to the north; and a single-family residential tract development is located immediately to the east. The property is bounded by Central Avenue and Interstate 210 (I-210) to the south, and two industrial buildings to the southeast.

3.3 – EXISTING GENERAL PLAN AND ZONING DESIGNATIONS

The Duarte General Plan (2005-2020) Land Use Map designates the project site "Specific Plan." Table LU-2, *Approved Specific Plans*, of the Land Use Element describes the WGSP as a senior community with a combined total capacity of 195 Independent and Assisted Living Units, developed at a density of 7.8 residents per acre. Table LU-2 also indicates that the WGSP is consistent with the "Medium Density Residential (MDR)" land use designation, which allows for denser multiple family dwellings, mixed detached and attached residential developments up to a maximum of 21 dwelling units per acre, including senior housing, aggregated over the specific plan area. Density of individual buildings may exceed 21 dwelling units per acre, balanced with open space and lower density development throughout the site. However, the total capacity of the specific plan area, equivalent to 21 dwelling units per acre, would not be exceeded. As such, this Amendment to the WGSP would increase the number of senior housing units from current (2026) conditions, but remain within the allowable density limit identified in the General Plan Land Use Element, and therefore, does not require an amendment to the General Plan. Development standards have been drafted as part of the specific plan amendment to be unique to fit the type of land uses desired within the boundaries of the WGSP.

The City's Zoning Map designates the WGSP area as Specific Plan #5. Duarte Development Code Section 19.22.010 describes the Specific Plan zone (SP zone) as a zone that provides for flexibility, innovative use of land resources and development, a variety of housing and other development types, and an effective and safe method of pedestrian and vehicular circulation. This Amendment to the WGSP does not propose a change to the boundaries the specific plan or a change to the zoning district designation. The comprehensive update to the WGSP addresses the master land use plan, allowable uses, development regulations, circulation, and infrastructure within the WGSP area.

3.4 – PROJECT OBJECTIVES

Section 15124(b) of the State CEQA Guidelines requires "[a] statement of objectives sought by the proposed project. The statement of objectives should include the underlying purpose of the project." The following objectives have been identified for the project:

- Redevelop the Life Plan Community to provide a high-quality residential development containing an integrated mix of independent living, assisted living, and memory care units and skilled nursing that responds to growing demand and caters to existing and future needs of seniors.
- Create a self-sufficient community that provides services and amenities for facility residents and offers integrated mixed-use office and retail opportunities that welcome the entire Duarte community.
- Create affordable independent living units in support of the City's Regional Housing Needs Allocation (RHNA), providing additional housing options for low- and moderate-income senior residents.
- Expand housing opportunities within an existing community that remains compatible with and respectful to surrounding land uses.
- Provide additional site access and improve pedestrian connectivity within the community and to surrounding neighborhoods and districts.

- Implement an updated development plan, including specific use, development, and design standards consistent with the City's General Plan and with minimal deviation from the City's Zoning Code regulations for setbacks, height, parking, etc.
- Retain the historic Morrison House and associated grounds for administrative support functions and as a Community Hub.

3.5 – PROJECT CHARACTERISTICS

3.5.1 – Description of the Project

The proposed project would amend the WGSP through a comprehensive update, repealing in its entirety the 1990 Specific Plan, inclusive of the 1998 administratively approved minor modification, replacing it with a new Specific Plan to facilitate redevelopment of the existing LPC and add new uses to the vacant northwest corner. The updated WGSP identifies the long-term vision and objectives for private redevelopment, new residential and non-residential development capacity, and associated public and private improvements within the WGSP area over the 20-year life of the Plan.

The WGSP update establishes the general type, parameters, and character of the development aimed at expanding the current Westminster Gardens LPC campus to support a vibrant and dynamic environment with senior-centric amenities, services, and multiple housing and continuum of care options at various price points, providing aging Duarte residents a destination to continue to reside within the Duarte city limits.

Redevelopment under the updated WGSP is intended to address the unmet demand for senior housing and services within Duarte and the surrounding communities. Implementation of this amendment allows for redevelopment of the Westminster Gardens LPC campus to allow build-out capacity of the following major components:

- A maximum of 310 Independent Living Units (market rate)
- A minimum of 150 Independent Living Units (affordable)
- A maximum of 90 Assisted Living/Memory Care Units/Beds
- A maximum of 65,000 square feet of Resident Amenity space, plus 7,000 square feet of Utility and Maintenance space
- A maximum of 15,000 square feet of Retail
- A maximum of 25,000 square feet of Office

This development concept would allow for continued availability of both market-rate and rent-restricted housing, while maintaining and refurbishing parking, open space, and on-site amenities to retain a high-quality living environment. Through multiple phases of redevelopment, the amended WGSP development plan proposes to significantly increase capacity in the overall number of units and provides the opportunity for retail and office space. The development plan also provides for a corresponding increase in the square footage and areas devoted to administrative and on-site resident amenities, including improvements to upgrade existing infrastructure, and provide additional vehicular and pedestrian access.

Another major goal of amending the WGSP is to achieve a coordinated, cohesive environment and character within the Westminster Gardens LPC by updating development and design standards. The updated Specific Plan reorganizes the existing Specific Plan to be more effectively implemented and is organized as follows:

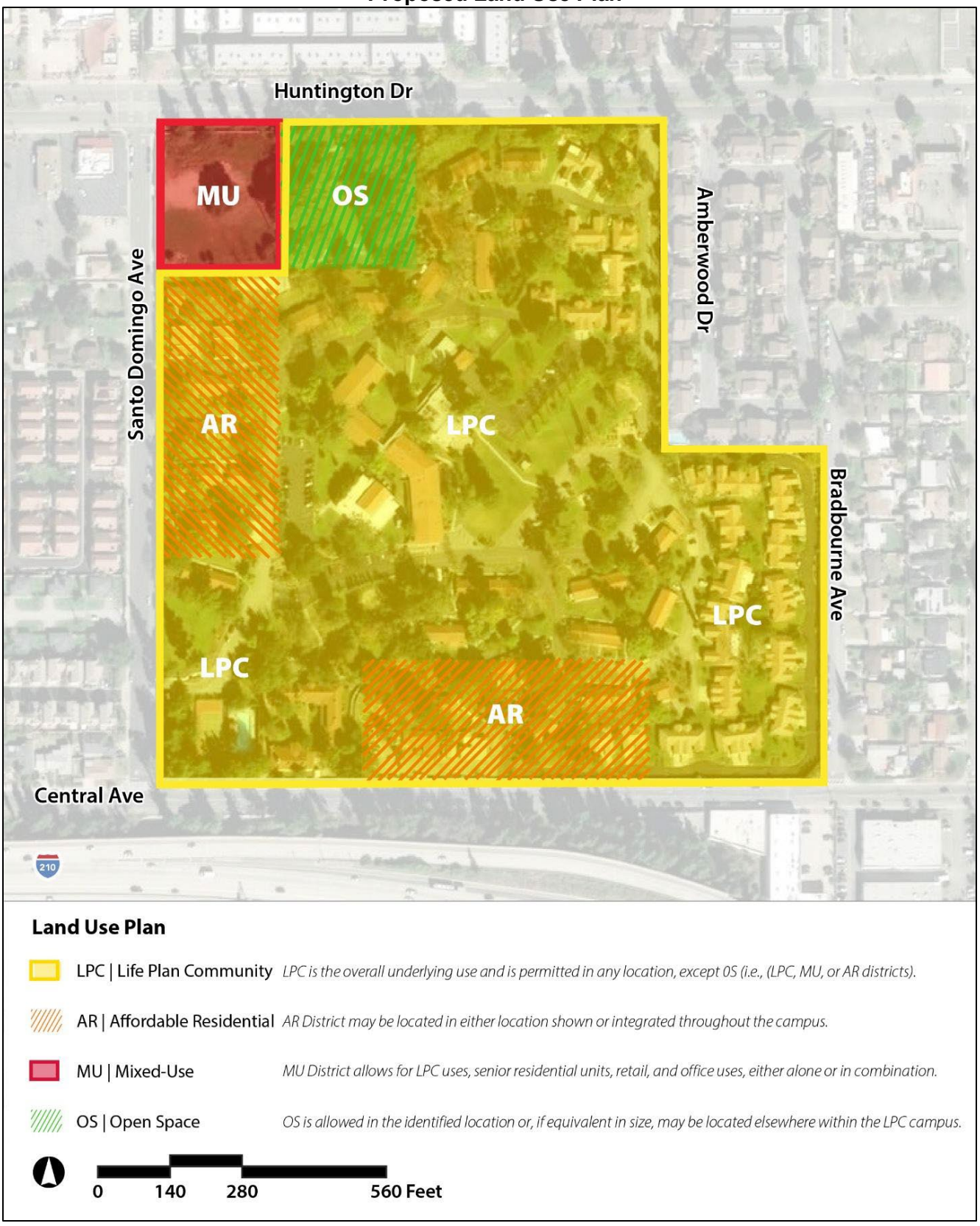
- Specific Plan Setting
- Development Plan
- Development Regulations and Design Standards
- Infrastructure and Services
- Administration and Implementation
- Appendices (General Plan Consistency Analysis, Definitions, etc.)

As used in this EIR, the terms "Westminster Gardens Specific Plan," “WGSP,” "Specific Plan," “Plan” (when specifically distinguished from another plan), and "project" are synonymous and refer to all aspects of the Westminster Gardens Specific Plan amendment.

3.5.2 – Development Plan, Standards, and Design

The amended WGSP includes a proposed Land Use Plan for the redevelopment of Westminster Gardens LPC. Exhibit 3-5, *Proposed Land Use Plan*, illustrates broadly the overall plan for redevelopment, generally depicting distribution of land uses throughout the 32-acre site.

Exhibit 3-5
Proposed Land Use Plan



Allowable uses, intensity and density of development, and specific development and design standards are defined for each of the respective land use districts contained within the WGSP:

- LPC: Life Plan Community – LPC is the underlying district for the entire Specific Plan area, with the exception of the northwestern corner, which is designated as the Mixed-Use District. LPC uses include independent living, assisted living, skilled nursing, memory support, and office, along with a variety of common facilities to provide amenities and supportive services for residents.
- AR: Affordable Residential – While affordable senior independent and assisted living may occur throughout the campus, buildings in the AR district are intended to be entirely or a majority affordable units. The AR district may be applied either to the Santo Domingo Avenue or Central Avenue frontage, as identified in Exhibit 3-1 (Westminster Gardens Land Use Plan), providing flexibility in the location of affordable independent living units. Alternatively, or in conjunction with building-specific affordable senior housing, affordable senior independent living units may be integrated throughout the LPC campus rather than in a specific AR district.
- MU: Mixed-Use – The MU district is limited to the northwest area of the WGSP and allows for LPC uses, independent senior living, and a variety of non-residential uses compatible with LPC uses. This parcel may be developed as a stand-alone parcel, which may or may not retain LPC resident and campus connectivity, or as an integrated part of the LPC campus.
- OS: Open Space – This District is designed to preserve and improve the existing open space area in the north-central portion of the Westminster Gardens LPC campus with appropriate open space uses; alternatively, this open space area may be relocated elsewhere within the campus as part of redevelopment, provided open space of equal or greater area and amenities are provided.

Redevelopment of Westminster Gardens LPC would result in multiple buildings with associated parking areas located within structures, partially subterranean, or at surface.

Required building setbacks from the property line are designed to take into consideration the intensity of proposed land uses, proposed building mass and scale, and the surrounding context and edge conditions. Development standards are established for each district and summarized in Table 3-2 (Development Standards).

Table 3-2: Development Standards				
Standard	**LPC District**	**AR District**	**Mixed Use District**	**OS District**
Max. Height	65 ft	65 ft	75 ft	15 ft
Min. Setback from Public Right-of-way (ROW)	Huntington Edge: 20 ft for residential or assisted living 15 ft for LPC common facilities		30 ft for residential 10 ft for commercial/ mixed-use	--
	Eastern Edge: 20 ft for residential or assisted living 15 ft for LPC common facilities			
	Central Edge: 10 ft for all uses			
	Santo Domingo Edge: 20 ft for all uses			
Min. Setback from Private ROW	10 ft	10 ft	10 ft	10 ft
Outdoor Living Space - Private	100 sf	50 sf	100 sf for stand-alone residential 125 sf for residential in mixed-use	--
Outdoor Living Space - Common	250 sf	--	250 sf for stand-alone residential 0 sf for residential in mixed-use	--

Building design standards are established to guide development to fit harmoniously into the community, including:

- Required 360-degree design, understanding that all components of the built environment should be well designed, not just those visible from public areas;
- Wall plane variation of at least 25 percent along public and private rights-of-way;
- Limit on blank wall length (20 feet);
- Required consistency with architectural style material and finishes;
- Minimum windows/transparency;
- Minimum window recess of at least two inches for at least 80 percent of windows;
- Minimum ground floor ceiling height;
- Standards for various entryway types;
- Standards for screening trash and recycling facilities
- Standards for building lighting and signs; and
- Required compliance with one of four architectural styles: Spanish, California Ranch, Craftsman, or Neotraditional.

Parking regulations are summarized in Table 3-3. Parking for independent senior living units would be located adjacent to, or directly accessible from, the unit or building and located within 300 feet of the applicable unit/building. Surface and/or structured parking areas would be located and oriented toward the interior of the site and, wherever feasible, placed behind buildings, to minimize the visibility of surface and structured parking areas from Huntington Drive, Santo Domingo Avenue, and Bradbourne Avenue. Parking may also be provided as parallel or perpendicular parking stalls within the private roadways throughout campus.

Table 3-3: Parking Regulations	
Use	**Minimum Spaces Required**
Assisted Living	0.4 spaces per bed
Memory Care	0.4 spaces per bed
Independent Living Unit in building with 5+ units	0.6 spaces per unit
Independent Living Unit in building with <5 units Studio and 1-bedroom units 2-bedroom+ units	 1 space per unit, located adjacent to the unit 2 spaces per unit, with 1 located adjacent to the unit[1]
Nonresidential Uses	Per the DDC in the MU district[2]
Notes: 1. Tandem parking is allowed for 2-bedroom+ units. 2. DDC parking ratios do not apply to nonresidential land uses strictly serving the LPC within the LPC district, including LPC Administration Facilities and LPC Resident Common Facilities. Employee parking is assumed within the ITE parking standard for the residential use.	

Resident amenities may be located within residential buildings or in stand-alone buildings throughout the campus and would include areas for dining, activities, health and wellness, education, social, recreational, and other senior-centric functions. Within the vacant northwest parcel, a variety of residential and nonresidential uses are allowed.

3.5.3 – Project Site Access and Circulation

Vehicular access to the LPC campus will continue to be provided via the existing main entrance driveway on Santo Domingo Avenue. A separate access driveway is planned to be provided on Santo Domingo Avenue north of the existing main entrance driveway, as described below. The actual locations of certain ingress/egress points will depend upon the ultimate implementation of the flexible land use districts. No more than two ingress/egress points will be located on Santo Domingo Avenue (including the existing access). A maximum of one driveway/access point is allowed on Central Avenue . The existing gated emergency access driveway on Huntington Drive will remain unchanged. Any new project driveways are anticipated to accommodate full access (i.e., left-turn and right-turn ingress and egress traffic movements). Exhibit 3-6: *Circulation and Access Plan* indicates access points to the campus and a concept scenario for internal circulation. Access points for each of the four roadways bounding the project site are detailed below.

Santo Domingo Avenue. Vehicular access to the LPC campus would continue to be provided via the existing main entrance driveway on Santo Domingo Avenue. A maximum of two total driveways/access points are allowed on Santo Domingo Avenue between Huntington Drive and Central Avenue, including the main ingress/egress driveway. In addition to the existing primary ingress/egress, one additional secondary ingress/egress location is allowed on Santo Domingo Avenue; however, its actual location would be dictated by the location of the Affordable Senior Independent Living Unit(s) development. If the Affordable Senior Independent Living Unit(s) development is located along Santo Domingo Avenue, it would need to share ingress/egress with the Mixed Use District so that only one additional access point is created.

Huntington Drive. There is one existing emergency ingress/egress along Huntington Drive providing secured access to the LPC campus. This access point would continue to function only as emergency access, unless adequate mitigation is identified and implemented to allow for a secondary ingress/egress point for the LPC on Huntington Drive.

Central Avenue. A maximum of one driveway/access point is allowed on Central Avenue. If the Affordable Senior Independent Living Unit(s) development is located on the south side of campus,

rather than the west side or integrated throughout the campus (with access from Central Avenue rather than Santo Domingo Avenue), a new Central Avenue ingress/egress would provide primary access to this portion of the development. In this case, the existing maintenance driveway must be removed. If the Affordable Senior Independent Living Unit(s) development is located on the west side of campus with access from Santo Domingo, this existing maintenance access may remain as emergency and maintenance access only. A new driveway/access on Central Avenue is not intended to serve the larger LPC campus.

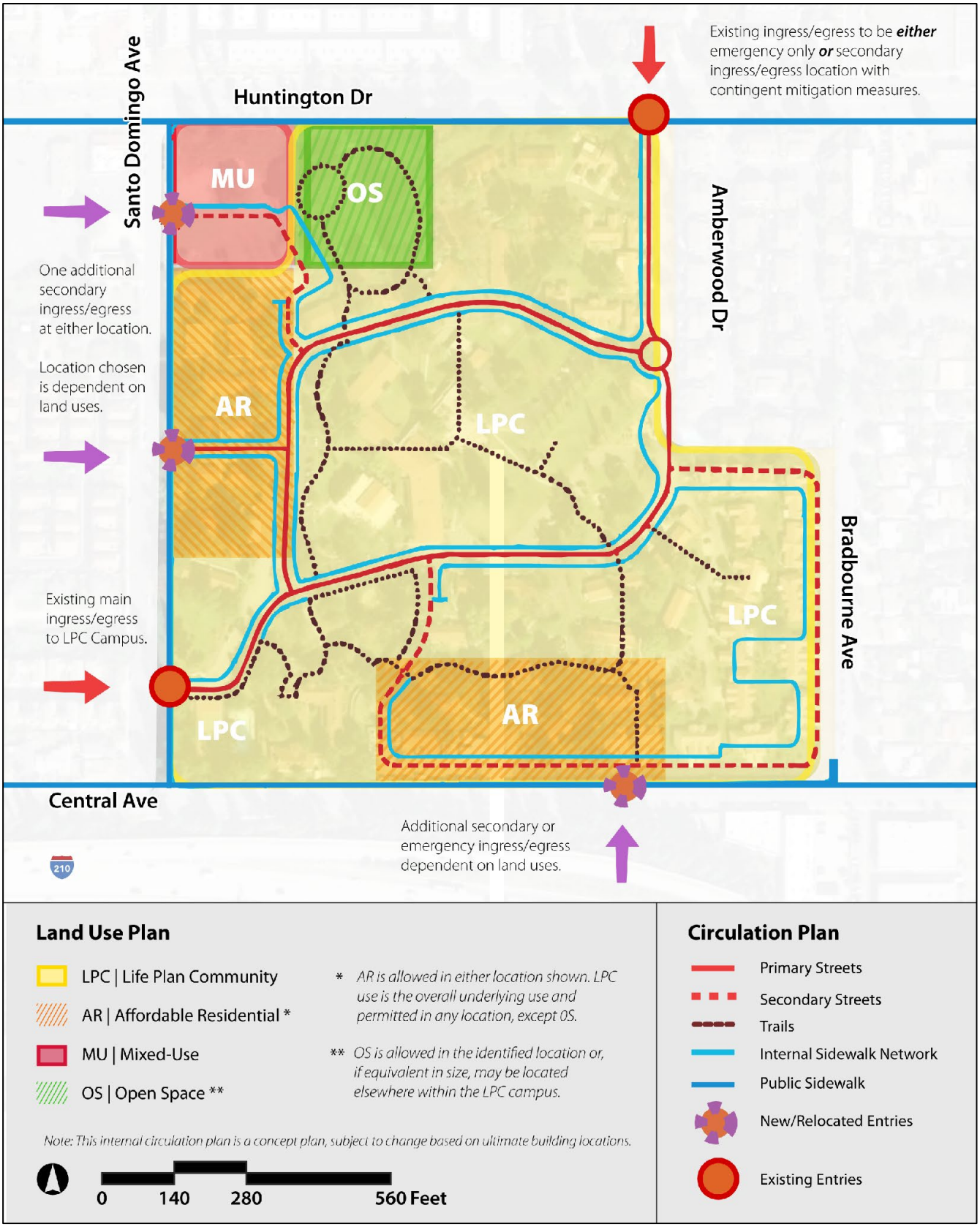
Bradbourne Avenue. No driveways/access points are allowed on Bradbourne Avenue.

All connections (pedestrian and vehicular) between the LPC and the public right-of-way would have access-controlled gates. Internal circulation patterns would be correlated with new building development phases. All new roadways and internal private streets would comply with the standards indicated in Table 3-4 (Minimum Roadway Widths).

Table 3-4: Minimum Roadway Widths

Configuration	Minimum Travel Lane Width	Minimum Roadway Width (Total Travel Lanes)	Minimum Parking Stall Width
No On Street Parking	11 ft	22 ft	N/A
Parallel Parking	12 ft	24 ft	9 ft
Perpendicular Parking	13 ft	26 ft	18 ft

Exhibit 3-6
Circulation and Access Plan



3.5.4 – Pedestrian Access

Pedestrian access to the project site will be accommodated via the existing public sidewalks and pedestrian facilities provided along Santo Domingo Drive, Huntington Drive, and Central Avenue. Pedestrian access within the project site will be accommodated by Americans with Disabilities Act (ADA) compliant walkways and curb ramps that will connect the building entrances to the public right-of-way.

Pedestrian trails and walkways would be installed between buildings, open spaces, and parking areas. Pedestrian pathways will also be constructed surrounding the proposed buildings. The trails/walkways will provide exclusive pedestrian and bicycle access from the public sidewalk to the proposed project, thus minimizing the extent of pedestrian and bicycle interaction with vehicles at the site and providing a comfortable, convenient, and safe environment for pedestrians and bicyclists to access the proposed project from the public right-of-way. All new pedestrian pathways, including both sidewalks and trails, would be universally accessible for able bodied and disabled persons, and meet ADA standards. Sidewalks adjacent to an internal circulation roadway would be a minimum of five feet in width. Trail/walkway widths not adjacent to a roadway would vary based on the location and anticipated use. All walkways and trails would be visually emphasized using landscaping, signage, lighting, and distinctive or contrasting paving in areas crossing vehicular traffic. Crosswalks would be provided at any intersection of a trail/walkway with an interior circulation roadway.

3.5.5 – Growth Over Existing Conditions

Table 3-5 shows the anticipated growth in both the residential and non-residential components beyond existing (2026) conditions within the WGSP area. As shown in Table 3-5, the net difference between existing conditions and buildout of the proposed SPU breaks down as follows:

- Increase of 353 Independent Living Units (market rate and/or affordable)
- Increase of 48 Assisted/Memory Care Units/Beds
- Increase of 625,492 square feet of Residential space
- Increase of 84,337 square feet of Non-Residential space, broken down as follows:
    - Increase of 46,878 square feet of Resident Amenity space
    - Increase of 3,109 square feet of Utility and Maintenance space
    - Increase of 19,350 square feet of Office space
    - Addition of 15,000 square feet of Retail space
- Increase of 754 Residents
- Increase of 102 Employees

Table 3-5: Growth Relative to Existing Conditions					
Land Use	**Residential (Units/Beds)**	**Residential (SF)**	**Non-Residential (SF)**	**Residents**	**Employees**
Existing (2026) Conditions					
Independent Living Unit (market-rate)	107	113,453	--	214	--
Independent Living Unit (affordable)	--	--	--	--	--
Assisted Living/Memory Care Unit	42	24,055	--	42	--
Resident Amenity	--	--	18,122	--	47
Utility and Maintenance	--	--	3,891	--	10
Office	--	--	5,650	--	10
Retail	--	--	--	--	--
Total	***149***	***137,508***	***27,663***	***256***	***67***
Proposed Build-Out (2045) Assumptions					
Independent Living Unit (market-rate)	310	539,500	--	620	--
Independent Living Unit (affordable)	150	142,500	--	300	--
Assisted Living/Memory Care Unit	90	81,000	--	90	--
Resident Amenity	--	--	65,000	--	75
Utility and Maintenance	--	--	7,000	--	10
Office	--	--	25,000	--	63
Retail	--	--	15,000	--	21
Total	***550***	***763,000***	***112,000***	***1,010***	***169***
NET DIFFERENCE	**+401**	**+625,492**	**+84,337**	**+754**	**+102**

Notes:
1. Residential density conservatively assumes two residents for each independent living unit, and one resident for each assisted living/memory care unit/bed.
2. Resident amenity accounts for operations staff of the LCP, including nursing and administrative staff (estimates provided by Human Good). Utility and maintenance staff provide for building and landscaping maintenance throughout campus (estimates provided by Human Good).
3. Office and retail employee estimates are based on Natelson Company Employment Density Study (https://www.mwcog.org/file.aspx?A=QTTITR24POOOUlw5mPNzK8F4d8djdJe4LF9Exj6lXOU%3D)

3.6 – PROJECT TIMELINE

Implementation of the Specific Plan is expected to occur in two or more phases. During each phase, site plan and design review consistent with Duarte Development Code Chapter 19.122 (Site Plan and Design Review), applications for applicable Minor Use Permits or Conditional Use Permits, plan check, issuance of construction permits, and actual construction of buildings, roads, and infrastructure, will require review by the City of Duarte.

During the first phase of development, construction will expand the existing LPC campus with new senior independent living units on the vacant parcel represented by the Mixed Use district. The exact number of units that will be constructed during this first phase is undefined; however,

a minimum of 20 percent of the units constructed within the Mixed Use district must be reserved for moderate-income residents.

Sequencing of future phases to result in ultimate buildout is undefined and may occur in multiple phases over an estimated 20 years (by 2046). In any phasing scenario, the City will require the balance of required affordable units not included in the initial phase or provided in the existing life plan community to be included in a development that is completed as a part of a future phase of the project, as determined by the affordable housing agreement.

In all phases, vehicular/pedestrian access, public facilities, and infrastructure must be constructed to adequately service the phase of development, and as needed for public health and safety, as determined by the City, and consistent with the Master Plan of Development. Thus, the project site would gradually transition over time from the existing development to the expanded facility envisioned by the Specific Plan. Each new phase of development would be provided with adequate parking per the ratios required by the amended WGSP and pedestrian access per the Master Plan of Development.

3.7 – REQUIRED PERMITS AND APPROVALS

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

- Certification of the Final EIR;
- Adoption of a Mitigation Monitoring and Reporting Program (MMRP);
- Adoption of a Zone Change to amend the Westminster Gardens Specific Plan;
- Approval of any required subdivision maps, or lot line adjustments;
- Design and/or discretionary review as necessary, including any applicable CEQA review, for future development proposals within the Specific Plan area.

Future development proposals within the Specific Plan area would be expected to also require review or approvals from other jurisdictional agencies, potentially including, but not limited to:

- California Department of Social Services (CDSS)
- Los Angeles County Fire Department
- Los Angeles County Public Works/Flood Control Department
- Los Angeles County Health Department

4.0 – ENVIRONMENTAL IMPACT ANALYSIS INTRODUCTION

This EIR Chapter explains how the following 20 sections of environmental analysis are organized. As discussed in Chapter 1.0 – Introduction, the city determined that an EIR would be required for the proposed project. Chapter 4.0 of this EIR includes the environmental analysis for each environmental topic for which the proposed project may result in potentially significant adverse impacts to some or all of the significance thresholds within the following topical areas:

- 4.1 – Aesthetics
- 4.2 – Agricultural and Forest Resources
- 4.3 – Air Quality
- 4.4 – Biological Resources
- 4.5 – Cultural Resources
- 4.6 – Energy
- 4.7 – Geology/Soils/Paleontology
- 4.8 – Greenhouse Gas Emissions
- 4.9 – Hazards and Hazardous Materials
- 4.10 – Hydrology and Water Quality
- 4.11 – Land Use and Planning
- 4.12 – Mineral Resources
- 4.13 – Noise and Vibration
- 4.14 – Population and Housing
- 4.15 – Public Services and Systems
- 4.16 – Recreation
- 4.17 – Transportation and Circulation
- 4.18 – Tribal Cultural Resources
- 4.19 – Utilities and Service Systems
- 4.20 – Wildfire

Each of these 20 topical area are organized as follows:

- Environmental Setting: Provides an overview of the existing physical environmental conditions in the study area that could be affected by implementation of the project (i.e., the "affected environment") that are relevant to the to a given topical section.
- Regulatory Framework: Identifies the plans, policies, laws, and regulations that are relevant to each resource area and describes permits and other approvals necessary to implement the project. As noted above, the EIR needs to address possible conflicts between the project and the requirements of federal, state, regional, or local agencies, including consistency with adopted land use plans, policies, or other regulations for the area. Therefore, this subsection summarizes or lists the potentially relevant policies and objectives, such as from the applicable *City of Compton General Plan* or *Municipal Code, or applicable state and federal requirements*.
- Thresholds of Significance: Provide the criteria used in this document to define the level at which an impact would be considered significant in accordance with CEQA. Significance criteria used in this EIR are based on the checklist presented in Appendix G of the State CEQA Guidelines, factual or scientific information and data, and regulatory standards of federal, state, and local agencies.

- Impacts and Mitigation Measures: Are listed numerically and sequentially throughout each section, for each project component. A bold font impact statement precedes the discussion of each impact and provides a summary of each impact and its level of significance. The discussion that follows the impact statement includes the analysis on which a conclusion is based regarding the level of impact and its effect pursuant to local, state and federal regulation and laws. Note that endnotes in the text of these sections refer to references at the end of each analysis section. Each of these sections under each issue (4.1.4, 4.2.4, etc.) will contain the following sub-sections for continuity:

    - Analysis of Impacts
    - Level of Significance Before Mitigation
    - Mitigation Measures
    - Level of Significance after Mitigation
    - Cumulative Impacts

- References

For potential impact and threshold criteria, a determination of the level of significance of the impact is provided in accordance with the following categories:

- **No Impact.** No impact means the project would have no effect on the environment or the environmental issue or resource addressed is not related to the project.
- **Less Than Significant.** A *less than significant impact* would cause no substantial adverse change in the environment.
- **Less Than Significant with Mitigation.** A *less than significant impact with mitigation* would have a potentially substantial adverse impact on the environment but through implementation of mitigation measures, those impacts would be reduced to less than significant levels.
- **Significant and Unavoidable.** A *significant and unavoidable impact* would cause a substantial adverse effect on the environment and no feasible mitigation measures would be available to reduce the impact to a less-than-significant level.
- **Cumulative Impact.** Identifies potential environmental impacts of past, present and reasonably foreseeable future projects, in combination with the project impacts.

Cumulative Impacts

In addition to project-specific impacts, the environmental analysis in this EIR identifies the potential environmental effects associated with cumulative development in each of the 20 topical section of Chapter 4. CEQA Guidelines Section 15130 *et seq.* requires an EIR to analyze the cumulative impacts of the project in conjunction with other developments that affect or could affect the project area. Furthermore, CEQA requires that the cumulative impacts must reflect the level of significance of each impact and their likelihood of occurring.

However, the discussion does not need to be as extensive as the discussion of the environmental impacts attributable to the project. In accordance with CEQA Guidelines Section 15355:

> *"Cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. The*

cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects.

Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time."

Section 15130(a)(1) also states that a "cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts." If the combined cumulative impact associated with the project's impact is not significant, Section 15130(a)(2) of the State CEQA Guidelines states requires a brief discussion determining why the cumulative impact is not significant and why it is not discussed in further detail. CEQA Guidelines Section 15130(a)(3) requires a supporting analysis be included in the EIR if a project's contribution results in a significant cumulative impact that is rendered less than cumulatively considerable and, therefore, is not significant.

Furthermore, CEQA recognizes that although a detailed analysis of cumulative impacts in conjunction with project-related impacts is not necessary, the discussion should "be guided by the standards of practicality and reasonableness" (State CEQA Guidelines Section 15130(b)). The discussion of cumulative impacts within this Draft EIR focuses on whether the impacts of the project make a significant contribution to cumulatively considerable impacts in the area or region. According to State CEQA Guidelines Section 15130(b)(1), there are two commonly used approaches or methodologies for establishing the cumulative impact setting or scenario:

- The first approach is to use a "list of past, present, and probable future projects producing related or cumulative impacts including, if necessary, those project outside the control of the agency, …"
- The other approach is to use a "summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect"

The approach and geographic scope of the cumulative impact evaluation varies depending on the environmental topic area being analyzed. For most environmental topic areas, the list approach is used. The "universe" or area of potential cumulative impacts is identified for each environmental issue, then project impacts are evaluated relative to the impacts in that "universe". The project contributions to any regional cumulative impacts is discussed at the end of each environmental issue section and labeled "Cumulative Impacts." Table 4.0-1, *Cumulative Projects List,* provides a list of projects from the surrounding area that were used in assessing the potential for cumulative impacts from the proposed project.

Most of the projects included in this cumulative analysis are undergoing or will undergo their own independent environmental review under CEQA. Significant adverse impacts of the cumulative projects would be required to be reduced, avoided, or minimized through the application and implementation of mitigation measures for their own proposed development. The net effect of these mitigation measures is assumed to be a general lessening of contribution to cumulative impacts.

The project Transportation Assessment Report (TAR, Appendix G) evaluated related projects in the area based on information on file with the City of Duarte, the County of Los Angeles, and the City of Los Angeles. The locations of the cumulative projects listed in Table 4.0-1 are shown in Exhibit 4.0-1, *Locations of Cumulative Projects*. Not all environmental issues will be evaluated

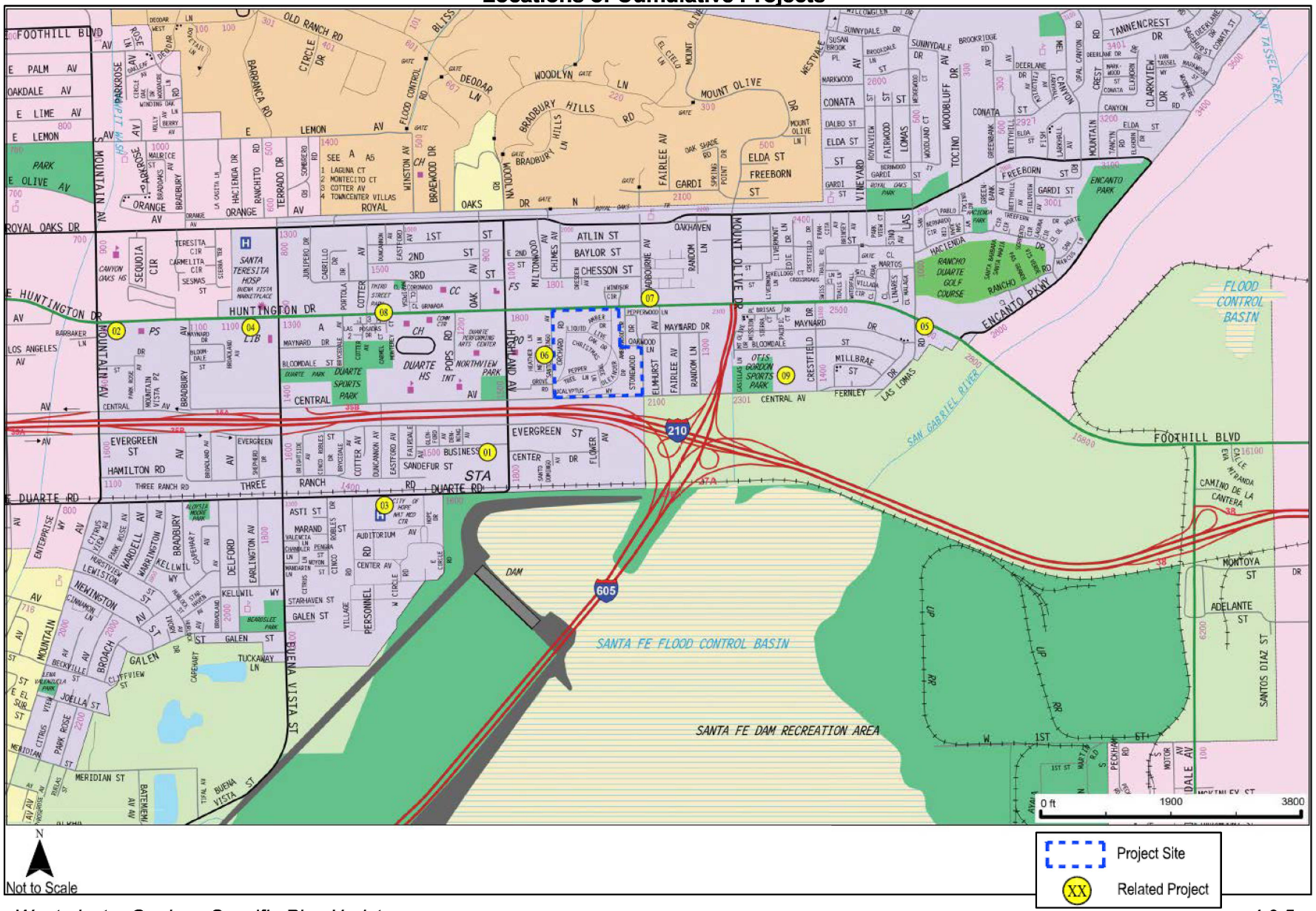
relative to the cumulative projects list. In those cases, the individual assessment of cumulative impacts will identify what universe will be evaluated and whether the list or summary of projections methodology will be used for that issue.

Table 4.0-1: Cumulative Projects List

Map No.	Project Status	Project Name/Number Address/Location	Land Use Data	
			Land-Use	Size
1	Built	Solana Residences at Duarte Station (1750 Business Center Dr.)	Apartments	292 DU
2	Approved	(928 Huntington Dr.)	Apartments	16 DU
3	Built	City of Hope (1500 Duarte Rd.)	Medical Outpatient Clinic	9,393 Persons
4	Approved	Hawthorne Suites (1230 Huntington Dr.)	Hotel	178 Rooms
5	Approved	Duarte-Azusa Animal Hospital (2714 Huntington Dr.)	Animal Hospital	291 GSF
6	Approved	(1401 Santo Domingo Dr.)	Apartments	20 DU
7	Built	BP Electric Vehicle Charging Station (2107 Huntington Dr.)	Electric Charging Station	26 Chargers
8	Approved	Town Center Specific Plan (1200 Huntington Dr.)	Apartments Commercial Hotel	800 DU 703,000 GLSF 450 Rooms
9	Under Construction	Andres Duarte School Project (1433 Crestfield Dr.)	Public Park (Passive Users) Public Park (Ball Fields) Multi-Family Housing	6 Acres 2 Fields 169 DU

Notes:
DU = Dwelling Unit
GLSF = Gross Leasable Square Feet

Exhibit 4.0-1
Locations of Cumulative Projects



4.1 – AESTHETICS

This EIR chapter addresses aesthetic impacts that could result from implementation of the proposed Specific Plan Update (SPU). Issues of interest are identified by the CEQA Guidelines such as whether the SPU may have an adverse effect on a scenic vista, damage scenic resources, degrade the visual character or quality within Westminster Gardens and surrounding areas, or have the potential to create substantial light and glare.

4.1.1 – Environmental Setting

The City of Duarte is located in southeast Los Angeles County; it is bounded to the north by the San Gabriel Mountains and Angeles National Forest, to the west by the cities of Bradbury and Monrovia, to the east by Azusa and Irwindale, and the south by Irwindale as well. The historic Route 66 runs through the city as Huntington Drive.

The Westminster Gardens Senior Living Community is located on a single parcel of land in south-central Duarte, Los Angeles County. The project site is zoned Specific Plan (SP) as designated by the City of Duarte, and occupies most of the block bounded by Central Avenue to the south, Santo Domingo Avenue to the west, Huntington Drive to the north, and Bradbourne Avenue to the east.

Structures within the community mostly consist of low-rise single and multi-family housing, with structures dating from the 1950s to 90s, as well as the Morrison House located in the southwestern corner of the parcel. The Morrison House is a historic building previously built as a residence, and has since been converted for administrative purposes for residents. There is an interior courtyard that the Morrison House is built around with a lawn and brick walkway. North of the house is a woodland garden, and the homes throughout the remainder of Westminster Gardens have lawns and trees framing the properties.

The area surrounding Westminster Gardens includes single and multi-family residences to the west, north and east, and warehouses to the southeast. The Interstate 210 (I-210) freeway bounds Westminster Gardens to the south as well.

Scenic Vistas

Scenic vistas can generally be defined as natural landscapes that form views of unique flora, geologic, or other natural features that are generally free from urban intrusions. Typical scenic vistas include views of mountains and hills, large, uninterrupted open spaces, and waterbodies. Scenic vistas generally play a large role in the way a community defines itself and also effects development patterns as projects are designed to take advantage of viewsheds. Scenic vistas can be impacted by development in two ways. First, a structure may be constructed that blocks the view of the vista. Second, the vista itself may be altered (i.e., development on a scenic hillside). According to the Open Space and Conservation Element of the city's General Plan, approximately 3.6 square miles of the City is undeveloped open space located within the San Gabriel Mountains. The City's location at the base of this range grants residents a unique perspective of the mountains visible throughout the southern half of the city, including the project site.

Scenic Resources

While scenic vistas form a complete viewshed, scenic resources are occurrences of aesthetically pleasing natural features such as rock outcroppings, trees, prominent ridgelines, slopes, and hilltops. Scenic resources can also be man-made, such as architecturally distinctive or historic buildings, historic points of interest, or historic roadways or highways. Westminster Gardens is not located within or in close proximity to a designated state scenic highway. There are no historic highways on the project site, and the site is not visible to a designated state scenic highway as identified on the California Scenic Highway Mapping System (Caltrans, 2024). The nearest officially designated scenic highway is California State Route 2, approximately 19 miles northwest of the project site, intersecting the San Gabriel Mountains.

The project site includes the Morrison House, a historic house located in the southwestern corner of Westminster Gardens. The house has maintained its original features and historic character, though it has been repurposed for living, administrative, and communal uses for residents of the community. First floor uses include a lobby, mail room, library, offices, restrooms, and a social hall. The 2nd floor has a meeting room with several offices and vacant rooms. There are planned interior and exterior renovations intended to enhance the visual quality, energy efficiency, and accessibility of the building. There is an interior courtyard that the Morrison House is built around with a lawn and an H-shaped brick walkway that frames a 12-inch deep, tile-lined reflecting pool, now filled and used as a planter. A swimming pool, pool house, and tennis court are located immediately west of the Morrison House. North of the house is a woodland garden, and the homes throughout the remainder of Westminster Gardens have lawns and trees framing the properties.

Visual Character

The majority of Duarte is comprised of open space and wilderness areas, primarily located in the northern portion of the city in the San Gabriel Mountains and Angeles National Forest. Approximately 3.6 of the total 6.8 square miles of the city is undeveloped open space and park land. The developed southern half of the city is primarily made up of residential uses, with the majority being low-density housing that allows for 6 dwelling units per acres (du/ac). Surrounding structures mostly consist of low-rise single and multi-family housing, with structures dating from the 1950s to 90s. The area surrounding Westminster Gardens includes single and multi-family residences to the west, north, and east, and warehouses to the southeast. The Interstate 210 (I-210) freeway bounds the project site to the south as well. Westminster Gardens matches the general build-out of the city, with the project site providing three senior housing types: Independent Living Units, Assisted Living Units, and Memory Care Units. On-site buildings range from individual single-story cottage units, single story multi-unit buildings, two-story administrative offices (Morrison House) and supporting facilities such as a recreation center and dining hall.

Night Skies

The project site is developed and located in a developed area of Duarte. Night skies are dominated by urban and suburban lighting in the more developed portions of the city. During the day, sunlight reflecting from roadways and structures is a primary source of glare, while nighttime light and glare consist of both stationary and mobile sources. Stationary sources of nighttime light include structure illumination, interior lighting, decorative landscape lighting, and streetlights. The principal mobile source of nighttime light and glare is vehicle headlamp illumination.

4.1.2 – REGULATORY FRAMEWORK

State

California Scenic Highway Program

Created by the California Legislature in 1963, the Scenic Highway Program was established to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of lands adjacent to highways. A scenic highway is designated under this program when a local jurisdiction adopts a scenic corridor protection program, applies to Caltrans for scenic highway approval, and receives notification from Caltrans that the highway has been designated as a Scenic Highway. When a City or County nominates an eligible scenic highway for official designation, it defines the scenic corridor, which is land generally adjacent and visible to a motorist on the highway. State Laws governing the Scenic Highway Program are found in the Streets and Highways Code, Sections 260 through 263.

Local

City of Duarte General Plan

The City of Duarte General Plan includes the following goals and policies related to aesthetics:

Open Space and Conservation Element

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

Policies

OSC-3.1.3: Minimize the aesthetic impacts of signs through the strict enforcement of the Municipal Sign Ordinance.

Goal OSC-6: To ensure that developments in the mountain and hillside areas are sensitive to the local environment.

Policies

OSC-6.1.1: Maintain very low densities in the northernmost portion of the city not included in the national forest. Further development must be sensitive to the terrain, natural environment and aesthetics.

Land Use Element

Goal LU-1: Improve on Duarte's balance of uses.

Policies

LU-1.1.3: Encourage high-quality design for infill development, and continue to support new high-quality uses.

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

Policies

LU-2.1.1: New infill residential development should be compatible in design, bulk, and height with existing nearby residential development as referenced in Duarte's Architectural Design Guidelines and applicable Specific Plans.

LU-2.1.2: Permitted uses along Huntington Drive should accurately reflect economic market conditions and incompatible uses and activities should be eliminated.

LU-2.1.6: Hillside development must be sensitive to the local views of the hills and to the natural environment.

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

Policies

LU-3.1.1: Develop and promote Specific Plan areas that provide the flexibility needed to make these places unique.

Historic Resources Element

Goal HP-3: To promote the preservation of local historical resources.

Policies

HP-3.1.1: Encourage property owners to preserve the character defining features of historical resources.

HP-3.1.2: Promote the preservation of historic and cultural resources by providing incentives and technical assistance. Promote the preservation of historic and cultural resources equitably across the City.

City of Duarte Municipal Code

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

4.1.3 – SIGNIFICANCE THRESHOLDS

The methodology used to evaluate potential environmental impacts is described in Section 4.0. As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the General Plan Update could result in a significant impact if it:

A. Has a substantial adverse effect on a scenic vista.

B. Substantially damages scenic resources, including but not limited to trees, rock outcroppings or historic buildings within a state scenic highway.

C. In non-urbanized areas, substantially degrades the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

D. Creates a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

E. Would cause substantial adverse cumulative impacts with respect to aesthetics.

4.1.4 – Impacts and Mitigation Measures

This section describes potential impacts related to aesthetics, which could result from the implementation of the SPU, and recommends mitigation measures as needed to reduce significant impacts.

Scenic Vistas

Impact AES-1 - Would the proposed SPU have a substantial adverse effect on a scenic vista?

Analysis of Impacts

The City of Duarte is located at the base of the San Gabriel Mountains and the Angeles National Forest, providing residents unimpeded access to the natural landscape. Both the forest and mountains are accessible from Westminster Gardens and the city as a whole, providing a scenic mountain backdrop characteristic of Los Angeles County. Views of the mountains may be partially obscured by existing structures and trees within the Westminster Gardens community; however, these obstructions are minimal in nature and typical of any urbanized environment such as Duarte. As outlined in the Regulatory Framework section above, the City's General Plan includes goals and policies to prevent development that would impact the visual characteristics of the mountains and forest. The Land Use Element includes Policy LU 2.1.6 which requires hillside development to be sensitive to the local views of the hills and to the natural environment. The Open Space and Conservation Element includes Conservation Goal 6, which is intended to ensure that developments in the mountain and hillside areas are sensitive to the local environment. Conservation Policy 6.1.1 is intended to maintain very low densities in the northernmost portion of the City not included in the national forest, and requires further development to be sensitive to the terrain, natural environment and aesthetics. In addition, Open Space Goal 1 is intended to enhance Duarte's open space acreage, and Open Space Policies OS 1.1.1 and OS 1.1.2 are intended to conserve open space. Implementation of the SPU may result in the expansion of development within the project site; however, this would not substantively impact views of scenic vistas from properties to the south of the Planning Area as future development under the SPU would be similar in height to existing structures on the site and in the surrounding area. Additionally, as these scenic views are already impacted by existing developments within the project site and in the surrounding area, impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Scenic Resources/Scenic Highways

Impact AES-2 - Would the proposed SPU substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Analysis of Impacts

There are no historic highways near Westminster Gardens, and the project site is not visible to a designated state scenic highway as identified on the California Scenic Highway Mapping System (Caltrans, 2024). The nearest officially designated scenic highway is California State Route 2 (SR-2), located approximately 19 miles northwest of the project site. Due to the distance and lack of visibility in relation to the highway, any implementation of the SPU would have no impact on motorists' access to scenic resources visible from SR-2. As discussed in Section 4.1.4.a above, the City's General Plan includes goals and policies intended to preserve scenic views of the San Gabriel Mountains, the foothills, and existing open spaces. In addition, the City's General Plan Historic Preservation Element includes HP Goal 3 to promote the preservation of local historical resources, and its accompanying Policy HP 3.1.1, which encourages property owners to preserve the character defining features of historical resources, and Policy HP 3.1.2 which promotes the preservation of historic and cultural resources within the City. Finally, as discussed in Section 4.5.4 of the Cultural Resources Chapter, the proposed SPU would not result in changes to the Morrison House, which is classified as eligible for listing as a historical resource. Therefore, implementation and development of the proposed SPU would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway and potential impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Existing Visual Character

Impact AES-3 - Would the proposed SPU substantially degrade the existing visual character or quality of the site and its surroundings?

Analysis of Impacts

Westminster Gardens is located in an urbanized area and is already developed. Implementation of the SPU would take place over a period of years and would occur in various portions of the

Planning Area at different times over the life of the plan. The SPU allows for the expansion of existing senior care services, as well as the creation of new affordable senior living areas, mixed-use buildings, and open space areas. Development of such expansions to the Westminster Gardens community would require temporary construction activities that would have a limited impact on the site's visual character. Such buildout would require site preparation, grading, installation of public and private utilities, building construction, application of architectural coatings, installation of landscaping, and roadway improvements. Construction equipment would be brought in as well, including, but not limited to, backhoes, excavators, graders, rubber-tired dozers, crushing machines for concrete and asphalt, and hauling trucks and materials may be present during construction activities. Construction activities would be partially shielded from public view by temporary fencing. Because construction activities would be temporary, impacts to visual character as a result of implementation of the SPU would be less than significant.

New developments resulting from the SPU would adhere to the required design and development standards in the proposed SPU, including 360-degree design, wall plane variation, and transparency requirements. New developments would also be required to maintain consistency with one of four identified architectural styles to visually unify the Westminster Gardens LPC campus. Various goals and policies of the City's existing General Plan strive to maintain the City's visual character along with its historical and cultural context. LU Goal 2, and its accompanying policies LU 2.1.1 through 2.1.7, aim to develop compatible and harmonious land uses by providing a mix of uses consistent with projected future social, environmental and economic conditions. With adherence to existing General Plan goals and policies, as well as the development standards and design guidelines of the proposed SPU, implementation of the SPU would not substantially degrade the existing visual character or quality of the Planning Area and its surroundings. All impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

No mitigation is required.

Light and Glare

Impact AES-4 - Would the proposed SPU create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Analysis of Impacts

Existing lighting within Westminster Gardens is typical for residential areas in urbanized areas during nighttime hours, includes streetlights, traffic signals, auto headlights, and other lighting fixtures around neighboring businesses and homes. New developments as a result of the SPU may result in an increase in the number of lighting sources within the project site, however, given that it is already developed, such increases are expected to be minimal in nature. Implementation of the proposed SPU is not anticipated to result in the introduction of new sources of substantial light and glare to Westminster Gardens that would affect existing daytime views. While future implementing development project components would include windows and other glass features and may include exterior metallic elements and trims (i.e., shade structures for retail developments, residential balcony railings, etc.), these elements would be relatively minor in the

context of the project site and would be similar to existing architectural elements present in and around the surrounding area. In addition, the Noise Element of the City's General Plan includes Policy Noise 3.1.4 to minimize noise and light spillage onto other residential properties. New developments resulting from the SPU would adhere to the building lighting standards in the proposed SPU, which include a required lighting plan for ground-mounted and building lighting that minimizes glare, downward directed lighting fixtures, and a limit on lighting to a maximum 1.0 footcandle when measured at the property line. Finally, Section 19.50.070 (Outdoor Lighting) of the Duarte Municipal Code establishes outdoor lighting standards that are intended to be energy efficient and balance safety and security needs for lighting with efforts to ensure that light trespass (spill light), light pollution, and glare have a negligible impact on surrounding properties, particularly residential uses. With implementation of existing General Plan policies, and the City's development requirements and regulations, potential impacts with respect to light and glare would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Cumulative Impacts

Impact AES-5 - Would the proposed SPU cause substantial adverse cumulative impacts with respect to aesthetics?

Analysis of Impacts

Scenic Vistas. A cumulative impact to scenic vistas would occur if the combined visual changes from future development within Westminster Gardens resulted in the substantial degradation of quality or obstruction of particularly scenic views available from a recognized scenic vista. Project-specific impacts with respect to scenic vistas were determined to be less than significant. As stated in Section 4.1.1 above, views of the San Gabriel Mountains are integral to the character of the city and its residents. Views of the mountains can be partially obstructed by structures and trees within the project site, as is typical of residential areas in urbanized cities. Any proposed buildout under the SPU would occur over a period of several years and at locations throughout the community. Since the project site is located in an urbanized portion of the city, it is unlikely that incremental changes from implementation of the SPU would result in cumulative impacts with respect to scenic vistas. Potential cumulative impacts of the SPU would be less than significant.

Scenic Highways. There are no scenic highways within, adjacent to, or visible from Westminster Gardens. Any development within the area would not result in impacts to scenic resources within a state scenic highway. Therefore, the proposed SPU would not contribute to a potential cumulative significant impact to a scenic highway. Potential impacts of the SPU would be less than significant.

Degrade Visual Character. Any construction and operation of future projects within Westminster Gardens was determined to result in less than significant impacts to the existing visual character and quality of the project site and surrounding area. Future development projects considered in the cumulative scenario would generally be subject to the city's underlying zoning standards that

include regulations pertaining to permitted uses, minimum lot dimensions, and maximum building height. Any proposed future development would not result in significant adverse visual changes such that the existing visual character or quality of the area and its surroundings would be substantially degraded. Therefore, potential cumulative impacts of the proposed SPU would be less than significant.

Light and Glare. Project-related impacts with respect to light and glare were determined to be less than significant. Lighting and building materials associated with cumulative development would be subject to review and approval by the city of Duarte. If detailed information regarding proposed lighting and building materials are not known during preparation of necessary environmental documentation for cumulative projects, then the adoption of applicant-proposed measures or mitigation measures would likely be required by the City of Duarte to ensure that lighting and glare impacts are less than significant. Therefore, cumulative impacts of the SPU would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

No mitigation is required.

4.1.5 – References

California Department of Transportation (Caltrans). Map of Scenic Highways. Web: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=2e921695c43643b1aaf7000dfcc19983 [Accessed March 2026].

4.2 – AGRICULTURE AND FORESTRY RESOURCES

This EIR chapter addresses impacts to agriculture and forestry resources that could result from implementation of the proposed Specific Plan Update (GPU). Issues of interest are identified by the CEQA Guidelines such as whether the SPU will convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use; conflict with existing zoning for agricultural use or a Williamson Act contract; conflict with existing zoning for or rezoning of forest land or timberland; result in the loss of forest land or conversion of forest land to non-forest use or involve other changes in the existing environment could result in conversion of farmland or forest land to non-agricultural or non-forest use.

4.2.1 – ENVIRONMENTAL SETTING

Important Farmland

The California Department of Conservation (DOC) maps all lands in the State that are considered Prime Farmlands, Farmlands of Statewide Importance, Unique Farmlands, Farmlands of Local Importance, or Grazing Lands in their Farmland Mapping and Monitoring Program (FMMP) (DOC, 2020a). According to the DOC's Important Farmland Finder, Westminster Gardens is located in a built-up or urbanized area of Los Angeles County. There is no land in the project site considered Prime Farmlands, Farmlands of Statewide Importance, Unique Farmlands, Farmlands of Local Importance or Grazing Lands (DOC, 2020a).

Williamson Act Contracts

The project site is not located on land that is used for or conflicts with agriculturally zoned land. The project site is currently zoned Specific Plan (SP), for the Westminster Gardens community, which does not allow for agricultural uses. The project site is not located on a Williamson Act parcel in Los Angeles County. (L.A. County, 2015).

Forest Resources

Approximately 53% of Duarte's total land area is devoted to wilderness areas (2,331 acres). Of that, 1,909 acres is located with the Angeles National Forest. As a national forest this land is protected from urbanization and is designated Open Space. The city's development is confined to the southern slopes of the San Gabriel Mountains, with the large undeveloped wilderness areas constituting the northern half of the city. Forest land is defined in Public Resources Code Section 12220(g) as "land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits" (CalFire). Westminster Gardens is built-out and located in an urbanized area, containing ornamental trees, grasses, and shrubs common to most urbanized areas in the region. There is no forest land within the project site as defined in Public Resources Code Section 12220(g).

4.2.2 – REGULATORY FRAMEWORK

State

Farmland Mapping and Monitoring Program

Important farmland maps are compiled by the California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP), pursuant to the provisions of Section 65570 of the California Government Code. These maps and programs utilize data from the USDA Natural Resource Conservation Service (NRCS) soil survey and current land use information to monitor conversion of important farmland to other uses. The majority of the Planning Area has been mapped by the California Department of Conservation, although no type of farmland is designated within the Planning Area.

California Land Conservation Act/Williamson Act Contract Program

The California Land Conservation Act of 1965, also known as the Williamson Act, was adopted in 1965. This voluntary program allows local governments to enter into contracts with private landowners for the purpose of having their property assessed on the basis of its agricultural production rather than at the current market value. The property owner is thus relieved of having to pay higher property taxes, resulting from conversion of nearby lands to urban uses as long as the contracted land remains in agricultural or related open space use. The purpose of the Williamson Act is to encourage property owners to continue to farm their land with a tax incentive and to prevent the premature conversion of farmland into non-agriculture use. Participation requires that the area consist of 100 contiguous acres of agricultural land under one or more ownerships.

Upon approval of an application by the Board of Supervisors, the agricultural preserve is established, and the land within the preserve is restricted to agricultural and compatible uses for ten (10) years. Williamson Act contracts are automatically renewed annually for an additional one-year period unless the property owner applies for non-renewal or early cancellation. The Williamson Act also contains limited provisions for cancellation of contracts. Specific findings regarding the non-viability of the agricultural use must be made, and a substantial penalty for the cancellation is assessed. Participating counties and cities are required to establish their own rules and regulations regarding implementation of the act within their jurisdiction. The city of Compton has no land under the Williamson Act and there are no Williamson Act Contracts within the Planning Area.

California Department of Forestry and Fire Protection (CAL FIRE)

CAL FIRE enforces the laws that regulate logging on privately-owned lands in California. The Forest Practice Act was enacted in 1973 to ensure that logging is done in a manner that will preserve and protect fish, wildlife, forests, and streams. The State Board of Forestry and Fire Protection enacts and enforces additional rules to protect these resources. CAL FIRE ensures that private landowners abide by these laws when harvesting trees. Although there are specific exemptions in some cases, compliance with the Forest Practice Act and Board rules apply to all commercial harvesting operations for landowners. A Timber Harvesting Plan (THP) is the environmental review document submitted by landowners to CAL FIRE outlining what timber is proposed to be harvested, how it will be harvested, and the steps that will be taken to prevent damage to the environment.

Local

City of Duarte General Plan

The City of Duarte General Plan includes the following goals and policies related to agriculture and forestry resources:

Open Space and Conservation Element

Con Goal 1: To protect the valuable watershed and natural habitat areas within and to the north of the urbanized areas.

Policies:

Con 1.1.1 Continue to support the United States Department of Agriculture and their conservation efforts in the forest lands in Duarte.

Con 1.1.2 Work with the San Gabriel Mountains Conservancy in its efforts to protect the wilderness area within Duarte.

Con 1.1.5 Form partnerships with Federal, State, County, other agencies, and private entities to help protect and preserve hillside land.

Con 1.1.6 Continue to investigate open space land opportunities for the preservation of natural resources and sensitive habitat.

Con Goal 5: To restrict future surface streets from cutting up areas of open space.

Policies:

Con 5.1.1 Encourage the planned unit development or specific plan approach to land use which will minimize streets and provide more open space or green belts.

Con 5.1.2 Discourage the extension of urban service into areas which are to remain open as open space. Streets and roadways should avoid large open areas as much as possible.

Con Goal 6: To ensure that developments in the mountain and hillside areas are sensitive to the local environment.

Policies:

Con 6.1.1 Maintain very low densities in the northernmost portion of the city not included in the national forest. Further development must be sensitive to the terrain, natural environment and aesthetics.

4.2.3 – SIGNIFICANCE THRESHOLDS

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land including the Forest and Range Assessment Project. As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the General Plan Update could result in a significant impact if it would:

A. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.
B. Conflict with existing zoning for agricultural use, or a Williamson Act contract.
C. Conflict with existing zoning for, or cause rezoning of forest land as defined by Public Resources Code 12220(g). Timberland (as defined by Public Resources Code Section 4526) or timberland zoned Timberland Production as defined by Government Code Section 51104(g).
D. Result in the loss of forest land or conversion of forest land to non-forest use.
E. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.
F. Cause substantial adverse cumulative impacts with respect to agricultural and forest resources.

4.2.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to Important Farmland, Forestland, and Timberland, which could result from the implementation of the SPU and recommends mitigation measures, as needed, to reduce significant impacts.

Important Farmland

Impact AG-1 - Would the proposed SPU convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Analysis of Impacts

The California Important Farmland Finder prepared by the California Department of Conservation does not identify any portion of Westminster Gardens as containing any prime farmland, unique farmland, or farmland of Statewide Importance. The Farmland Finder identifies the entirety of the project site as being "Urban and Built-Up Land" (DOC 2024). Westminster Gardens is located in a developed area of Duarte, and is surrounded by residential and commercial uses, and is bounded by the Interstate 210 Highway (I-210) to the South. The project site contains no prime

agricultural soils, designated farmland, or large-scale commercial agricultural uses. Due to a lack of resources in the City, development under the SPU would not result in any conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use.

Level of Significance Before Mitigation

No impact.

Mitigation Measures

No mitigation is required.

Williamson Act Agricultural Contract

Impact AG-2 - Would the proposed SPU conflict with existing zoning for agricultural use, or a Williamson Act contract?

Analysis of Impacts

The City of Duarte does not include zoning that permits agriculture uses. Westminster Gardens is not located on land that is used for or conflicts with agriculturally zoned land, as it is currently zoned Specific Plan (SP), for the Westminster Gardens community, which does not allow for agricultural uses. The project site is not located on a Williamson Act parcel in Los Angeles County (LA County, 2015). Therefore, there will be no conflict with existing zoning for agricultural use or a Williamson Act contract; therefore, there will be no impact to an agricultural use or Williamson Act contract.

Level of Significance Before Mitigation

No impact.

Mitigation Measures

None required.

Forestland/Timberland

Impact AG-3 - Would the proposed SPU conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

Analysis of Impacts

The project site and surrounding properties are not currently being managed or used for forest land as identified in Public Resources Code Section 12220(g). In addition, the Open Space and Conservation Element of the City's General Plan includes Policy Con 1.1.1 to support the United States Department of Agriculture and their conservation efforts in the forest lands in Duarte, and Policy Con 6.1.1 to maintain very low densities in the northernmost portion of the city not included in the national forest. The project site is zoned as Specific Plan for a senior living community in an urbanized area. The proposed SPU would not conflict with existing zoning for forest land,

timberland, or Timberland Production areas, or result in the loss or conversion of forest lands to non-forest uses, as none exist.

Level of Significance Before Mitigation

No impact.

Mitigation Measures

No mitigation required.

Loss of Forestland

Impact AG-4 - Would the proposed SPU result in the loss of forest land or conversion of forest land to non-forest use?

Analysis of Impacts

As outlined above in Impact AG-3, project site and surrounding properties are not currently being managed or used for forest land. The project site is currently built-out and in a developed area. In addition, the Open Space and Conservation Element of the City's General Plan includes Policy Con 1.1.1 to support the United States Department of Agriculture and their conservation efforts in the forest lands in Duarte, and Policy Con 6.1.1 to maintain very low densities in the northernmost portion of the city not included in the national forest. As such, the SPU would not lead to the conversion of forest land to a non-forest use.

Level of Significance Before Mitigation

No impact.

Mitigation Measures

None required.

Conversion of Farmland/Forestland

Impact AG-5 - Would the proposed SPU involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

Analysis of Impacts

Please refer to responses AG-1 through AG-4 above. The proposed SPU would not involve other changes that could result in conversion of farmland or forest land to non-agricultural or non-forest uses respectively. As discussed in Sections 4.2.4.a and 4.2.4.b above, the City does not include zoning that permits agricultural uses and no Williamson Act (agricultural preserve) contracts are active on the project site. In addition, the project site and surrounding properties are not currently being managed or used for forest land as identified in Public Resources Code Section 12220(g). Finally, the Open Space and Conservation Element of the City's General Plan includes Policy Con 1.1.1 to support the United States Department of Agriculture and their conservation efforts in

the forest lands in Duarte, and Policy Con 6.1.1 to maintain very low densities in the northernmost portion of the city not included in the national forest. The project site is zoned as Specific Plan for a senior living community in an urbanized area. The Planning Area is currently built out and contains no designated farmland or forest lands. Therefore, no conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non- agricultural use or conversion of forest land to non-forest use would occur as a result of the proposed SPU.

Level of Significance Before Mitigation

No impact.

Mitigation Measures

None required.

Cumulative Impacts

Impact AG-6 - Would the proposed SPU cause substantial adverse cumulative impacts with respect to Agriculture and Forestry Resources?

Analysis of Impacts

As described in Sections Impact AG-1 through AG-5 above, the proposed SPU would not result in impacts related to agricultural resources, Prime Farmland, Unique Farmland, or Farmland of Statewide Important, Williamson Act contracts, forest lands, timberland, or Timberland Production areas. Because Westminster Gardens is already developed, and located in an urbanized are of the city, and because the SPU would not impact agricultural uses, Farmland, Williamson Act contracts, forest lands, timberland, or Timberland Production areas, the proposed SPU not contribute to a cumulatively significant impact related to agriculture and forestry resources.

Level of Significance Before Mitigation

No impact.

Mitigation Measures

No mitigation is required.

4.2.5 – REFERENCES

California Department of Forestry and Fire Protection (CalFire). State Inventory of Forest Land. Web: https://www.fire.ca.gov [Accessed March 2026].

California Department of Conservation (DOC 2026). Farmland Mapping and Monitoring Program: Important Farmland Finder. Web: https://maps.conservation.ca.gov/DLRP/CIFF/ [Accessed December 2025].

L.A. County. General Plan: Land Use and Agriculture (2015). https://dpw.lacounty.gov/lacfcd/ewmppeir/docs/3.9%20Land%20Use%20Ag.pdf. [Accessed March, 2026].

4.3 – AIR QUALITY

This EIR chapter provides information on the environmental and regulatory air quality setting of the Planning Area and evaluates the potential amount of emissions of regulated air pollutants that could be generated by construction and operation of the proposed Specific Plan Update (SPU). The methodologies and assumptions used in the preparation of this section follow the CEQA Guidelines developed by the South Coast Air Quality Management District (SCAQMD). Information on existing air quality conditions, federal, and State ambient air quality standards, and pollutants of concern was obtained from the U.S. Environmental Protection Agency (U.S. EPA), California Air Resources Board (CARB), and SCAQMD. This EIR air quality analysis has been closely coordinated with the Energy and Greenhouse Gas analyses in Chapters 4.6 and 4.8, respectively, of this EIR. Please refer to Appendix C for detailed air quality and greenhouse gas emissions estimates.

4.3.1 – ENVIRONMENTAL SETTING

Air quality is a function of pollutant emissions and topographic and meteorological influences. The physical features and atmospheric conditions of a landscape interact to affect the movement and dispersion of pollutants and determine its air quality.

South Coast Air Basin

The U.S. EPA and CARB are the federal and State agencies charged with maintaining air quality in the nation and California, respectively. The U.S. EPA delegates much of its authority over air quality to CARB which has geographically divided the State into 15 air basins for the purposes of managing air quality on a regional basis. An air basin is a CARB-designated management unit with similar meteorological and geographic conditions.

The City of Duarte is located in the South Coast Air Basin (Basin) which includes Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside counties. The basin encompasses approximately 6,745 square miles of coastal plains and is bounded by the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east.

Air quality in the Basin is managed by the SCAQMD. Pursuant to the California Clean Air Act, the SCAQMD is responsible for bringing air quality within the basin into conformity with federal and state air quality standards by reducing existing emission levels and ensuring that future emission levels meet applicable air quality standards. SCAQMD works with federal, state, and local agencies to reduce pollutant emissions through adoption and implementation of rules and regulations. Please refer to Section 4.3.2 for a description of the regulatory setting of the Planning Area as it relates to air quality.

Basin Climate and Meteorology

The climate of the Los Angeles region is classified as Mediterranean, but weather conditions within the Basin are also dependent on local topography and proximity to the Pacific Ocean. The climate is dominated by the Pacific high-pressure system that results in generally mild, dry summers and mild, wet winters. This temperate climate is occasionally interrupted by extremely hot temperatures during the summer, hot dry westerly “Santa Ana” winds during the fall, and

storms from the Pacific northwest during the winter. In addition to the Basin's topography and geographic location, El Niño and La Niña patterns in the central Pacific Ocean can also have large effects on weather and rainfall received in the Basin between November and March.

The Pacific high-pressure system drives the prevailing winds in the Basin. The winds tend to blow onshore in the daytime and offshore at night. In the summer, an inversion layer is often created over the coastal areas and increases ozone levels. A temperature inversion is created when a layer of cool air is overlain by a layer of warmer air; this can occur over coastal areas when cool, dense air that originates over the ocean is blown onto land and flows underneath the warmer, drier air that is present over land. In the winter, areas throughout the basin often experience a shallow inversion layer that prevents the dispersion of surface level air pollutants, resulting in higher concentrations of criteria air pollutants such as carbon monoxide (CO) and oxides of nitrogen (NO_X).

In the fall months, the Basin's weather is often impacted by Santa Ana winds. These winds are the result of a high-pressure system over the Nevada-Utah region that overcomes a westerly wind pattern and forces hot, dry winds from the east to the Pacific Ocean. These winds can be powerful and persistent during these times.

An El Niño condition is a warming of the surface waters of the eastern Pacific Ocean. It is a climate pattern that occurs across the tropical Pacific Ocean that is usually associated with drastic weather occurrences, including enhanced rainfall in Southern California. Conversely, a La Niña condition is the term for cooler than normal sea surface temperatures across the Eastern Pacific Ocean. The Los Angeles region receives less than normal rainfall during La Niña years.

Throughout the Basin, annual average temperatures vary from the low to middle 60s degrees Fahrenheit (° F). Due to a decreased marine influence, the eastern portion of the Basin shows greater variability in average annual minimum and maximum temperatures. January is the coldest month throughout the Basin, with average minimum temperatures of 47° F in downtown Los Angeles and 36° F in San Bernardino. All portions of the Basin have recorded maximum temperatures above 100° F.

Although the climate of the Basin can be characterized as semi-arid, the air near the land surface is quite moist on most days because of the presence of a marine layer. This shallow layer of sea air is an important modifier of the Basin's climate. Humidity restricts visibility in the Basin. The sulfur dioxide is converted to sulfates and is heightened in the air with high relative humidity. The annual average relative humidity within the Basin is 71 percent along the coast and 59 percent inland. Since the ocean effect is dominant, periods of heavy early morning fog are frequent with low stratus clouds being a characteristic feature. These effects decrease with distance from the coast.

More than 90 percent of rainfall occurs from November through April. The annual average rainfall varies from approximately nine inches in Riverside to fourteen inches in downtown Los Angeles. Monthly and yearly rainfall totals are extremely variable. Rainfall between the months of April and November usually consists of widely scattered thunderstorms near the coast and slightly heavier shower activity in the eastern portion of the Basin with frequency being higher near the coast.

In 2023, the average hourly temperature values in the vicinity of the city of Duarte was approximately 66.5 degrees, with an annual precipitation of approximately 28 inches (NOAA, 2025).

Sunlight

Three-quarters of available sunshine is received in the Basin while the remaining one-quarter is absorbed by clouds. The ultraviolet portion of this abundant radiation is a key factor in photochemical reactions. The shortest day of the year has approximately ten hours of possible sunshine, while the longest day of the year has approximately 14.5 hours of possible sunshine.

Temperature Inversions

There are two distinct temperature inversion structures that control vertical mixing of air pollution in the Basin. During the summer, warm high-pressure descending (subsiding) air is undercut by a shallow layer of cool marine air. The boundary between these two layers of air is a persistent marine subsidence/inversion. This boundary prevents vertical mixing that effectively acts as an impervious lid to pollutants over the entire Basin. The mixing height for the inversion structure is normally situated 1,000 to 1,500 feet above mean sea level.

A second inversion-type forms in conjunction with the drainage of cool air off the surrounding mountains at night followed by the seaward drift of this pool of cool air. The top of this layer forms a sharp boundary with the warmer air aloft and creates nocturnal radiation inversions. These inversions occur primarily in the winter when nights are longer and onshore flow is weakest. They are typically only a few hundred feet above mean sea level. These inversions effectively trap pollutants, such as NO_X and CO from vehicles, as the pool of cool air drifts seaward. Winter is therefore a period of high levels of primary pollutants within the basin.

Wind Patterns

The distinctive climate of the Basin is determined by its terrain and geographical location. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the southwest with high mountains ringing the rest of the Basin.

Wind patterns across the Basin including Duarte are characterized by westerly and southwesterly on-shore winds during the day and easterly or northeasterly breeze at night. Winds are characteristically light although the speed is somewhat greater during the dry summer months than during the rainy winter season.

Regulated Air Pollutants

The U.S. EPA has established National Ambient Air Quality Standards (NAAQS) for six common air pollutants: ozone (O_3), particulate matter (PM), which consists of “inhalable coarse” PM (particles with an aerodynamic diameter between 2.5 and 10 microns in diameter, or PM_{10}) and “fine” PM (particles with an aerodynamic diameter smaller than 2.5 microns, or $PM_{2.5}$), CO, nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and lead. The U.S. EPA refers to these six common pollutants as “criteria” pollutants because the agency regulates the pollutants on the basis of human health and/or environmentally-based criteria and because they are known to cause adverse human health effects and/or adverse effects on the environment (U.S. EPA 2020a and 2020b).

CARB has also established California Ambient Air Quality Standards (CAAQS) for the six criteria air pollutants regulated by the federal Clean Air Act (the CAAQS are more stringent than the NAAQS), plus the following additional air pollutants due to their known adverse effects on human

health or the environment (CARB 2020a): hydrogen sulfide (H_2S), sulfates (SO_X), vinyl chloride, and visibility reducing particles.

A description of the air pollutants associated with the proposed Specific Plan and its vicinity is provided below. Air pollutants not commonly associated with the existing or proposed sources in the Planning Area such as hydrogen sulfide and visibility reducing particles, are not described below.

- **Ground-level Ozone**, commonly referred to as smog, is not emitted directly into the atmosphere. It is created from chemical reactions between NO_X and volatile organic compounds (VOCs), also called reactive organic gases (ROG), in the presence of sunlight (U.S. EPA, 2022a). Thus, ozone formation is typically highest on hot sunny days in urban areas with NO_X and ROG pollution. Ozone irritates the nose, throat, and air pathways and can cause or aggravate shortness of breath, coughing, asthma attacks, and lung diseases such as emphysema and bronchitis.
    - **ROG** is a CARB term defined as any compound of carbon, excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate, and includes several low-reactive organic compounds which have been exempted by the U.S. EPA (CARB, 2004).
    - **VOCs** is a U.S. EPA term defined as any compound of carbon, excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate, which participates in atmospheric photochemical reactions. The term exempts organic compounds of carbon which have been determined to have negligible photochemical reactivity such as: methane, ethane, and methylene chloride (CARB, 2004).
- **Particulate Matter**, also known as particle pollution, is a mixture of extremely small solid and liquid particles made up of a variety of components such as organic chemicals, metals, and soil and dust particles (U.S. EPA 2022b).
    - **PM_{10}**, also known as inhalable coarse, respirable, or suspended PM, consists of particles less than or equal to 10 micrometers in diameter (approximately $1/7^{th}$ the thickness of a human hair). These particles can be inhaled deep into the lungs and possibly enter the bloodstream, causing health effects that include, but are not limited to, increased respiratory symptoms (e.g., irritation, coughing), decreased lung capacity, aggravated asthma, irregular heartbeats, heart attacks, and premature death in people with heart or lung disease (U.S. EPA 2022b).
    - **$PM_{2.5}$** consists of particles less than or equal to 2.5 micrometers in diameter (approximately $1/30^{th}$ the thickness of a human hair). These particles pose an increased risk because they can penetrate the deepest parts of the lung, leading to and exacerbating heart and lung health effects (U.S. EPA 2022b).
- **Carbon Monoxide (CO)** is an odorless, colorless gas that is formed by the incomplete combustion of carbon-based fuels. Motor vehicles are the single largest source of carbon monoxide in the Basin. At high concentrations, CO reduces the oxygen-carrying capacity of the blood and can aggravate cardiovascular disease and cause headaches, dizziness, unconsciousness, and even death (U.S. EPA 2022c).
- **Nitrogen Dioxide (NO_2)** is a by-product of combustion. NO_2 is not directly emitted, but is formed through a reaction between nitric oxide (NO) and atmospheric oxygen. NO and NO_2 are collectively referred to as NO_X and are major contributors to ozone formation.

NO_2 also contributes to the formation of particulate matter. NO_2 can cause breathing difficulties at high concentrations (U.S. EPA, 2022d).

- **Sulfur Dioxide (SO_2)** is one of a group of highly reactive gases known as SO_X. Fossil fuel combustion in power plants and industrial facilities are the largest emitters of SO_2. Short-term effects of SO_2 exposure can include adverse respiratory effects such as asthma symptoms. SO_2 and other SO_X can react to form PM (U.S. EPA 2022e).
- **Sulfates (SO_4^{2-})** are the fully oxidized ionic form of sulfur. SO_4^{2-} are primarily produced from fuel combustion. Sulfur compounds in the fuel are oxidized to SO_2 during the combustion process and subsequently converted to sulfate compounds in the atmosphere. Sulfate exposure can increase risks of respiratory disease (CARB 2025).
- **Lead** is a metal found naturally in the environment as well as in manufactured products. Mobile sources used to be the main contributor to ambient lead concentrations in the air. In the early 1970s, the U.S. EPA established national regulations to gradually reduce the lead content in gasoline, and in 1996, lead was banned from gasoline. As a result of these efforts, emissions of lead from the transportation sector and levels of lead in the air decreased dramatically. Lead can adversely affect multiple organ systems of the body and people of every age group. Lead poisoning in young children can cause brain damage, behavioral problems, and liver or kidney damage. Lead poisoning to adults can cause reproductive problems, muscle and joint pain, nerve disorders and kidney disease (CARB 2016a).

Common criteria air pollutants, such as ozone precursors, SO_2, and PM, are emitted by a large number of sources and have effects on a regional basis (i.e., throughout the Basin). Other pollutants, such as hazardous air pollutants (HAPs; described in more detail below under "Toxic Air Contaminants"), toxic air contaminants (TACs; described in more detail below), and fugitive dust, are generally not as prevalent and/or emitted by fewer and more specific sources. As such, these pollutants have much greater effects on local air quality conditions and local receptors.

Ambient Air Quality Standards and Basin Attainment Status

In general, the NAAQS and CAAQS define "clean" air, and are established at levels designed to protect the health of the most sensitive groups in our communities by defining the maximum amount of a pollutant (averaged over a specified period of time) that can be present in outdoor air without any harmful effects on people or the environment. Air pollutant levels are typically described in terms of concentration, which refers to the amount of pollutant material per volumetric unit of air. Concentrations are typically measured in parts per million (ppm) or micrograms per cubic meter ($\mu g/m^3$).

The U.S. EPA, CARB, and regional air agencies assess the air quality of an area by measuring and monitoring the amount of pollutants in the ambient air and comparing pollutant levels against NAAQS and CAAQS. Based on these comparisons, regions are classified into one of the following categories.

- **Attainment**. A region is "in attainment" if monitoring shows ambient concentrations of a specific pollutant are less than or equal to the NAAQS or CAAQS. In addition, an area that has been re-designated from nonattainment to attainment is classified as a "maintenance area" for 10 years to ensure that the air quality improvements are sustained.
- **Nonattainment.** If the NAAQS or CAAQS are exceeded for a pollutant, the region is designated as nonattainment for that pollutant. It is important to note that some NAAQS

and CAAQS require multiple exceedances of the standard in order for a region to be classified as nonattainment. Federal and State laws require nonattainment areas to develop strategies, implementation plans, and control measures to reduce pollutant concentrations to levels that meet, or attain, standards.

- **Unclassified.** An area is unclassified if the ambient air monitoring data are incomplete and do not support a designation of attainment or nonattainment.

Table 4.3-1 (Ambient Air Quality Standards and Basin Attainment Status) lists the NAAQS and CAAQS and summarizes the Basin's attainment status.

Table 4.3-1: Ambient Air Quality Standards and Basin Attainment Status

Pollutant	Averaging Time[B]	California Standards[A]		National Standards[A]	
		Standard[C]	Attainment Status[D]	Standard[C]	Attainment Status[D]
Ozone	1-Hour (1979)	--	--	240 µg/m^3	Nonattainment
	1-Hour (Current)	180 µg/m^3	Nonattainment	--	--
	8-Hour (1997)	--	--	160 µg/m^3	Nonattainment
	8-Hour (2008)	--	--	147 µg/m^3	Nonattainment
	8-Hour (Current)	137 µg/m^3	Nonattainment	137 µg/m^3	Pending
PM_{10}	24-Hour	50 µg/m^3	Nonattainment	150 µg/m^3	Attainment
	Annual Average	20 µg/m^3	Nonattainment	--	--
$PM_{2.5}$	24-Hour	--	--	35 µg/m^3	Nonattainment
	Annual Average (1997)	--	--	15 µg/m^3	Nonattainment
	Annual Average (Current)	12 µg/m^3	Nonattainment	12 µg/m^3 [E]	Nonattainment
Carbon Monoxide	1-Hour	23,000 µg/m^3	Attainment	40,000 µg/m^3	Attainment
	8-Hour	10,000 µg/m^3	Attainment	10,000 µg/m^3	Attainment
Nitrogen Dioxide	1-Hour	339 µg/m^3	Attainment	188 µg/m^3	Unclassifiable/ Attainment
	Annual Average	57 µg/m^3	Attainment	100 µg/m^3	Attainment
Sulfur Dioxide	1-Hour	655 µg/m^3	Attainment	196 µg/m^3	Attainment
	24-Hour	105 µg/m^3	Attainment	367 µg/m^3	Unclassifiable/ Attainment
	Annual Average	--	--	79 µg/m^3	Unclassifiable/ Attainment
Lead	3-Months Rolling	--	--	0.15 µg/m^3	Nonattainment (Partial)
Hydrogen Sulfide	1-Hour	42 µg/m^3	Attainment	--	
Sulfates	24-Hour	25 µg/m^3	Attainment	--	
Vinyl Chloride	24-Hour	26 µg/m^3	Attainment	--	

Source: CARB 2016b, SCAQMD 2024a, modified by MIG.

(A) This table summarizes the CAAQS and NAAQS and the Basin's attainments status. This table does not present comprehensive information regarding the CAAQS and NAAQS. Each CAAQS and NAAQS has its own averaging time, standard unit of measurement, measurement method, and statistical test for determining if a specific standard has been exceeded. Standards are not presented for visibility reducing particles, which are not concentration-based. The Basin is unclassified for visibility reducing particles.

(B) Ambient air standards have changed over time. This table presents information on the standards previously used by the U.S. EPA for which the Basin does not meet attainment.

(C) All standards are shown in terms of micrograms per cubic meter (µg/m^3) rounded to the nearest whole number for comparison purposes (with the exception of lead, which has a standard less than 1 µg/m^3). The actual CAAQS and NAAQS standards specify units for each pollutant measurement.

(D) A= Attainment, N= Nonattainment, U=Unclassifiable.
(E) Attainment status of annual $PM_{2.5}$ standard refers to 2012 standard of 12 µg/m^3. On February 7, 2024, the U.S. EPA lowered the primary annual average health-based standard for $PM_{2.5}$ from 12 µg/m^3 to 9 µg/m^3. The EPA generally makes initial attainment/nonattainment designations within 2 years of the issuance of a new standard

Toxic Air Contaminants

In addition to criteria air pollutants, the U.S. EPA and CARB have classified certain pollutants as Hazardous Air Pollutants (HAPs) or Toxic Air Contaminants (TACs), respectively. The U.S. EPA has identified 187 HAPs, including such substances as benzene and formaldehyde; CARB also considers particulate emissions from diesel-fueled engines and other substances to be TACs. Since CARB's list of TACs references and includes the U.S. EPA's list of HAPs, this EIR uses the term TAC when referring to HAPs and TACs.

TACs can cause severe health effects at very low concentrations (non-cancer effects), and many are suspected or confirmed carcinogens (i.e., can cause cancer) (U.S. EPA 2019a, CARB 2019b). People exposed to TACs at sufficient concentrations and durations may have an increased chance of getting cancer or experiencing other serious health effects such as (but not limited to) reduce immune system, as well as neurological, reproductive (e.g., reduced fertility), developmental, respiratory, and/or other health problems (U.S. EPA 2020a, CARB 2020b).

A description of the TACs associated with the Specific Plan and its vicinity is provided below.

- **Gasoline-Powered Mobile Sources.** According to the SCAQMD's *Multiple Air Toxics Exposure Study in the South Coast Air Basin* (SCAQMD, 2024b), or MATES V, gasoline-powered vehicles emit TACs, such as benzene, which can have adverse health risks. Gasoline-powered sources emit TACs in much smaller amounts than diesel-powered vehicles. The MATES V study identifies that diesel emissions account for approximately 50% of the total air toxics and cancer risk in the Basin, while Benzene, 1,3-Butadiene, and Carbonyls make up approximately 25% of the cancer risk. Within the Planning Area, diesel emissions comprise a greater percent of the total air toxics cancer risk (i.e., 63%) than they do Basin-wide.
- **Diesel Particulate Matter (DPM)**. Diesel engines emit both gaseous and solid material; the solid material is known as DPM. Almost all DPM is less than 1 µm in diameter, and thus is a subset of $PM_{2.5}$. DPM is typically composed of carbon particles and numerous organic compounds. Diesel exhaust also contains gaseous pollutants including VOCs and NO_x. The primary sources of diesel emissions are ships, trains, trucks, rail yards and heavily traveled roadways. These sources are often located near highly populated areas, resulting in greater DPM related health consequences in urban areas. The majority of DPM is small enough to be inhaled into the lungs and what particles are not exhaled can be deposited on the lung surfaces and in the deepest regions of the lungs where they are most susceptible to injury. In 1998, CARB identified DPM as a toxic air contaminant based on evidence of a relationship between diesel exhaust exposure and lung cancer and other adverse health effects. DPM also contributes to the same non-cancer health effects as $PM_{2.5}$ exposure (CARB 2016c).
- **PM from Wheel-Rail Interactions**: PM may also be generated from friction between rail and locomotive wheels (wheel-rail interaction). This abrasion process can suspend metals such as iron, chromium, manganese, and copper in the form of PM (CARB 2019b), Loxham et al. 2013); however, the potential for PM to be generated is dependent on the weight of the train and the conditions of the wheels and track on which the train rides. The

Metrolink is a commuter rail that consists of a traditional diesel locomotive commuter rail system. While the Metrolink may generate PM from wheel-rail interaction, this contribution is anticipated to be minimal (i.e., would not have an appreciable effect on mass emission or health risk estimates) and this issue is not discussed further in this EIR.

- **Oil production** also generates TACs in the form of VOCs (e.g., acetaldehyde, acrolein, benzine, 1,3-butadiene, and propylene), polycyclic aromatic hydrocarbons (e.g., naphthalene and benzo(a)pyrene), metals (e.g., arsenic, cadmium, copper, lead, manganese, mercury, nickel, and zinc), halides (e.g., chlorine), sulfur-containing compounds (e.g., hydrogen sulfide), and DPM.
- **Toxic elements and pollutants** such as butadiene, benzene, perchloroethylene, formaldehyde, acetaldehyde, arsenic, cadmium, and lead are found in the basin (SCAQMD, 2015). Many toxins such as benzene, butadiene, and lead, are associated with refinery operations such as those that exist in the basin.

Local Air Quality Conditions

The SCAQMD monitors air quality within the Basin. Existing levels of ambient air quality and historical trends within the Planning Area are best documented by measurements taken by the SCAQMD. The Planning Area is located in SCAQMD Source Receptor Area (SRA) 9 (East San Gabriel Valley). Air quality monitoring stations usually measure pollutant concentrations at varying heights above ground level depending on the monitoring site and the pollutants being monitored. Therefore, air quality is often referred to in terms of ground-level concentrations. The closest air quality monitoring station is the Azusa Monitoring Station, located at 803 N. Loren Avenue, Azusa, California, approximately 2 miles east of the Planning Area. Air quality data for O_3, NO_2, CO, SO_2, PM_{10}, and $PM_{2.5}$ from the Azusa monitoring station for SRA 9 are provided in Table 4.3-2 (Local Air Quality Conditions (2022-2024)).

Table 4.3-2: Local Air Quality Conditions 2022-2024

Pollutant	Ambient Air Standard	Year[(A)]		
		2022	2023	2024
Ozone (O_3)				
Maximum 1-hour Concentration (ppm)		0.111	0.155	0.145
Maximum 8-hr Concentration (ppm)		0.08	0.110	0.114
Number of Days Exceeding State 1-hr Standard	>180 µg/m3	6	57	82
Number of Days Exceeding State 8-hr Standard	>137 µg/m3	11	72	96
Days Exceeding Federal 1-hr Standard	>0.124 ppm	0	9	21
Days Exceeding Federal 8-hr Standard	>0.070 ppm	11	70	95
Carbon Monoxide (CO)				
Maximum 1-hr Concentration (ppm)		1.3	0.8	1.4
Maximum 8-hr Concentration (ppm)		0.9	0.6	1.1
Days Exceeding State 1-hr Standard	>23,000 µg/m^3	0	0	0
Days Exceeding Federal/State 8-hr Standard	>10,000 µg/m^3	0	0	0
Days Exceeding Federal 1-hr Standard	>40,000 µg/m^3	0	0	0
Nitrogen Dioxide (NO_2)				
Maximum 1-hr Concentration (ppb)		47.9	88.2	47.9
Annual Arithmetic Mean Concentration (ppb)		13	10.3	9.1
Days Exceeding State 1-hr Standard	>180 µg/m^3	0	0	0
Coarse Particulate Matter (PM_{10}) *				
Maximum 24-hr Concentration (µg/m^3)		98	126	82

Table 4.3-2: Local Air Quality Conditions 2022-2024				
Pollutant	Ambient Air Standard	Year(A)		
		2022	2023	2024
Annual Arithmetic Mean (µg/m^3)		37.9	22.4	27.5
Samples Exceeding State 24-hr Standard	>50 µg/m^3	7	3	10
Samples Exceeding Federal 24-hr Standard	>150 µg/m^3	0	0	0
Fine Particulate Matter ($PM_{2.5}$)				
Maximum 24-hr Concentration (µg/m^3)		17.8	126	--
Annual Arithmetic Mean (µg/m^3)		9.98	26.8	--
Samples Exceeding Federal 24-hr Standard	>35 µg/m^3	--	--	--

Source: SCAQMD 2023 and SCAQMD 2024c

(A) "--" indicates data is not available. 2023 and 2024 data is taken from East San Gabriel Valley 2, located approximately 6.5 miles east of the Planning Area, since 2023 data from East San Gabriel Valley 1 is unavailable due to site closure or modification.

Existing Emissions Levels in the Planning Area

The Planning Area is in close proximity to Interstate (I)-210, I-605, and Metro A Line. Trains and vehicles traveling along these transportation corridors contribute to pollutant concentrations in the city. Existing land uses in the Planning Area are summarized in Table 3-1 (Westminster Gardens LPC Existing Building Inventory) of the Project Description (see Chapter 3). The land uses in the Planning Area include residential uses (e.g., independent and assisted senior living) and residential amenity space. The existing land uses in the Planning Area generate emissions from the following sources:

- **Small "area" sources.** Existing land uses generate emissions from small area sources including landscaping equipment and the use of consumer products such as paints, cleaners, and fertilizers that result in the evaporation of chemicals to the atmosphere during product use.
- **Energy use and consumption**. Existing land uses generate emissions from the combustion of natural gas in building water and space heating equipment.
- **Mobile sources.** Existing land uses generate emissions from vehicles travelling to and from the Planning Area.

Existing land uses in the Planning Area are summarized in Table 3-1 (Existing Land Use) of the Project Description (see Chapter 3). Existing emissions were estimated using the California Emissions Estimator Model, or CalEEMod, Version 2022.1.1.45. The existing emissions were estimated using default data assumptions contained within CalEEMod, with the following project-specific modifications:

- **Land Use Development.** The default acreage and square footage for each of the existing land uses within the Planning Area were adjusted to reflect existing development conditions.
- **Mobile Sources.**
    - **Trip Generation and Distance.** The CalEEMod default weekday and weekend trip generation rates for retirement community land use were modified to be consistent with the values used in the traffic report. Additionally, a default CalEEMod run was conducted based on the existing land use types within the Planning Area. The trip length accounted for in the default CalEEMod run for

retirement community uses were scaled up per the daily VMT/capita in the traffic report (LLG 2025).

- **Area Sources.** Wood powered stoves were removed from the modeling. Additionally, wood-powered fireplaces were removed from the modeling and replaced with gasoline-powered fireplaces.

The emissions generated by current land uses in the Planning Area are shown in Table 4.3-3 (Existing Specific Plan Land Use Emissions Estimates). The emissions are shown for two scenarios:

- **Year 2026 (current conditions)**, which are based on Year 2026 vehicle fleet characteristics (e.g., vehicle type, age, emission rates).
- **Year 2045 (future conditions)**, which are based on Year 2045 vehicle fleet characteristics and represent the projected emissions that existing land uses would generate in the future (assuming no increase in population or change in land uses). This scenario provides an estimate of how emissions would change in the Planning Area as a result of regulations that would reduce motor vehicle emissions in the future, and allows for distinguishing the potential change in emissions that would occur from the proposed change in land uses and density that would occur with implementation and buildout of the Specific Plan in Year 2045, as opposed to a change in emissions that would occur from regulatory requirements that would be in place whether or not the Specific Plan is adopted.

Table 4.3-3: Existing Specific Plan Land Use Emissions Estimates

Emissions Source	Maximum Daily Pollutant Emissions (Pounds per Day) (A)					
	ROG	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Year 2026 (Existing Conditions)						
Area Sources	4.8	2.3	9.6	<0.1	0.2	0.2
Energy	<0.1	0.7	0.3	<0.1	0.1	0.1
Mobile Sources	1.9	2.3	25.4	<0.1	6.2	1.6
Year 2026 Total(B)	*6.7*	*5.2*	*35.3*	*0.1*	*6.5*	*1.8*
Year 2045 (Future Conditions)						
Area Sources	4.8	2.3	9.7	<0.1	0.2	0.2
Energy	<0.1	0.7	0.3	<0.1	0.1	0.1
Mobile Sources	1.3	1.2	17.6	0.1	6.2	1.6
Year 2045 Total(B)	6.1	4.1	27.6	0.1	*6.5*	*1.8*

Source: MIG 2026, see Appendix C.

(A) Emissions estimated using CalEEMod, V 2022.1.1.45. Estimates are based on default model assumptions unless otherwise noted in this document. Maximum daily ROG, CO, emissions occur during the summer. Maximum daily NO_X emissions occur during the winter. Maximum daily SO_X, PM_{10}, and $PM_{2.5}$ emissions are approximately the same in the summer and winter.

(B) Totals may not equal due to rounding.

As shown in Table 4.3-3, there is a decrease in mobile source emissions between Year 2026 and Year 2046 conditions. This decrease in emissions is due to improvements in exhaust emission control systems in newer vehicles, along with fewer older vehicles in use. In contrast, PM_{10} and $PM_{2.5}$ dust emissions remain approximately the same because these emissions are associated with paved road dust, tire and brake wear, etc. and the amount of VMT does not change between the 2026 and 2045 no project conditions.[i]

[i] Minor differences exist because of a different fleet mix assumed by CalEEMod in 2026 than in 2045.

Sensitive Receptors

Some people are more affected by air pollution than others. Sensitive air quality receptors include specific subsets of the general population that are susceptible to poor air quality and the potential adverse health effects associated with poor air quality. Both CARB and the SCAQMD consider residences, schools, parks and playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes to be sensitive air quality land uses and receptors (SCAQMD, 2019a; CARB, 2005).

The potentially serious detrimental effects caused by even the most common pollutants are of widespread concern. O_3, PM, CO and other pollutants pose a very real threat to health and property in the Basin. The region has a high median age, which implies that major portions of residents are particularly susceptible to respiratory distress from O_3 and PM_{10}. Sensitive receptors within the Planning Area include residences in the Westminster Gardens retirement community. The sensitive air quality receptors within a quarter mile of the Planning Area include:

- Single family and multi-family residences approximately 95 feet north of the Planning Area, across Huntington Drive
- Preschools, Wee Care Montessori and Melodee Montessori, approximately 714 feet and 970 feet, respectively, northwest of the Planning Area, across Huntington Drive
- Foothill Oaks Academy, for grades preschool through Grade 8, approximately 910 feet northeast of the Planning Area
- Single family residences approximately 50 feet west of the Planning Area, across Santo Domingo Avenue
- A nursing home, Royal Terrace Healthcare, approximately 370 feet west of the Planning Area, across Santo Domingo Avenue
- Northview Park, approximately 745 feet west of the Planning Area
- California School of the Arts - San Gabriel Valley, approximately 1,045 feet west of the Planning Area
- Single family residences approximately 50 feet east of the Planning Area, across Bradbourne Avenue

In addition to existing sensitive receptors in and near the Planning Area, the implementation of the Specific Plan would result in new, sensitive residential receptors within the Planning Area including Independent Living Units, Assisted Living Units, Memory Care Units, and parks.

Existing Air Pollution-Related Health Risks

Sensitive air quality receptors are usually most affected by local sources of air pollution. The Planning Area is bordering Historic Route 66/Huntington Avenue, to the south and is at its closest point 120 feet north of Interstate-210, 0.25 miles north of Metro A Line, and 0.2 miles west of Interstate-605. These transportation corridors carry trucks and trains that emit DPM as they operate, and cause localized areas of DPM concentrations.

Under the State's Air Toxics Hot Spots Information and Assessment Act (AB 2588; see Section 4.3.2) the SCAQMD is required to prepare an annual report of activities related to facilities that emit TACs. According to the SCAQMD's 2024 Annual Report on AB 2588 Air Toxics Hot Spots

Program, there are no facilities within the City of Duarte, and no facilities in neighboring cities such as Irwindale or Monrovia that are located within a mile of the Planning Area that were required to report their emissions to the SCAQMD under AB 2588 (SCAQMD, 2025).

Including the facilities identified above, CARB indicates there are seven facilities within the Duarte that report emissions pursuant to AB 2588 (CARB, 2024). Please see Appendix C for a full list of emissions and risks from the facilities, as provided by the CARB database.

According to the SCAQMD's MATES V Carcinogenic Risk Map, the Planning Area has an estimated cancer risk of 567 per million (SCAQMD, 2024d).[ii] These cancer risk estimates are orders of magnitude higher than the SCAQMD's significance threshold of 10 cases in one million for cancer risk. These estimates, however, are based upon regional modeling efforts that largely do not account for site specific emission rates and dispersion characteristics that typically result in refined and substantially lower health risk estimates.

CalEnviroScreen is a mapping tool that helps identify California communities that are most affected by many sources of pollution, and where people are often especially vulnerable to pollution's effects. While CalEnviroScreen was originally developed as part of Senate Bill (SB) 535 and used to identify disadvantaged communities for the purposes of allocating funding from the State's Cap-and-Trade regulation, its application and scope have expanded over the years. The tool uses environmental, health, and socioeconomic information to produce scores for every census tract in the state. The CalEnviroScreen model is made up of four components – two pollution burden components (exposures and environmental effects) and two population characteristics components (sensitive populations and socioeconomic factors). The four components are further divided into 23 indicators. An indicator is a measure of either environmental conditions, in the case of pollution burden indicators, or health and vulnerability factors, in the case of population characteristic indicators.

- **Exposure** indicators are based on the measurements of different types of pollution that people may come into contact with. Exposure indicators include:
    - Air Quality: Ozone
    - Air Quality: $PM_{2.5}$
    - Children's Lead Risk from Housing
    - Diesel Particulate Matter
    - Drinking Water Contaminants
    - Pesticide Use
    - Toxic Releases from Facilities
    - Traffic Density
- **Environmental effects** indicators are based on the locations of toxic chemicals in or near communities. Environmental effects indicators include:

[ii] According to the SCAQMD (2024d), cancer risk refers to the probability of contracting cancer associated with exposure to a substance. It is expressed as the chance per million population of a cancer case occurring. A risk of 567 per million means that in a population of one million individuals (exposed over a 70 year lifetime), 567 additional cancer cases would be expected. A cancer risk of 567 per million in zip code 91010 (i.e., the zip code for the Planning Area) is approximately 85.0% higher than other receptors within the SCAQMD's jurisdiction.

  - Cleanup Sites
  - Groundwater Threats
  - Hazardous Waste
  - Impaired Waters
  - Small Air Toxic Sites
  - Solid Waste Sites and Facilities
- **Sensitive population** indicators measure the number of people in a community who may be more severely affected by pollution because of their age or health. Sensitive population indicators include:
  - Asthma
  - Cardiovascular Disease
  - Diabetes Prevention
  - Low Birth Weight Infants
- **Socioeconomic factors** indicators are based on community characteristics that result in increased vulnerability to pollutants. Environmental effects indicators include:
  - Educational Attainment
  - Housing Burden
  - Linguistic Isolation
  - Poverty
  - Unemployment

Each census tract receives scores for as many of the 23 indicators as possible, and the scores are then mapped so that different communities can be compared. Percentiles are assigned to each census tract based on the census tract's score in relation to the rest of the state. An area with a high percentile is one that experiences a much higher pollution burden than areas with low scores. For example, if a census tract has an indicator in the 40th percentile, it means that indicator's percentile is higher than 40 percent of the census tracts in the state.

CalEnviroScreen also provides a total (or cumulative) score, which is the product of multiplying the 14 pollution burden components by the 9 population characteristics. This total / cumulative score helps contextualize how multiple contaminants from multiple sources affect people, while taking into account their living conditions (e.g., nonchemical factors such as socioeconomic and health status). Communities that are within the top 25th percentile for total CalEnviroScreen scores (i.e., scoring in the 75th percentile or higher for the cumulative score) are considered disadvantaged communities pursuant to SB 535 (OEHHA 2026a, 2026b, and 2026c).

Table 4.3-4 summarizes the CalEnviroScreen indicators for census tract 6037430004.

Table 4.3-1: CalEnviroScreen Health Risk Information	
Indicator	**Census Tract Indicator Values**
	Tract 6037430004
Exposure Indicators	
Air Quality: Ozone	90.24
Air Quality: $PM_{2.5}$	75.02
Lead from Housing	79.50
Diesel Particulate Matter	90.84
Drinking Water Contamination	47.24
Pesticide Use	0.00
Toxic Releases from Facilities	66.01
Traffic	96.33
Environmental Effect Indicators	
Cleanup Sites	7.41
Groundwater Threats	34.82
Hazardous Waste Generators and Facilities	73.69
Impaired Water Bodies	0.00
Small Air Toxics	28.48
Solid Waste Sites and Facilities	80.44
Sensitive Population Indicators	
Asthma	62.93
Cardiovascular Disease	41.13
Low Birth Weight Infants	61.55
Socioeconomic Factor Indicators	
Education	60.85
Housing Burden	41.71
Linguistic Isolation	51.26
Poverty	59.27
Unemployment	16.66
Cumulative Percentiles	
Pollution Burden Percentile	85.14
Population Characteristics Percentile	56.02
CalEnviroScreen Percentile (Total)	**72.61**
SB 535 Disadvantaged Community?	**No**
Source: OEHHA 2026c	

As shown in Table 4.3-4, census tract 6037430004 is in the 73% of total CalEnviroScreen percentiles throughout the State and has a population of approximately 3,433 people (OEHHA 2026c). This area shows an average pollution indicator percentile of 85% and an average population characteristics percentile of 56% based on the CalEnviroScreen indicators (e.g., exposure, environmental effects, population characteristics, socioeconomic factors). The census tract's total CalEnviroScreen percentile is 72.61, and since this census tract is not within the top 25% in scoring, according to the CalEnviroScreen methodology, it is not considered a disadvantaged community pursuant to SB 535.

4.3.2 – REGULATORY FRAMEWORK

Federal

Federal Clean Air Act

The Federal Clean Air Act (CAA), as amended, provides the overarching basis for both Federal and State air pollution prevention, control, and regulation. The Act establishes the U.S. EPA's responsibilities for protecting and improving the nation's air quality. The U.S. EPA oversees Federal programs for setting air quality standards and designating attainment status, permitting new and modified stationary sources of pollutants, controlling emissions of hazardous air pollutants, and reducing emissions from motor vehicles and other mobile sources. In 1971, to achieve the purposes of Section 109 of the CAA, the U.S. EPA developed primary and secondary NAAQS. Primary standards are designed to protect human health with an adequate margin of safety. Secondary standards are designed to protect property and public welfare from air pollutants in the atmosphere.

State

California Clean Air Act

In addition to being subject to Federal requirements, air quality in the state is also governed by more stringent regulations under the California Clean Air Act, which was enacted in 1988 to develop plans and strategies for attaining the CAAQS. As discussed above, in California, both the Federal and State Clean Air acts are administered by CARB. CARB oversees the functions of local air pollution control districts and air quality management districts, which in turn administer air quality activities at the regional level.

In-Use Off-Road Diesel Equipment Program

CARB's In-Use Off-Road Diesel Equipment regulation is intended to reduce emissions of NO_x and PM from off-road diesel vehicles, including construction equipment, operating within California. The regulation imposes limits on idling; requires reporting equipment and engine information and labeling all vehicles reported; restricts adding older vehicles to fleets; and requires fleets to reduce their emissions by retiring, replacing, or repowering older engines or installing exhaust retrofits for PM. The requirements and compliance dates of the off-road regulation vary by fleet size, and large fleets (fleets with more than 5,000 horsepower) must meet average targets or comply with Best Available Control Technology (BACT) requirements beginning in 2014. CARB has off-road anti-idling regulations affecting self-propelled diesel-fueled vehicles of 25 horsepower and up. The off-road anti-idling regulations limit idling on applicable equipment to no more than five minutes, unless exempted due to safety, operation, or maintenance requirements.

On-Road Heavy-Duty Diesel Vehicles (In-Use) Regulation

CARB's On-Road Heavy-Duty Diesel Vehicles (In-Use) regulation (also known as the Truck and Bus Regulation) is intended to reduce the emission of NO_X, PM, and other criteria pollutants generated from existing on-road diesel vehicles operating in California. The regulation applies to nearly all diesel-fueled trucks and buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds that are privately or federally owned, and for privately and publicly owned school buses. Heavier trucks and buses with a GVWR greater than 26,000 pounds must comply with a schedule by engine model year or owners can report to show compliance with more flexible

options. Fleets complying with the heavier trucks and buses schedule must install the best available PM filter on 1996 model year and newer engines and replace the vehicle 8 years later. Trucks with 1995 model year and older engines had to be replaced starting in 2015. Replacements with a 2010 model year or newer engine meet the final requirements, but owners can also replace the equipment with used trucks that have a future compliance date (as specified in regulation). By 2023, all trucks and buses must have at least 2010 model year engines with few exceptions.

CARB Stationary Diesel Engines – Emission Regulations

In 1998, CARB identified DPM as a TAC. To reduce public exposure to DPM, in 2000, the Board approved the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles (Risk Reduction Plan) (CARB 2000). Integral to this plan is the implementation of control measures to reduce DPM such as the control measures for stationary diesel-fueled engines. As such, diesel generators must comply with regulations under CARB's amendments *to Airborne Toxic Control Measure for Stationary Compression Ignition Engines* and be permitted by SCAQMD.

CARB Air Quality and Land Use Handbook

In 1998, CARB identified particulate matter from diesel-fueled engines as a TAC. CARB's Air Quality and Land Use Handbook is intended to serve as a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process (CARB 2005). The CARB Handbook recommends that planning agencies consider proximity to air pollution sources when considering new locations for "sensitive" land uses, such as residences, medical facilities, daycare centers, schools, and playgrounds. Air pollution sources of concern include freeways, rail yards, ports, refineries, distribution centers, chrome plating facilities, dry cleaners, and large gasoline service stations. Key recommendations in the Handbook relative to the Planning Area include taking steps to consider or avoid siting new, sensitive land uses:

- Within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day;
- Within 300 feet of gasoline fueling stations; or
- Within 300 feet of dry cleaning operations (dry cleaning with TACs is being phased out and will be prohibited in 2023). The SCAQMD (Regulation 14, Rule 21) has established emission controls for the use of perchloroethylene, the most common dry-cleaning solvent.

CARB prepared a technical supplement to the Handbook, a *Technical Advisory on Strategies to Reduce Air Pollution Exposure Near High Volume Roadways* (CARB 2017), that provides recommendations for strategies to minimize exposure of the public to air pollutants due to proximity to high volume roadways, such as reducing traffic emissions and removing pollution from the air.

Air Toxics "Hot Spots" Program

State requirements specifically address emissions of air toxics through Assembly Bill (AB) 1807 (known as the Tanner Bill) that established the State Air Toxics "Hot Spots" Program and the Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588) (California Health and Safety Code Section 44300 et seq.). Under the Air Toxics Hot Spots Information and Assessment

Act of 1987 (or Air Toxics "Hot Spots" Act) and Air Toxics Hot Spots Program, the State (CARB) must collect data on toxic emissions from stationary sources (facilities) throughout the State and ascertain potential health risks that these emissions pose to members of community for developing cancer or for resulting in non-cancer health effects. California's Children's Environmental Health Protection Act of 1999 (California Health and Safety Code Section 39606), also requires explicit consideration of infants and children in assessing risks from air toxics.

Substances regulated under California's Air Toxics Hot Spots Program are defined in statute and include a list of substances developed by the following sources:

- International Agency for Research on Cancer (IARC);
- U.S. EPA;
- U.S. National Toxicology Program (NTP);
- CARB Toxic Air Contaminant Identification Program List;
- Hazard Evaluation System and Information Service (HESIS) (State of California);
- Proposition 65 (Safe Drinking Water and Toxic Enforcement Act of 1986) list of carcinogens and reproductive toxicants (State of California); and
- Any additional substance recognized by the State Board as presenting a chronic or acute threat to public health when present in the ambient air.

On May 6, 2005, the SCAQMD adopted a *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning* containing numerous recommendations focused on land use planning, such as locating sensitive receptors away from substantial sources of TACs and CO hot spots (e.g., high-traffic freeways and roads, distribution centers, refineries, etc.). When locating receptors near large generators of TAC emissions, the SCAQMD recommends conducting CO hot spot analyses and analyzing health risks for these new developments.

California Building Industry Association v. Bay Area Air Quality Management District (2015)

The California Supreme Court in *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal.4th 369 (2015) ruled that CEQA review is focused on a project's impact on the environment "and not the environment's impact on the project." The opinion also holds that when a project has "potentially significant exacerbating effects on existing environmental hazards" those impacts are properly within the scope of CEQA because they can be viewed as impacts of the project on "existing conditions" rather than impacts of the environment on the project. The Supreme Court provided the example of a project that threatens to disperse existing buried environmental contaminants that would otherwise remain undisturbed. The Court concluded that it is proper under CEQA to undertake an analysis of the dispersal of existing contaminants because such an analysis would be focused on how the project "would worsen existing conditions." The court also found that the limited number of express CEQA provisions that require analysis of the impacts of the existing environment on a project – such as impacts associated with school siting and airports – should be viewed as specific statutory exceptions to the general rule that such impacts are not properly within CEQA's scope.

Regional

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a Joint Powers Authority under California law, established as an association of local governments and agencies that voluntarily

convene as a forum to address regional issues. SCAG encompasses the counties of Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial.

SCAG is designated as a Metropolitan Planning Organization (MPO) and as a Regional Transportation Planning Agency. Under SB 375, SCAG, as a designated MPO, is required to prepare a Sustainable Communities Strategy (SCS) as an integral part of its Regional Transportation Plan (RTP). On September 3, 2020, SCAG's Regional Council adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS). The 2020 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. Information contained in Chapter 3: A Path to Greater Access, Mobility, and Sustainability of the 2020 RTP/SCS forms the basis for the land use and transportation components of the Air Quality Management Plan (AQMP), and are utilized in the preparation of air quality forecasts and consistency analysis included in the AQMP (SCAG, 2020). The current Air Quality Management Plan for the Basin is based on the growth assumptions contained in the 2020 RTP/SCS.

SCAQMD Air Quality Management Plan (AQMP)

Under State law, the SCAQMD is required to prepare an overall plan for air quality improvement, known as an AQMP. The purpose of an AQMP is to bring an air basin into compliance with federal and State air quality standards. The SCAQMD 2022 AQMP was adopted on December 2, 2022. The 2022 AQMP provides new and revised demonstrations for how the SCAQMD, in coordination with federal, State, regional and local governments will bring the Basin back into attainment for the following NAAQS: 2008 8-hour ozone; 2012 annual PM2.5; 2006 24-hour PM2.5; 1997 8-hour ozone; and 1997 1-hour ozone.

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

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

The emission forecasts and demonstrations presented in the 2022 AMQP rely heavily on information contained in other planning and strategy documents. For example, the 2022 AQMP's

long-term emissions inventory is based on the growth and land use projections contained in the SCAG's 2020 RTP/SCS. Additionally, the conclusions relating to ozone compliance are based on implementation of measures presented in CARB's Mobile Source Strategy and State Implementation Plan (SIP) strategy. The Mobile Source Strategy outlines a suite of measures targeted at on-road light- and heavy-duty vehicles, off-road equipment, and federal and international sources. A subset of the statewide strategy is a mobile source strategy for the South Coast SIP. Because the SCAQMD has limited authority in regulating mobile source emissions, coordination and cooperation between SCAQMD, CARB, and the U.S. EPA is imperative to meeting the NOx reductions required to meet ozone standards. Although not incorporated specifically from another planning document strategy, the 2022 AQMP also provides numerous control measures for stationary sources (SCAQMD, 2017).

SCAQMD Rules and Regulations

The SCAQMD adopts rules that establish permissible air pollutant emissions and governs a variety of business, processes, operations, and products to implement the AQMP and the various federal and State air quality requirements. In general, rules that would be applicable to the Specific Plan could include:

- **Rule 401 (Visible Emissions)** prohibits discharge into the atmosphere from any single source of emission for any contaminant for a period or periods aggregating more than three minutes in any one hour that is as dark or darker in shade than that designated as No. 1 on the Ringelmann Chart, as published by the U.S. Bureau of Mines.
- **Rule 402 (Nuisance)** prohibits discharges of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- **Rule 403 (Fugitive Dust)** prohibits emissions of fugitive dust from any grading activity, storage pile, or other disturbed surface area if it crosses the project property line or if emissions caused by vehicle movement cause substantial impairment of visibility (defined as exceeding 20 percent capacity in the air). Rule 403 requires the implementation of Best Available Control Measures and includes additional provisions for projects disturbing more than five acres and those disturbing more than fifty acres.
- **Rule 445 (Wood Burning Devices)** prohibits installation of woodburning devices such as fireplaces and wood-burning stoves in new development unless the development is located at an elevation above 3,000 feet or if existing infrastructure for natural gas service is not available within 150-feet of the development.
- **Rule 481 (Spray Coating Operations)** imposes equipment and operational restrictions during construction for all spray painting and spray coating operations.
- **Rule 1108 (Cutback Asphalt)** prohibits the sale or use of any cutback asphalt containing more than 0.5 percent by volume organic compounds which evaporate at 260°C (500°F) or lower.
- **Rule 1113 (Architectural Coatings)** establishes maximum concentrations of VOCs in paints and other applications and establishes the thresholds for low-VOC coatings.
- **Rule 1143 (Consumer Paint Thinners and Multi-Purpose Solvents)** prohibits the supply, sale, manufacture, blend, package or repackage of any consumer paint thinner or

multi-purpose solvent for use in the District unless consumer paint thinners or other multi-purpose solvents comply with applicable VOC content limits.

- **Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities)** specifies work practice requirements to limit asbestos emissions from building demolitions and renovation activities, including the removal and associated disturbance of asbestos-containing materials. The requirements for demolition and renovation activities include asbestos surveying, notification, asbestos containing materials removal procedures and time schedules, asbestos containing materials handling and clean-up procedures, and storage, disposal, and land filling requirements for asbestos containing waste materials.
- **Rule 2202 (On-Road Motor Vehicle Mitigation Options)** provides employers with options to reduce mobile source emissions generated from employee commutes. The rule applies to any employer who employs 250 or more employees on a full or part-time basis at a worksite for a consecutive six-month period.

Local

City of Duarte General Plan

The City of Duarte 2005-2020 Comprehensive General Plan Update, including updates from January 2022 Environmental Justice policies, contains the following goals and policies related to air quality:

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

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

- *Policy Con 3.1.2.* Analyze all projects as defined in the California Environmental Quality Act (CEQA) for potential impacts on the community and utilize the proper mitigation measures to mitigate any potential adverse impacts on the community, focusing on discouraging generators of pollution, including toxic air contaminants, that would further harm disadvantaged communities.
- *Implementation Measure 3.*1.2. Comply with CEQA law and guidelines.

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

Objective 1.1 Through land use plans provide heightened consideration of policies and strategies to minimize exposure of sensitive receptors and sites (e.g. schools, hospitals, and residences) to health risks related to air pollution.

- *Policy AQ 1.1.1.* Facilitate communications among residents, businesses and the Southern California Air Quality Management District (AQMD) to quickly resolve air pollution nuisance complaints. Distribute information to advise residents on how to register a complaint with the AQMD (cut smog program). Ensure that communications are accessible to non-English speakers and disadvantaged communities most affected by air pollution burdens.

- *Policy AQ 1.2.1.* 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 that include affordable housing and are weatherized for increased average temperatures and extreme heat events. Avoid displacement of residents and local businesses, and provide support for relocation when displacement is unavoidable, especially in disadvantaged communities.
- *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).
- *Implementation Measure AQ 1.1.2, AQ 1.2.1, and AQ 1.2.2.* Designate Planned Unit Development or Specific Plan areas where appropriate

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

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

- *Policy AQ 2.1.1.* Collaborate with local transit agencies to:
    - Develop programs and educate employers about employee rideshare and transit.
    - Establish mass transit mechanisms for the reduction of work-related and non-work related vehicle trips.
    - Promote mass transit ridership by all segments of the community through careful planning of routes, headways, origins and destination, and types of vehicles, and accessibility for community members of all ages, abilities, and incomes.
- *Policy AQ 2.1.2:* Provide merchants with fliers/posters that publicize mass transit schedules in multiple languages to encourage their customers to use mass transit.
- *Policy AQ 2.1.3:* Consider providing incentives such as preferential parking for alternative-fuel vehicles (e.g., compressed natural gas (CNG) or hydrogen).
- *Implementation Measure AQ 1.1.1., AQ 2.1.1, and AQ 2.1.2.* Prepare an information brochure & distribute through different media.

Objective 2.2. Reduce mobile source emissions through efficient management of transportation facilities and system infrastructure using cost-effective management and innovative demand-management techniques.

- *Policy AQ 2.2.1:* Synchronize traffic signals throughout the City and with adjoining cities while allowing free flow of mass transit systems.
- *Policy AQ 2.2.2.* Monitor traffic and congestion to determine when and where the city needs new transportation facilities to achieve increased mobility and efficiency.

- *Policy AQ 2.2.3.* Consider replacing existing vehicles in the City fleet with the cleanest vehicles commercially available.
- *Implementation Measure AQ 2.2.1.* Continue to collaborate with adjacent cities to improve traffic flow.
- *Implementation Measure AQ 2.2.2.* Perform traffic studies yearly and/or require traffic studies as development occurs.
- *Implementation Measure AQ 2.2.3.* Prepare a vehicle replacement plan.

Objective 2.3. Secure all available funding from local, state and federal sources to improve Transportation System Management (TSM) cost effectiveness.

- *Policy AQ 2.3.1.* Develop and coordinate a plan with local agencies for cost effective use of AB 2766 (emissions reductions benefits) funds so that revenue is used for projects and programs identified in the AQMP.
- *Policy AQ 2.3.2*. Develop and adopt a policy to utilize federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds in coordination with regional agencies in a manner consistent with projects approved in the AQMP.
- *Policy AQ 2.3.3.* Apply annually to the AQMD Mobile Source Reduction Committee (MSRC) for AB 2766 "Local Government Match Program" grants for projects that reduce mobile source emissions (e.g. purchases of alterative-fueled vehicles).
- *Policy AQ 2.3.4*. Seek opportunities to pool AB 2766 revenue with neighboring cities to fund programs that will reduce mobile source emissions (e.g., traffic synchronization, fueling station infrastructure, teleconferencing facilities).
- *Implementation Measure AQ 2.1.3, AQ 2.3.1, AQ 2.3.2, and AQ 2.3.4.* Work w/AQMD and other agencies to receive grants for alternative modes of transportation and improved traffic flow.
- *Implementation Measure AQ 2.3.3.* Apply annually for Mobile Source Reduction and AQMD funds.

Air Quality Goal 3: Achieve ambient levels of particulate matter that meets state and federal clean air standards.

Objective 3.1 Reduce the amount of fugitive dust that is re-entrained into the atmosphere from unpaved areas, parking lots, construction sites and nearby quarries.

- *Policy AQ 3.1.1.* Where fugitive dust is causing a chronic public nuisance or the air quality is in exceedance of PM 10 standards, consider adopting a dust control policy that requires preparation and approval of a dust control plan, emphasizing disadvantaged communities and areas with highest-risk populations that are most affected by air pollution.
- *Policy AQ 3.1.2.* Cooperate with local, regional, state and federal jurisdictions to better control fugitive dust from stationary, mobile and area sources. Pursue such efforts equitably throughout the City.
- *Policy AQ 3.1.3.* Ensure that vehicles do not transport aggregate or similar material upon a highway unless the material is stabilized or covered, in accordance with state law and AQMD regulations.

- *Policy AQ 3.1.4*. Consider rerouting the Duarte fixed route bus system to help minimize vehicle trips while continuing to adequately serve the needs of community members without cars.
- *Implementation Measure AQ 3.1.1, AQ 3.1.2, and AQ 3.1.3:* Prepare and enforce a dust reduction ordinance that addresses mobile and stationary sources.
- *Implementation Measure AQ 3.1.4.* Review Duarte's fix route system annually to provide service and efficiency

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.

Housing Goal 4: Assist the private, public and non-profit sectors in providing affordable housing opportunities and services.

Objective 4.1: Expand affordable housing options within the City of Duarte.

- *Policy 4.1.7* Green Building: Encourage use of sustainable and green building design in new and existing housing, including in disadvantaged communities.

4.3.3 – SIGNIFICANCE THRESHOLDS

Based on the CEQA Guidelines, Appendix G: Items III (a) through (d), implementation of the SPU would have a significant impact related to air quality if it would:

A. Conflict with or obstruct implementation of the applicable air quality plan?
B. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?
C. Expose sensitive receptors to substantial pollutant concentrations?
D. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?
E. Would the project cause substantial adverse cumulative impacts with respect to air quality?

Regional Significance Thresholds

The SCAQMD's *CEQA Air Quality Handbook's* significance thresholds, which were revised in 2019, were used for evaluating the impacts associated with the implementation of the proposed SPU. The SCAQMD has established mass daily thresholds for regional pollutant emissions, as shown in Table 4.3-5, *SCAQMD Regional Emissions Significance Thresholds*.

Table 4.3-5: SCAQMD Regional Emissions Significance Thresholds		
Air Contaminant	**Construction (Maximum Pounds Per Day)**	**Operation (Maximum Pounds Per Day)**
NO_X	100	55
VOC	75	55
PM_{10}	150	150
$PM_{2.5}$	55	55
SO_X	150	150
CO	550	550
Lead	3	3
Source: SCAQMD 2019b		

Localized Significance Thresholds

In addition to establishing thresholds of significance for emissions of criteria air pollutants on a regional level, the SCAQMD has also developed Local Significance Thresholds (LSTs) that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable Federal or State ambient air quality standards, which would result in significant adverse localized air quality impacts. The LST methodology takes into account a number of factors, including (1) existing ambient air quality in each Source Receptor Area (SRA); (2) how many acres the project would disturb in a day; and (3) how far project construction and operational activities would take place from the nearest sensitive receptor. Unlike the regional emission significance thresholds presented in Table 4.3-5, LSTs have only been developed for NOx, CO, PM_{10} and $PM_{2.5}$. The construction and operational LSTs for one-acre, two-acre, and five-acre sites in SRA 9 (East San Gabriel Valley), the SRA in which the City of Duarte is located, are shown in Table 4.3-6 below.

Table 4.3-6: SCAQMD Localized Significance Thresholds for SRA 9					
Pollutant	**Maximum Allowable Emissions (Pounds per Day)[a]**				
	82 Feet	**164 Feet**	**328 Feet**	**656 Feet**	**1,640 Feet**
ONE-ACRE SITE					
Construction Thresholds					
Nitrogen Oxides (NO_X)	89	112	159	251	489
Carbon Monoxide (CO)	623	945	1,914	4,803	20,721
Particulate Matter (PM_{10})	5	14	34	75	199
Particulate Matter ($PM_{2.5}$)	3	5	9	22	94
Operational Thresholds					
Nitrogen Oxides (NO_X)	89	112	159	251	489
Carbon Monoxide (CO)	623	945	1,914	4,803	20,721
Particulate Matter (PM_{10})	2	4	9	19	48
Particulate Matter ($PM_{2.5}$)	1	2	3	6	23
TWO-ACRE SITE					
Construction Thresholds					
Nitrogen Oxides (NO_X)	128	151	200	284	513
Carbon Monoxide (CO)	953	1,344	2,445	5,658	22,093
Particulate Matter (PM_{10})	7	22	42	84	207
Particulate Matter ($PM_{2.5}$)	5	7	12	26	100

Operational Thresholds					
Nitrogen Oxides (NO_x)	128	151	200	284	513
Carbon Monoxide (CO)	953	1,344	2,445	5,658	22,093
Particulate Matter (PM_{10})	2	6	11	20	50
Particulate Matter ($PM_{2.5}$)	2	2	3	7	25
FIVE-ACRE SITE					
Construction Thresholds					
Nitrogen Oxides (NO_x)	203	227	286	368	584
Carbon Monoxide (CO)	1,733	2,299	3,680	7,600	25,558
Particulate Matter (PM_{10})	14	43	63	105	229
Particulate Matter ($PM_{2.5}$)	8	11	17	35	116
Operational Thresholds					
Nitrogen Oxides (NO_x)	203	227	286	368	584
Carbon Monoxide (CO)	1,733	2,299	3,680	7,600	25,558
Particulate Matter (PM_{10})	4	11	16	26	55
Particulate Matter ($PM_{2.5}$)	2	3	5	9	28

Source: SCAQMD 2009, modified by MIG
Notes
[a] Maximum allowable emissions (pounds per day) as a function of receptor distance (in feet) from site boundary

Carbon Monoxide "Hot Spots" Thresholds

The SCAQMD does not have a current methodology for screening CO hotspots. However, the SCAQMD performed CO modeling as part of its 2003 AQMP at four busy intersections during morning and evening peak hour periods. The busiest intersection studied in the analysis—Wilshire Boulevard and Veteran Avenue—had 8,062 vehicles per hour during morning peak hours, 7,719 vehicles per hour during evening peak hours, and approximately 100,000 vehicles per day. The 2003 AQMP estimated that the 1-hour CO concentration for this intersection was 4.6 ppm, which is less than a fourth of the 1-hour CAAQS CO standard (20 ppm) (SCAQMD, 2003a). The BAAQMD screening threshold is generally consistent with the results of the CO modeling conducted for the SCAQMD's 2003 AQMP. Therefore, for purposes of this Report, the Project would pose the potential for a CO hotspot if it would exceed the BAAQMD's screening traffic level for peak hour intersection traffic volumes (44,000 vehicles per hour) thereby having the potential to result in CO concentrations that exceed 1-hour State [20 ppm], 1-hour Federal [35 ppm], and/or State and Federal 8-hour [9 ppm] ambient air quality standards for CO.

Toxic Air Contaminant Thresholds

Following OEHHA and SCAQMD guidance, health risks from TAC emissions are estimated based on "Individual Cancer Risk," which is the likelihood that a person exposed to TACs over 70-year lifetime will get cancer or suffer some other "non-cancer" effect (measured by what is called as a "hazard index"). Numerous weighting factors (e.g., age sensitivity factors, breathing rates, etc.) are applied during health risk calculations to account for those members of the public who may be more sensitive to pollution than others (e.g., sensitive receptors). A project is considered to have a significant impact if it results in any of the following:

- A maximum incremental cancer risk greater than or equal to 10 in one million;
- A population-wide cancer burden greater than 0.5 (in areas where cancer risk is greater than or equal to one in a million); or
- A chronic or acute hazard index greater than or equal to 1.0.

The California Supreme Court in *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal.4th 369 (2015) ruled CEQA review is focused on a project's impact on the environment "and not the environment's impact on the project." The opinion also holds that when a project has "potentially significant exacerbating effects on existing environmental hazards" those impacts are properly within the scope of CEQA because they can be viewed as impacts of the project on "existing conditions" rather than impacts of the environment on the project. The Supreme Court provided the example of a project that threatens to disperse existing buried environmental contaminants that would otherwise remain undisturbed. The Court concluded that it is proper under CEQA to undertake an analysis of the dispersal of existing contaminants because such an analysis would be focused on how the project "would worsen existing conditions." The court also found that the limited number of express CEQA provisions that require analysis of the impacts of the existing environment on a project – such as impacts associated with school siting and airports – should be viewed as specific statutory exceptions to the general rule that such impacts are not properly within CEQA's scope.

In another recent Supreme Court Ruling – *Sierra Club v. County of Fresno*, 6 Cal. 5th 502 (2018) – the Supreme Court held that CEQA requires a Lead Agency to make a reasonable effort to provide an appropriate, project-specific context and connection between mass pollutant emissions estimates (i.e., pounds per day or tons per year) and the potential health impacts associated with such emissions estimates, or to explain what is and is not yet known about the Specific Plan's "bare" emissions numbers and their potential adverse health impacts.

Consistent with these court rulings, the impact discussion presented below focuses on the proposed Specific Plan's effect on air quality and existing health risks, rather than the effect of existing air quality and its potential risks on the proposed Specific Plan's residents. The analysis evaluates whether the proposed Specific Plan would create or exacerbate adverse public health risk conditions at sensitive receptor locations, as identified in the SCAQMD's CEQA significance criteria.

4.3.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts that could result from implementation of the project and recommends mitigation measures if needed to reduce or eliminate significant air quality impacts.

Consistency with the Applicable Air Quality Plan

Impact AQ-1 – Would the proposed SPU conflict with or obstruct implementation of the South Coast Air Quality Management District 2022 Air Quality Management Plan?

Analysis of Impacts

As described in Section 4.3.1, the proposed Specific Plan is within the South Coast Air Basin, which is under the jurisdiction of the SCAQMD. Pursuant to the methodology provided in Chapter 12 of the SCAQMD *CEQA Air Quality Handbook*, consistency with the AQMP is affirmed if the project:

1) Is consistent with the growth assumptions of the AQMP; and
2) Does not increase the frequency or severity of an air quality standards violation, or cause a new one.

Consistency Criterion 1 refers to the growth forecasts and associated assumptions included in the 2022 AQMP. Projects that are inconsistent with the AQMP growth assumptions would interfere with attainment of air quality standards because this growth would exceed the growth included in the projections used to formulate the AQMP.

As shown in Table 4.3-7, the proposed Project would fit within the overall population, dwelling unit, and employment growth the 2022 AQMP forecasts to occur in the City 2045. The proposed Specific Plan supports development of up to 550 total dwelling units, or a net increase of 401 dwelling units, accommodating a total population of up to 1,010 residents by 2045, a net increase of 754 residents. The City's population would increase by approximately 3,100, from 22,000 in 2016 to 25,100 in 2045. The number of dwelling units would also increase, from 8,100 in 2016 to 7,100 dwelling units in 2045 (an increase of 1,000 dwelling units). Employment within the City would also increase, from 11,300 jobs in 2016 to 15,700 jobs by 2045, an increase of 4,400 jobs. The 2020 RTP/SCS population and employment projections for the City of Duarte, as well as the increase in population and employment that would occur with the implementation of the proposed Specific Plan, are shown in Table 4.3-7.

Table 4.3-7:RTP/SCS and Specific Plan Growth Assumptions

Scenario	Population Growth	Dwelling Units	Employment
Growth from Proposed SPU	754	401	102
AQMP/ RTP/SCS(A)	3,100	1,000	4,400
Within Growth Assumptions?	Yes	Yes	Yes

Source: SCAG, 2020a
(A) The SCAG 2020 RTP/SCS formulates the growth projections which the 2022 AQMP is based on.

As shown in Table 4.3-7, the growth envisioned in the Specific Plan is within the totals for population, dwelling units, and employment that the 2020 RTP/SCS projected for 2045. Therefore, from the growth assumption standpoint of Criterion 1, the proposed Specific Plan would be consistent with the AQMP.

Consistency Criterion 2 refers to the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). Please refer to Section 4.3.1 for a description of the state and federal ambient air quality standards (CAAQS and NAAQS, respectively) and the Basin's attainment status. The SCAQMD, in developing its CEQA significance thresholds, considered the emission levels at which a project's individual emissions would be cumulatively considerable (SCAQMD, 2003b; page D-3). Even though the mass amount of emissions attributable to a single project (i.e., pounds per day) does not necessarily contribute to air pollution levels measured throughout the Basin and in or near the City, the SCAQMD considers projects that result in emissions that exceed its CEQA significance thresholds to result in individual impacts that are cumulatively considerable and significant.

The analysis contained under Impact AQ-2 indicated the operational emissions would not exceed the SCAQMD-recommended CEQA thresholds of significance; however the Specific Plan could exceed SCAQMD-recommended CEQA thresholds for ROG during construction activities. ROG is an ozone precursor pollutant, and the region is designated non-attainment for ozone. Since the Specific Plan could result in construction emissions that exceed SCAQMD regional CEQA thresholds, the proposed Specific Plan could increase the frequency and/or severity of air quality violations in the Basin or otherwise impede attainment of air quality standards, particularly national and state ozone standards. This is considered a potentially significant impact.

Level of Significance Before Mitigation

Potentially significant.

Mitigation Measures

See Mitigation Measures AQ-1.

Level of Significance After Mitigation

Less than significant.

Cumulatively Considerable Net Increase of Criteria Air Pollutants

Impact AQ-2 – Would the proposed SPU result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment under an applicable federal or state ambient air quality standard?

Analysis of Impacts

The proposed Specific Plan sets forth the City's vision for the types of development that would occur over the next approximately 20 years. The Specific Plan's proposed land use designations permit higher development intensity within the Planning Area boundaries than existing conditions. Criteria air pollutants and other emissions would result from construction activities, and from the operation of senior residences and care facilities, offices, and retail uses within the Planning Area.

The Specific Plan implementation would generate short-term construction and long-term operational emissions of regulated air pollutants (i.e., criteria air pollutants and TACs). These emissions would be released to the ambient air and disperse according to the topographic and meteorological influences that prevail near the Planning Area and in the greater Basin (see Section 4.3.1). The SCAQMD maintains regional significance thresholds to assess how individual projects may affect air quality on a regional scale. The potential for construction and operational emissions associated with implementation of the Specific Plan to impact air quality is discussed below.

Construction Emissions. The proposed Specific Plan would not directly result in construction of any development or infrastructure; however, future development supported by the Specific Plan would result in short-term construction-related criteria pollutant emissions that have the potential to have an adverse effect on air quality. Short-term criteria air pollutant emissions would occur during demolition, site preparation, grading, building construction, paving, and architectural coating activities associated with specific, new development projects. Emissions would occur from the use of equipment, worker, vendor and hauling trips, and disturbance of onsite soils (fugitive dust). ROG and NO_X emissions are primarily associated with gas and diesel equipment exhaust and the application of architectural coatings. Fugitive dust emissions (PM_{10} and $PM_{2.5}$) are primarily associated with site preparation and vary depending on factors such as soil silt content, soil moisture, wind speed, acreage of disturbance area, and VMT by construction vehicles on- and off-site. Typical pieces of construction equipment associated with development and redevelopment projects include, but are not limited to, bulldozers, graders, excavators, loaders, and trucks.

MIG estimated the proposed Project's potential construction emissions using the California Emissions Estimator Model, or CalEEMod (Version 2022.1.1.45). Although future project-specific characteristics are not known, construction activities associated with typical retirement communities, office, and retail development projects would generally entail demolition, site preparation, grading, building construction, paving, and painting. Fugitive dust (PM10) emissions would typically be greatest during building demolition, site preparation, and grading due to the disturbance of soils and transport of material. NO_X emissions would also result from the combustion of diesel fuels used to power off-road heavy-duty pieces of equipment (e.g., backhoes, bulldozers, excavators, etc.). ROG emissions would generally be greatest during architectural coating activities. The types and quantity of equipment, as well as duration of construction activities, would be dependent on project-specific conditions. Larger projects would require more equipment over a longer timeframe than smaller ones.

The land uses in the construction modeling were based on development information in the project description (see Section 3.0). The construction phases, schedule, and equipment usage were developed using CalEEMod default assumptions. Site watering was applied consistent with SCAQMD Rule 403. As specific phasing and construction details are not yet known, the modeling conservatively assumes demolition and rebuilding of the entire site (i.e., 165,171 square feet of demolition was added to the model, consistent with existing on-site development), and that development would occur in one phase starting in 2027. In actuality, not all existing development would be demolished and replaced, and construction would take place in multiple phases across a 20-year horizon. Modeling additional demolition work results in higher emissions estimates from the on-site equipment and hauling trips associated with demolition. Modeling all development in one phase results in overlapping construction activities, and the highest estimate of maximum daily emissions. Modeling construction with a 2027 start date results in emissions estimates based on construction fleet characteristics (e.g., equipment age, exhaust emission factors, etc.) for calendar years 2027 to 2029, the earliest calendar years that construction could occur within the 20-year planning horizon. As construction equipment fleets turnover due to the breakdown of older equipment, general fleet attrition, or the need to comply with more stringent exhaust emission standards, construction emissions are expected to decrease over time. Therefore, modeling results would overestimate construction emissions. The Specific Plan's maximum daily unmitigated construction emissions are summarized in Table 4.3-8. Please refer to Appendix C for detailed construction CalEEMod assumptions and modeling results.

Table 4.3-8: Unmitigated Project Construction - Regional Emissions Estimates

Season	Maximum Daily Emissions (Pounds per Day)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Summer 2027	3.0	25.6	38.5	0.1	7.4	2.7
Winter 2027	3.1	28.0	34.8	0.1	9.1	5.1
Summer 2028	2.4	12.4	37.0	0.0	6.2	1.7
Winter 2028	2.4	12.7	33.5	0.0	6.2	1.7
Summer 2029	161.3	11.8	35.4	0.0	6.2	1.7
Winter 2029	2.3	12.0	32.1	0.0	6.2	1.7
SCAQMD CEQA Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Threshold Exceeded?	**Yes**	**No**	**No**	**No**	**No**	**No**

Source: MIG (see Appendix C)

As shown in Table 4.3-8, regional construction emissions would not exceed the SCAQMD's recommended threshold for NO_X, CO, SO_2, PM_{10}, or $PM_{2.5}$, but would exceed the SCAQMD's

recommended construction regional criteria air pollutant threshold of 75 pounds per day for VOCs, which are a precursor to O_3. Construction emissions would exceed the SCAQMD's threshold for VOC emissions during the architectural coatings phase (modeled as the third year of construction in 2029). This is considered a potentially significant impact. Accordingly, the City shall require the applicant to implement Mitigation Measure AQ-1, Reduce Construction VOC Emissions, which would limit the VOC content in the coatings used during construction. This measure would lower maximum daily VOC emissions by approximately 75%. The Project's maximum daily mitigated regional construction emissions are summarized in Table 4.3-9.

Table 4.3-9: Mitigated Project Construction – Phase 1 Regional Emissions Estimates

Season	Maximum Daily Emissions (lbs/day)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Summer 2027	3.0	25.6	38.5	0.1	7.4	2.7
Winter 2027	3.1	28.0	34.8	0.1	9.1	5.1
Summer 2028	2.4	12.4	37.0	<0.1	6.2	1.7
Winter 2028	2.4	12.7	33.5	<0.1	6.2	1.7
Summer 2029	36.0	11.8	35.4	<0.1	6.2	1.7
Winter 2029	2.3	12.0	32.1	<0.1	6.2	1.7
SCAQMD CEQA Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: MIG (see Appendix C)

As shown in Table 4.3-9, Mitigation Measures AQ-1 would reduce the Specific Plan maximum daily regional VOC emissions to levels below the SCAQMD's thresholds. This impact would be less than significant with mitigation.

Operational Emissions. If adopted, the proposed Specific Plan would accommodate new residential and non-residential land uses, some of which would involve replacing existing development. Overall, project implementation would increase residential dwelling units and office space and add retail land uses under year 2045 growth conditions.

Growth under the Specific Plan would result in long-term regional emissions of criteria air pollutants associated with the operation of area sources, energy sources, and mobile sources. Area source emissions, which are widely distributed and made of many small emissions sources (e.g., landscaping equipment, consumer products, painting operations, etc.), were modeled according to the size and type of land uses proposed. Energy sources, which include natural gas combustion for heating and other purposes, were also modeled based on the size and type of land uses included in the Specific Plan's proposed 2045 buildout assumptions (see Section 3.0, Table 3-5). Mobile-source emissions were modeled based on the daily vehicle trips that would result from the proposed Specific Plan. The net change in emissions of regulated air pollutants that would occur with implementation of the Specific Plan was modeled using CalEEMod, V. 2022.1.1.45. The net change in operational emissions for the Specific Plan was modeled using default data assumptions provided by CalEEMod, with the following project-specific modifications:

- **Land Use Development:** The default acreage, units, and square footage for proposed land uses within the Planning Area were adjusted to reflect proposed development conditions (see Section 3.0, Table 3-5).

- **Area Sources:** Woodstoves and hearths were excluded from development pursuant to SCAQMD Rule 445.
- **Mobile Sources:** The default weekday and weekend trip generation rates were adjusted based on the daily trip data from the traffic report prepared for the Specific Plan by LLG.

The net change in long-term operational emissions that would be generated by Specific Plan growth is shown in Table 4.3-10. As explained in Section 4.3.1, under the "Existing Emissions Levels in the Planning Area" discussion, the net change in emissions evaluated in this EIR is based on the difference between the existing land uses under future year 2045 conditions and the proposed Specific Plan land uses under 2045 growth conditions.

Table 4.3-10: 2045 Project Growth Forecast Operational Emissions (Unmitigated)

Emissions Scenario	Maximum Daily Pollutant Emissions (Pounds per Day)[A]					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Project Growth Forecast Operational Emissions in Year 2045 (Specific Plan)						
Area Sources	23.8	8.5	36.6	0.1	0.7	0.7
Energy Sources	0.1	2.5	1.1	0.0	0.2	0.2
Mobile Source	7.3	6.1	87.6	0.3	30.1	7.7
Total[B]	*31.3*	*16.8*	125.3	0.3	31.0	8.6
Existing Land Uses Year 2045 Condition[C]						
Area Sources	4.8	2.3	9.7	<0.1	0.2	0.2
Energy Sources	<0.1	0.7	0.3	<0.1	0.1	0.1
Mobile Source	1.3	1.2	17.6	0.1	6.2	1.6
Total[B]	*6.1*	*4.1*	27.6	0.1	6.5	1.8
Net Change in Emissions Levels						
Area Sources	19.0	6.2	26.9	<0.1	0.5	0.5
Energy Sources	<0.1	1.8	0.8	<0.1	0.1	0.1
Mobile Source	6.0	4.9	70.0	0.2	23.9	6.1
Total[B]	25.2	12.7	97.7	0.2	24.5	6.8
SCAQMD CEQA Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: MIG, 2026 (see Appendix C) and SCAQMD 2023b.

(A) Emissions estimated using CalEEMod, V 2022.1.1.45. Estimates are based on default model assumptions unless otherwise noted in this document. Maximum daily ROG and CO emissions occur during the summer. Maximum daily NOx, emissions occur during the winter. Maximum daily SOx, PM_{10}, and $PM_{2.5}$ emissions were approximately the same during summer and winter.

(B) Totals may not equal due to rounding.

(C) See Table 4.3-3.

As shown in Table 4.3-10, maximum daily operational emissions associated with potential 2045 growth under the Specific Plan do not exceed the SCAQMD's recommended regional pollutant thresholds for all pollutants. This would be a less than significant impact.

Level of Significance Before Mitigation

Construction Emissions. Potentially significant.

Operational Emissions. Less than significant.

Mitigation Measures

AQ-1: **Reduce Construction VOC Emissions.** To reduce potential construction-related emissions of volatile organic compounds (VOCs), the Applicant shall require all future development projects in the Planning Area to use architectural coatings that meet the South Coast Air Quality Management District's (SCAQMD) "Super Compliant" VOC standard of 10 grams/liter or less for all interior and exterior primer, sealer, paint, and other coating applications for which a super compliant product is commercially available for all residential development. If a project-specific air quality analysis is conducted prior to future development activities that determines VOC emissions would be below SCAQMD-recommended CEQA significance thresholds for construction activities, that project is not required to meet the Super Compliant VOC standard.

Level of Significance After Mitigation

Construction Emissions. Less than significant with mitigation.

Operational Emissions. Less than significant.

Exposure of Sensitive Receptors to Pollutants

Impact AQ-3 – Would the proposed SPU expose sensitive receptors to substantial pollutant concentrations?

Analysis of Impacts

Growth projected to occur under the Specific Plan could expose existing and new sensitive receptors to substantial concentrations of criteria air pollutants and TAC emissions that pose adverse health effects. The potential for the proposed Specific Plan to expose sensitive receptors to substantial pollutant concentrations is evaluated below.

CO Hotspots. Based on the Transportation Report prepared for the proposed Specific Plan, the maximum number of vehicles moving through any intersection in the vicinity of the Planning Area under the Specific Plan's 2045 growth project conditions would be less than 5,000 vehicles (during AM and PM peak hours) (LLG, 2025, see Figure 5-3 through Figure 5-6). This level of traffic is substantially below the screening threshold of 44,000 vehicles per hour for a CO hotspot analysis (See Section 4.3.3). Therefore, the Specific Plan would not cause or significantly contribute to CO concentrations that exceed State or Federal ambient air quality standards for CO. This impact would be less than significant.

Construction Emissions. As discussed under Impact AQ-2, future development activities facilitated under implementation of the proposed Specific Plan would generate emissions, including emissions of DPM (a TAC), during construction activities. These emissions would occur likely in two or more phases over the approximately 20-year growth period associated with the Specific Plan.

As described in Section 4.3.3, the SCAQMD has developed Localized Significance Thresholds (LSTs) that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable Federal or State ambient air quality standards, which would constitute a significant adverse localized air quality effect. The proposed

Project's maximum daily unmitigated construction emissions at the closest receptor locations are summarized below in Table 4.3-11.

Table 4.3-11: Unmitigated Project Construction – LST Emissions Estimates

Year / Season	Maximum Daily LST Emissions (Pounds Per Day)[A]			
	NOx	CO	PM_{10}[B]	$PM_{2.5}$[B]
Summer 2027	25.6	38.5	7.4	2.7
Winter 2027	28.0	34.8	9.1	5.1
Summer 2028	12.4	37.0	6.2	1.7
Winter 2028	12.7	33.5	6.2	1.7
Summer 2029	11.8	35.4	6.2	1.7
Winter 2029	12.0	32.1	6.2	1.7
SCAQMD CEQA Threshold[C]	**203**	**1,733**	**14**	**8**
Threshold Exceeded?	**No**	**No**	**No**	**No**

Source: See Appendix C1.2 and SCAQMD Error! Bookmark not defined.

(A) The data presented includes both on-site and off-site emissions, which overestimates potential LST impacts.
(B) PM_{10} and $PM_{2.5}$ values are total emissions. Refer to Appendix D for component exhaust and dust emissions levels.
(C) LST thresholds are based on a 5-acre project and 25-meter receptor distance, the closest distance in the SCAQMD guidance, for SRA 9.

As shown in Table 4.3-11, the proposed Specific Plan's construction emissions would not exceed applicable SCAQMD construction LSTs.

In addition, as described in Section 4.1.4, the SCAQMD recommends carcinogenic and non-carcinogenic health risk thresholds for sensitive receptors that could be exposed to TAC emissions, such as DPM. The proposed Project's potential construction activities could contribute to local air quality effects and emit certain TACs, including DPM. Although specific details regarding project development within the Planning Area are not known at this time, it is possible that one or more phases of development under the Specific Plan could have the potential to exceed thresholds of significance for cancerogenic and non-cancerogenic health risks (see Section 4.3.3). This represents a potentially significant impact.

Operational Emissions. In addition to criteria air pollutant and TAC emissions on a local scale, receptor exposure to elevated concentrations of criteria air pollutants (e.g., CO, O_3, and PM) is capable of causing adverse health effects on heart, lung, and other organ systems. As described under Impact AQ-2, the Specific Plan would not exceed SCAQMD thresholds and would not generate cumulatively considerable criteria air pollutant emissions. The Specific Plan is also evaluated against Localized Significance Thresholds (LSTs) below. The proposed Specific Plan's maximum daily unmitigated LST operational emissions at the closest receptor locations are summarized in Table 4.3-12.

Table 4.3-12: Unmitigated Project Operation – LST Emissions Estimates				
Source	**Maximum Daily LST Emissions (Pounds Per Day)[A]**			
	NOx	**CO**	**PM_{10}**	**$PM_{2.5}$**
Mobile[B]	0.1	1.8	0.6	0.2
Area	8.5	36.6	0.7	0.7
Energy	2.5	1.1	0.2	0.2
Total On-Site Emissions[C]	36.1	64.6	6.8	5.8
SCAQMD CEQA Threshold[D]	**203**	**1,733**	**4**	**8**
Threshold Exceeded?	**No**	**No**	**No**	**No**

Source: See Appendix D and SCAQMD 2009

(A) Maximum daily emissions are for on-site sources only.
(B) On-site mobile source emissions are assumed to be 2% of total regional mobile source emissions.
(C) Totals may not equal due to rounding.
(D) LST thresholds are based on a 5-acre project and 25-meter receptor distance, the closest distance in the SCAQMD guidance, for SRA 9.

As shown in Table 4.3-12, the proposed Project's operational emissions would not exceed applicable SCAQMD operational LSTs. This impact would be less than significant.

Exacerbation of Existing Sources of Pollution. Specific Plan growth would add new residential development in the Planning Area and could place new sensitive receptors in proximity to existing sources of emissions, such as the I-210.

Per the recent ruling by the California Supreme Court in *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal.4th 369 (2015), projects are not required to analyze how existing conditions might impact a project's future users or residents. As such, this analysis does not focus on potential, future receptor exposure to existing emissions from existing sources of pollutants in and near the Planning Area. Rather, it focuses on the incremental increase in pollutant concentrations and associated impacts (including adverse health impacts) that could occur if existing operations were to change as a result of Specific Plan growth.

The proposed Specific Plan generally focuses on adding new residential and senior care development in the Planning Area, along with a smaller amount of office and retail development (see Section 3.0, Table 3-5 for details). Land uses such as residential, office, and retail uses generally do not include major sources of operational criteria air pollutant emissions (e.g., stationary sources associated with industrial developments). Mixed-use developments also generally do not include major sources of operational criteria air pollutant emissions due to land-use conflicts with residential dwelling units on top of / in the immediate proximity of the non-residential land uses associated with the mixed-use development. Therefore, while implementation of the proposed Specific Plan would increase the amount of criteria air pollutants generated by the land uses within the Planning Area (see Table 4.3-10), it would generally focus on growth associated with land uses that have relatively minor localized sources of air pollution. The proposed Specific Plan would not result in, nor substantially exacerbate, substantial pollutant concentrations at sensitive receptor locations. This impact would be less than significant.

Additional Information on Existing Sources of Pollutants. The proposed Specific Plan could result in new sensitive receptors being exposed to significant sources of TAC emissions. The CARB Air

Quality and Land Use Handbook recommends avoiding the siting of new sensitive land uses (e.g., residences, schools, etc.) within:

- 300 feet of large gasoline fueling stations (with a throughput of more than 3.6 million gallons of gasoline per year);
- Within 300 feet of dry cleaning operations;
- Within 500 feet of freeways, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day; and
- Within 1,000 feet of a major rail service or maintenance yard.

There are no gas stations or dry cleaning located within 300 feet of the Planning Area, and there are no rail lines or rail maintenance yards within 1,000 feet of the Planning Area. However, the I-210 is located within 500 feet of the Planning Area and its existing residences (i.e., approximately 140 feet south of the Planning Area at its nearest point and approximately 250 feet south of the Planning Area from the centerline). The development proposed by the Specific Plan would add additional dwelling units within 500 feet of the I-210. However, the majority of new residential uses would not be located within 500 feet of the I-210. For example, residences along the northern property line of the Planning Area would be located approximately 1,500 feet from the centerline of the I-210. Additionally, characteristics of the I-210 and Planning Area influence the level of pollutant exposure the new residences within 500 feet of the I-210 may face. According to CARB's Technical Advisory on Strategies to Reduce Air Pollution Exposure Near High Volume Roadways, a technical supplement to the Air Quality and Land Use Handbook, elevated freeways result in higher pollutant mixing and dispersion, and therefore lower levels of near-road pollution (CARB 2017). The technical advisory also found that solid barriers such as sound walls reduce the concentration of traffic pollution. Due to the higher elevation of the I-210 than the Planning Area and the solid barriers adjacent to both the I-210 and the southern property line of the Planning Area, residents would be exposed to a lower concentration of pollutants than would typically occur near freeways.

Level of Significance Before Mitigation

CO Hotspots. Less than significant.

Construction Emissions. Potentially significant.

Operational Emissions. Less than significant.

Exacerbation of Existing Sources of Pollutants. Less than significant impact.

Additional Information on Existing Sources of Pollutants. This information has been provided for informational purposes and is not considered part of the CEQA analysis.

Mitigation Measures

AQ-2: **Require a Project-level Construction Health Risk Assessment for New Development Proposed Under Implementation of the Westminster Gardens Specific Plan.** The City shall require applicants to submit a project-level construction health risk assessment for future development proposed under implementation of the Westminster Gardens Specific Plan that evaluates the carcinogenic and noncarcinogenic risks from toxic air contaminant emissions generated by construction, compared against the thresholds of significance

maintained by the South Coast Air Quality Management District (SCAQMD). If health risks are found to be above SCAQMD thresholds, the City shall require the implementation of mitigation to reduce emissions below SCAMQD thresholds or to the maximum extent feasible. Mitigation measures to reduce emissions could include, but are not limited to:

- Requiring equipment to use alternative fuel sources (e.g., electric-powered and liquefied or compressed natural gas), meet cleaner emission standards (e.g., U.S. EPA Tier IV Final emissions standards for equipment greater than 50-horsepower), and/or utilizing added exhaust devices (e.g., Level 3 Diesel Particular Filter);
- Limiting the idling time of diesel-powered construction equipment to two minutes;
- Requiring that all construction equipment, diesel trucks, and generators be equipped with Best Available Control Technology for emission reductions of NOx and PM per SCAQMD BACT Guidelines;

Level of Significance After Mitigation

CO Hotspots. Not applicable.

Construction Emissions. Significant and unavoidable.

There is uncertainty regarding the specific nature of construction activities that would be facilitated under implementation of the proposed Specific Plan. Despite the implementation of Mitigation Measure AQ-2A, which requires the preparation of project-specific health risk assessment prior to the construction of any new development and incorporation of mitigation if emissions levels are shown to be above SCAQMD-recommended thresholds of significance for cancerogenic and non-cancerogenic risks, it cannot be definitively known or stated at this time that all future development projects occurring under implementation of the proposed Specific Plan would be able to reduce potential risks to levels that are below SCAQMD thresholds. Therefore, with regard to TAC emissions generated during future construction activities, this impact would be significant and unavoidable even with the incorporation of feasible mitigation measures.

Operational Emissions. Not applicable.

Exacerbation of Existing Sources of Pollutants. Not applicable.

Additional Information on Existing Sources of Pollutants. Not applicable.

Objectionable Odors

Impact AQ-4 – Would the proposed SPU result in other emissions such as those leading to odors adversely affecting a substantial number of people?

Analysis of Impacts

According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations, such as manufacturing uses that produce chemicals, paper, etc. (e.g.,

asphalt batch plants, chemical manufacturing plants, composting/green waste facilities, painting/coating operations.. The Specific Plan does not propose such sources..

Construction occurring within the Planning Area could produce odors from fuel combustion or solvents/paints used. These odors would be temporary, quickly disperse, and would not affect a substantial number of people.

The Specific Plan could place new residential development near commercial or retail land uses that may generate localized sources of odors that may or may not be objectionable to nearby residential land uses; however, locating future receptors in proximity of sources of odors would not constitute a CEQA impact. The California Supreme Court in California Building Industry Association v. Bay Area Air Quality Management District, 62 Cal.4th 369 (2015) ruled that CEQA review is focused on a project's impact on the environment "and not the environment's impact on the project." Therefore, even if receptors are located in proximity of existing sources of odor, this would be a case of how the existing environment would impact the project, which is generally not an assessment required under CEQA.

The Specific Plan does not in and of itself permit or authorize any new, major sources of potential odors (e.g., wastewater treatment plant), and odor impacts would be less than significant with standard environmental review practices.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Cumulative Impacts

Impact AQ-5 – Would the proposed SPU cause substantial adverse cumulative impacts with respect to Air Quality?

Analysis of Impacts

As described in Section 4.3.1, the Basin is designated nonattainment for national and State O_3 standards, national and State $PM_{2.5}$ standards, and national PM_{10} standards. The SCAQMD, in developing its CEQA significance thresholds, considered the emission levels at which a project's individual emissions would be cumulatively considerable (SCAQMD, 2003b; page D-3). The SCAQMD considers projects that result in emissions that exceed its CEQA significance thresholds to result in individual impacts that are cumulatively considerable and significant.

The growth that could occur under the Specific Plan's 2045 growth conditions would be consistent with the 2020 RTP/SCS growth forecasts and, as discussed under Impact AQ-2, would not result in operational emissions that exceed the SCAQMD's recommended regional CEQA thresholds. However, the Specific Plan could result in construction emissions that exceed the SCAQMD's recommended regional CEQA thresholds for ROG. Although the mass amount of emissions attributable to a single project (i.e., pounds per day) does not necessarily contribute to air pollution levels measured within the Basin and in or near the City, the SCAQMD, in developing its CEQA significance thresholds, considered the emission levels at which a project's individual emissions

would be cumulatively considerable (SCAQMD 2003b; page D-3). The SCAQMD considers projects that result in emissions that exceed its CEQA significance thresholds to result in individual impacts that are cumulatively considerable and significant. The Specific Plan could therefore increase the frequency and/or severity of air quality violations in the Basin or otherwise impede attainment of national and state O_3 standards. This is considered a potentially significant impact.

Level of Significance Before Mitigation

Potentially significant.

Mitigation Measures

See Mitigation Measures AQ-1.

Level of Significance After Mitigation

Less than significant.

With the implementation of AQ-1, ROG emissions during construction would not exceed SCAQMD thresholds of significance.

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List of Acronyms, Abbreviations, and Symbols	
Acronym / Abbreviation	**Full Phrase or Description**
AB	Assembly Bill
AQMP	Air Quality Management Plan
BAAQMD	Bay Area Air Quality Management District
BACT	Best Available Control Technology
Basin	South Coast Air Basin
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CO	Carbon monoxide
DPM	Diesel particulate matter
EIR	Environmental Impact Report
GVWR	Gross vehicle weight rating
H_2S	Hydrogen sulfide
HAP	Hazardous Air Pollutants
HRA	Health Risk Assessment
I	Interstate
lbs	Pounds
LOS	Level of Service
LST	Localized Significance Threshold
m^3	Cubic meter
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NO	Nitrogen oxide
NO_2	Nitrogen dioxide
NO_x	Oxides of nitrogen
NTP	United State National Toxicology Program
O_3	Ozone
OEHHA	Office of Environmental Health Hazard Assessment
PM	Particulate matter
ppb	Parts per billion
ppm	Parts per million
$PM_{2.5}$	Fine particulate matter
PM_{10}	Coarse particulate matter
ROG	Reactive organic gases
RTP	Regional Transportation Plan
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SIP	State Implementation Plan
SO_2	Sulfur dioxide
SO_4^{2-}	Sulfates
SO_x	Oxides of sulfur
SRA	Source Receptor Area
TAC	Toxic Air Contaminants

TIA	Traffic Impact Analysis
U.S.	United States
U.S. EPA	United States Environmental Protection Agency
V.	Version
VMT	Vehicle Miles Traveled
VOC	Volatile organic compounds
WGSP	Westminster Gardens Specific Plan
µg	Micrograms
%	Percent
° C	Degrees Celsius
° F	Degrees Fahrenheit

4.4 – BIOLOGICAL RESOURCES

This EIR chapter addresses biological resource impacts associated with implementation of the proposed Specific Plan Update (SPU). Issues of interest for biological resources impacts identified by the CEQA Guidelines are whether the SPU will: cause a substantial adverse effect on special status wildlife species; have a substantial effect on any riparian habitat/sensitive natural communities; have a substantial adverse effect on state or federally protected wetlands; interfere substantially with wildlife movement or use of wildlife nurseries; conflict with local policies protecting biological resources; or conflict with the provision of an adopted habitat conservation plan.

4.4.1 – Environmental Setting

The Planning Area is relatively flat and has an elevation ranging from approximately 505 to 530 feet above mean sea level (AMSL). The city is developed with mostly residential uses as well as some industrial and commercial developments. There are no Significant Ecological Areas (SEAs) designated by Los Angeles County within the Planning Area. The Planning Area consists of four parcels totaling approximately 32 acres that may provide low or marginal quality habitat for biological resources. Potential issues related to biological resources within the Planning Area are discussed in detail below.

Sensitive Wildlife and Plant Species

Since the Planning Area has been largely developed, no populations of rare or sensitive species are known to occur within the city's limits. Due to the level of disturbance within the Planning Area, no sensitive plant species are expected to be encountered, and vegetation is primarily ruderal. Wildlife expected within the Planning Area would be non-sensitive wildlife that generally inhabit disturbed urban areas (such as raccoons, squirrels, coyotes, rats, common bird species, etc.). The Planning Area is located on the Azusa, California 7.5-minute series United States Geological Survey (USGS) topographic quadrangle map. Table 4.4-1 shows sensitive species that have been recorded in the California Natural Diversity Database (CNDDB) for the Azusa topographic quadrangle and surrounding eight topographic quadrangles[i] (which encompasses the Planning Area and adjacent areas). This species list was refined initially to exclude species that are not listed as special-status[ii]. Nearly all of these species have low potential to occur and/or are not expected to occur within the Planning Area due to the marginally suitable habitat available or lack of habitat. There are two species that occur in disturbed habitats that could occur within the Planning Area: Cooper's hawk (*Accipiter cooperii*) and Crotch's bumble bee (*Bombus crotchii*). Historical occurrences of all special-status species within the Planning Area are believed to be extirpated, with the nearest potentially extant populations generally occurring outside of the Planning Area within or near the San Gabriel River. No rare plants or fish are anticipated to occur within the Planning Area due to disturbed soils, and lack of streams, respectively.

[i] The CNDDB search included the Azusa topographic quadrangle and the surrounding eight quadrangles, including: Chilao Flat, Waterman Mtn., Crystal Lake, Baldwin Park, El Monte, San Dimas, Glendora, and Mt. Wilson. Some species were immediately removed from consideration because they occur at elevations much higher than the Planning Area within the Angeles National Forest and San Gabriel Mountains National Monument.

[ii] Some species included in the CNDDB database are tracked by the CNDDB but not listed as special-status by government or local agencies; these are included in the CNDDB database to collect information about species status and rarity and often referred to as "CNDDB-tracked species."

Table 4.4-1: Federal- and State-Listed Species and other Special Status Species				
Type	**Scientific Name**	**Common Name**	**Federal, State, or Other Status**	**Occurrence in Planning Area**
Amphibians	*Anaxyrus californicus*	Arroyo toad	FE, SSC	Low potential to occur in Planning Area.
	Ensatina eschscholtzii klauberi	Large-blotched salamander	WL	Low potential to occur in Planning Area.
	Rana boylii pop. 6	Foothill yellow-legged frog - south coast DPS	FE, SE	Low potential to occur in Planning Area.
	Rana muscosa	Southern mountain yellow-legged frog	FE, SE, WL	Low potential to occur in Planning Area.
	Spea hammondii	Western spadefoot	CFT, SSC	Low potential to occur in Planning Area.
	Taricha torosa	Coast Range newt	SSC	Low potential to occur in Planning Area.
Birds	*Accipiter cooperii*	Cooper's hawk	WL	**High** Potential to occur in the Planning Area.
	Aimophila ruficeps canescens	Southern California rufous-crowned sparrow	WL	Low potential to occur in Planning Area.
	Buteo swainsoni	Swainson's hawk	ST	Low potential to occur in Planning Area.
	Coccyzus americanus occidentalis	Western yellow-billed cuckoo	FT, SE	Low potential to occur in Planning Area.
	Cypseloides niger	Black swift	SSC	Low potential to occur in Planning Area.
	Empidonax traillii extimus	Southwestern willow flycatcher	FE, SE	Low potential to occur in Planning Area.
	Falco columbarius	Merlin	WL	Low potential to occur in Planning Area.
	Icteria virens	Yellow-breasted chat	SSC	Low potential to occur in Planning Area.
	Laterallus jamaicensis coturniculus	California black rail	ST, FP	Low potential to occur in Planning Area.
	Polioptila californica californica	Coastal California gnatcatcher	FT, SSC	Low potential to occur in Planning Area.
	Riparia riparia	Bank swallow	ST	Low potential to occur in Planning Area.
	Setophaga petechia	Yellow warbler	SSC	Low potential to occur in Planning Area.
	Vireo bellii pusillus	Least Bell's vireo	FE, SE	Low potential to occur in Planning Area.
Fish	*Catostomus santaanae*	Santa Ana sucker	FE	No potential to occur in Planning Area.
	Gila orcuttii	Arroyo chub	SSC	No potential to occur in Planning Area.
	Rhinichthys gabrielino	Santa Ana speckled dace	CFT, SSC	No potential to occur in Planning Area.
Insects	*Bombus crotchii*	Crotch's bumble bee	SCE	**High** Potential to occur in the Planning Area.

	Euphydryas editha quino	quino checkerspot butterfly	FE	Low potential to occur in Planning Area.
Mammals	*Antrozous pallidus*	pallid bat	SSC	Low potential to occur in Planning Area.
	Corynorhinus townsendii	Townsend's big-eared bat	SSC	Low potential to occur in Planning Area.
	Eumops perotis californicus	western mastiff bat	SSC	Low potential to occur in Planning Area.
	Lasiurus frantzii	western red bat	SSC	Low potential to occur in Planning Area.
	Lasiurus xanthinus	western yellow bat	SSC	Low potential to occur in Planning Area.
	Nyctinomops femorosaccus	pocketed free-tailed bat	SSC	Low potential to occur in Planning Area.
	Nyctinomops macrotis	big free-tailed bat	SSC	Low potential to occur in Planning Area.
	Ovis canadensis nelsoni	desert bighorn sheep	FP	Low potential to occur in Planning Area.
	Taxidea taxus	American badger	SSC	Low potential to occur in Planning Area.
Reptiles	*Actinemys pallida*	southwestern pond turtle	CFT, SSC	Low potential to occur in Planning Area.
Reptiles	*Anniella* spp.	California legless lizard	SSC	Low potential to occur in Planning Area.
	Anniella stebbinsi	Southern California legless lizard	SSC	Low potential to occur in Planning Area.
	Arizona elegans occidentalis	California glossy snake	SSC	Low potential to occur in Planning Area.
	Aspidoscelis tigris stejnegeri	coastal whiptail	SSC	Low potential to occur in Planning Area.
	Crotalus ruber	red-diamond rattlesnake	SSC	Low potential to occur in Planning Area.
	Emys marmorata	western pond turtle	CFT, SSC	Low potential to occur in Planning Area.
	Phrynosoma blainvillii	coast horned lizard	SSC	Low potential to occur in Planning Area.
	Thamnophis hammondii	two-striped gartersnake	SSC	Low potential to occur in Planning Area.
	Thamnophis sirtalis pop.	south coast gartersnake	SSC	Low potential to occur in Planning Area.
Plants	*Aphyllon validum* ssp. *validum*	Rock Creek broomrape	CRPR 1B.2	Low potential to occur in Planning Area.
	Arctostaphylos glandulosa ssp. *gabrielensis*	San Gabriel manzanita	CRPR 1B.2	Low potential to occur in Planning Area.
Plants	*Astragalus brauntonii*	Braunton's milk-vetch	FE, CRPR 1B.1	Low potential to occur in Planning Area.
	Botrychium crenulatum	scalloped moonwort	CRPR 1B.1	Low potential to occur in Planning Area.
	Brodiaea filifolia	thread-leaved brodiaea	FT, SE, CRPR 1B.1	Low potential to occur in Planning Area.
	Calochortus clavatus var. *gracilis*	slender mariposa-lily	CRPR 1B.2	Low potential to occur in Planning Area.

	Calochortus palmeri var. *palmeri*	Palmer's mariposa-lily	CRPR 1B.2	Low potential to occur in Planning Area.
	Calochortus plummerae	Plummer's mariposa-lily	CRPR 4.2	Low potential to occur in Planning Area.
	Calochortus striatus	alkali mariposa-lily	CRPR 1B.2	Low potential to occur in Planning Area.
	Calochortus weedii var. *intermedius*	intermediate mariposa-lily	CRPR 1B.2	Low potential to occur in Planning Area.
	Carex occidentalis	western sedge	CRPR 2B.3	Low potential to occur in Planning Area.
	Castilleja gleasoni	Mt. Gleason paintbrush	CRPR 1B.2	Low potential to occur in Planning Area.
	Centromadia parryi ssp. *australis*	southern tarplant	CRPR 1B.1	Low potential to occur in Planning Area.
	Chorizanthe parryi var. *parryi*	Parry's spineflower	CRPR 1B.1	Low potential to occur in Planning Area.
	Claytonia peirsonii ssp. *peirsonii*	Peirson's spring beauty	CRPR 1B.2	Low potential to occur in Planning Area.
	Cladium californicum	California saw-grass	CRPR 2B.2	Low potential to occur in Planning Area.
	Cuscuta obtusiflora var. *glandulosa*	Peruvian dodder	CRPR 2B.2	Low potential to occur in Planning Area.
	Dodecahema leptoceras	slender-horned spineflower	FE, SE, CRPR 1B.1	Low potential to occur in Planning Area.
	Drymocallis cuneifolia var. *ewanii*	Ewan's woodbeauty	CRPR 1B.2	Low potential to occur in Planning Area.
	Dudleya cymosa ssp. *crebrifolia*	San Gabriel River dudleya	CRPR 1B.1	Low potential to occur in Planning Area.
	Dudleya densiflora	San Gabriel Mountains dudleya	CRPR 1B.2	Low potential to occur in Planning Area.
	Dudleya multicaulis	many-stemmed dudleya	CRPR 1B.2	Low potential to occur in Planning Area.
	Fimbristylis thermalis	hot springs fimbristylis	CRPR 2B.2	Low potential to occur in Planning Area.
	Eriogonum kennedyi var. *alpigenum*	southern alpine buckwheat	CRPR 1B.2	Low potential to occur in Planning Area.
	Galium grande	San Gabriel bedstraw	CRPR 1B.1	Low potential to occur in Planning Area.
	Horkelia cuneata var. *puberula*	mesa horkelia	CRPR 1B.1	Low potential to occur in Planning Area.
	Imperata brevifolia	California satintail	CRPR 2B.1	Low potential to occur in Planning Area.
	Lepidium virginicum var. *robinsonii*	Robinson's pepper-grass	CRPR 4.3	Low potential to occur in Planning Area.
	Lilium parryi	lemon lily	CRPR 1B.2	Low potential to occur in Planning Area.
	Linanthus concinnus	San Gabriel linanthus	CRPR 1B.2	Low potential to occur in Planning Area.
	Lupinus peirsonii	Peirson's lupine	CRPR 1B.3	Low potential to occur in Planning Area.

	Monardella australis ssp. *gabrielensis*	San Gabriel Mountains monardella	CRPR 1B.2	Low potential to occur in Planning Area.
	Muhlenbergia californica	California muhly	CRPR 4.3	Low potential to occur in Planning Area.
	Nemacladus secundiflorus var. *robbinsii*	Robbins' nemacladus	CRPR 1B.2	Low potential to occur in Planning Area.
	Opuntia basilaris var. *brachyclada*	short-joint beavertail	CRPR 1B.2	Low potential to occur in Planning Area.
	Oreonana vestita	woolly mountain-parsley	CRPR 1B.3	Low potential to occur in Planning Area.
	Parnassia cirrata var. *cirrata*	San Bernardino grass-of-Parnassus	CRPR 1B.3	Low potential to occur in Planning Area.
	Pelazoneuron puberulum var. *sonorense*	Sonoran maiden fern	CRPR 2B.2	Low potential to occur in Planning Area.
	Phacelia stellaris	Brand's star phacelia	CRPR 1B.1	Low potential to occur in Planning Area.
	Pseudognaphalium leucocephalum	white rabbit-tobacco	CRPR 2B.2	Low potential to occur in Planning Area.
	Ribes divaricatum var. *parishii*	Parish's gooseberry	CRPR 1A	Low potential to occur in Planning Area.
	Sagittaria sanfordii	Sanford's arrowhead	CRPR 1B.2	Low potential to occur in Planning Area.
	Scutellaria bolanderi ssp. *austromontana*	southern mountains skullcap	CRPR 1B.2	Low potential to occur in Planning Area.
	Senecio aphanactis	chaparral ragwort	CRPR 2B.2	Low potential to occur in Planning Area.
	Symphyotrichum defoliatum	San Bernardino aster	CRPR 1B.2	Low potential to occur in Planning Area.
	Symphyotrichum greatae	Greata's aster	CRPR 1B.3	Low potential to occur in Planning Area.
	Viola pinetorum ssp. *grisea*	grey-leaved violet	CRPR 1B.2	Low potential to occur in Planning Area.

Relevant Species Status Codes:
FE = Federally listed as endangered; FT = Federally Threatened ; FSC = Federal Special Concern Species (a "term-of-art" for former Category 2 candidates); CFT= Candidate Federally Threatened;
ST = State Threatened; SE = State-listed as Endangered; SR = State-listed as Rare; SCE = State Candidate Endangered; SSC = California Special Concern; WL= Watch List species by CDFW;
1B.1 = Plants rare, threatened, or endangered in California and elsewhere, seriously threatened in California; 1B.2 = Plants rare, threatened, or endangered in California or elsewhere, fairly threatened in California; 4.2 = Plants of limited distribution, fairly threatened in California.
Source: California Natural Diversity Database. February 2025

Sensitive Natural Communities and Habitats

Since the Planning Area is largely developed, no sensitive natural communities are expected to occur that would be considered sensitive. Vegetation communities within the Planning Area include only "*Developed or Disturbed"* land. This category refers to areas of the Planning Area that have been modified by human activity. The vegetation communities found here are generally composed of non-native ornamental trees and shrubs. Trees within the Planning Area provide very limited habitat, but trees and other plantings may support migrating songbirds, raptors, and other wildlife known to occupy disturbed urban environments. Commonly planted landscape

ornamentals within the Planning Area include species such as bougainvillea (*Bougainvillea glabra*), crepe myrtle (*Lagerstroemia* sp.), live oak (*Quercus agrifolia*), Mexican Fan Palm (*Washingtonia robusta*), several species of pine (*Pinus* sp.), Canary Island date palm (*Phoenix canariensis*), umbrella tree (*Schefflera actinophylla*), Chinese arborvitae (*Platycladus orientalis*), jacaranda (*Jacaranda mimosifolia*), white leadtree (*Leucaena leucocephala*), and various non-native grasses and herbs are found throughout the Planning Area in vacant parcels.

Riparian/Wetland Habitats and Waterways

The Planning Area is devoid of natural vegetated wetlands. The only channel present within the Planning Area (unnamed storm water channel, discussed above) does not support wetland vegetation as it is concrete-lined and well below the elevation grade of the grounds of Westminster Gardens to support adjacent wetland vegetation. Nonetheless, water when present may support species and even concrete-lined features are afforded protection as wetlands if they have are shown to significantly support wildlife and/or have connectivity to other waters that support wildlife. Wetlands and waters are regulated by federal, state, and local agencies, as described in section 4.4.2 below. The USFWS maintains the National Wetlands Inventory (NWI) and Wetlands Mapper System to identify the locations of many wetlands and riparian habitats. NWI maps are intended to provide general reference only and do not define the jurisdictional limits for any wetland regulatory program. Exhibit 4.4-2 (Wetlands and Riparian Habitat) shows the location of wetlands and riparian habitat near the Planning Area. Just outside of the Planning Area within the San Gabriel River, wetland areas can be found that are significantly more substantive than and features within the Planning Area.

No earthen waterways are present within the Planning Area. There is one concrete-lined channel (unnamed storm water channel) that bisects the Planning Area, which collects stormwater runoff from the project site and is assumed to connect to a sewer system. This channel appears to function as an outlet for storm flows only; however, it is recommended that consultation occur with the California Department of Fish and Wildlife to confirm if modifications to the channel proposed under this Specific Plan are subject to permitting requirements under California Department of Fish and Game Code (CFGC) Section 1602, as a Water of the State, and if any alterations may require a Lake and Streambed Alteration Agreement. In general, the CDFW takes jurisdiction over channels that carry even low volumes of water, as Waters of the State, regardless of origin (i.e., man-made versus natural) and requires notification. This channel may also be jurisdictional to the Regional Water Quality Control Board, as it carries stormwater and would require additional wastewater discharge permitting.

4.4.2 – REGULATORY FRAMEWORK

Federal

Endangered Species Act (FESA) (1973)

FESA, as amended, provides the regulatory framework for the protection of plant and animal species (and their associated critical habitats), which are formally listed, proposed for listing, or candidates for listing as endangered or threatened under FESA. FESA has the following four major components: (1) provisions for listing species, (2) requirements for consultation with the United States Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA NMFS), (3) prohibitions against "taking" (meaning harassing, harming, hunting, shooting, wounding, killing, trapping, capturing, or collecting, or attempting to engage in any such conduct) of listed species, and (4) provisions for

permits that allow incidental "take". FESA also discusses recovery plans and the designation of critical habitats for listed species. Section 7 requires Federal agencies, in consultation with, and with the assistance of the USFWS or NOAA NMFS, as appropriate, to ensure that actions they authorize, fund, or carry out are not likely to jeopardize the continued existence of threatened or endangered species or result in the destruction or adverse modification of critical habitat for these species. Both the USFWS and NOAA NMFS share the responsibility for the administration of FESA.

Federal Migratory Bird Treaty Act (MBTA) (16 U.S.C. 703 et seq.), Title 50 Code of Federal Regulations (CFR) Part 10

The MBTA prohibits taking, killing, possessing, transporting, and importing of migratory birds, parts of migratory birds, and their eggs and nests, except when specifically authorized by the Department of the Interior. As used in the act, the term "take" is defined as meaning, "to pursue, hunt, capture, collect, kill or attempt to pursue, hunt, shoot, capture, collect or kill, unless the context otherwise requires." With a few exceptions, most birds are considered migratory under the MBTA. Disturbances that cause nest abandonment and/or loss of reproductive effort or loss of habitat upon which these birds depend would be in violation of the MBTA.

The Clean Water Act Sections 404 and 401

The United States Army Corps of Engineers (USACE) and the United States Environmental Protection Agency (EPA) regulate the discharge of dredged or fill material into waters of the United States, including wetlands, under section 404 of the Clean Water Act (CWA) (33 USC 1344). Waters of the United States are defined in Title 33 CFR Part 328.3(a) and include a range of wet environments such as lakes, rivers, streams (including intermittent or "blueline" streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds. The lateral limits of jurisdiction in those waters may be divided into three categories – territorial seas, tidal waters, and non-tidal waters – and is determined depending on which type of waters is present (Title 33 CFR Part 328.4(a), (b), (c)). Activities in waters of the United States regulated under section 404 include fill for development, water resource projects (e.g., dams and levees), infrastructure developments (e.g., highways, rail lines, and airports), and mining projects. Section 404 of the CWA requires a federal permit before dredged or fill material may be discharged into waters of the United States, unless the activity is exempt from section 404 regulation (e.g., certain farming and forestry activities).

Section 401 of the CWA (33 U.S.C. 1341) requires an applicant for a federal license or permit to conduct any activity that may result in a discharge of a pollutant into waters of the United States to obtain a water quality certification from the state in which the discharge originates. The discharge is required to comply with the applicable water quality standards. A certification obtained for the construction of any facility must also pertain to the subsequent operation of the facility. The EPA has delegated responsibility for the protection of water quality in California to the State Water Resources Control Board (SWRCB) and its nine Regional Water Quality Control Boards (RWQCBs).

The National Pollutant Discharge Elimination System (NPDES)

This program requires permitting for activities that discharge pollutants into waters of the United States. This includes discharges from municipal, industrial, and construction sources. These are considered point sources from a regulatory standpoint. Generally, these permits are issued and monitored under the oversight of the SWRCB and administered by each regional water quality

control board. Construction activities that disturb one acre or more (whether a single project or part of a larger development) are required to obtain coverage under the state's General Permit for Discharges of Storm Water Associated with Construction Activity. All dischargers are required to obtain coverage under the Construction General Permit. The activities covered under the Construction General Permit include clearing, grading, and other disturbances. The permit requires preparation of a Storm Water Pollution Prevention Plan (SWPPP) and implementation of Best Management Practices (BMPs) with a monitoring program. The project will require coverage under the Construction General Permit.

State

California Endangered Species Act (CESA)(1984)

CESA expands on the original Native Plant Protection Act (NPPA) of 1977 and enhances legal protection for plants, but the NPPA remains part of the California Fish and Game Code (CFGC). To align with FESA, CESA created the categories of "threatened" and "endangered" species. It converted all "rare" animals into CESA as threatened species but did not do so for rare plants. Thus, these laws provide the legal framework for protection of California-listed rare, threatened, and endangered plant and animal species. The California Department of Fish and Wildlife (CDFW) implements NPPA and CESA, and its Wildlife and Habitat Data Analysis Branch maintains the California Natural Diversity Database (CNDDB), a computerized inventory of information on the general location and status of California's rarest plants, animals, and natural communities. During the CEQA review process, the CDFW is given the opportunity to comment on the potential of the proposed Project to affect listed plants and animals.

Fully Protected Species, Species of Special Concern, and Watch List Species

The classification of "fully protected" was the CDFW's initial effort to identify and provide additional protection to those animals that were rare or faced possible extinction. Lists were created for fish, amphibians and reptiles, birds, and mammals. Most of the species on these lists have subsequently been listed under CESA and/or FESA. The CFGC sections (fish at §5515, amphibians and reptiles at §5050, birds at §3511, and mammals at §4700) dealing with "fully protected" species states that these species "…may not be taken or possessed at any time and no provision of this code or any other law shall be construed to authorize the issuance of permits or licenses to take any fully protected species," although take may be authorized for necessary scientific research. This language makes the "fully protected" designation the strongest and most restrictive regarding the "take" of these species. In 2003, the code sections dealing with fully protected species were amended to allow the CDFW to authorize take resulting from recovery activities for state-listed species.

Species of special concern (SSC) are broadly defined as animals not listed under FESA or CESA, but which are nonetheless of concern to the CDFW because they are declining at a rate that could result in listing or historically occurred in low numbers and known threats to their persistence currently exist. This designation is intended to result in special consideration for these animals by CDFW, land managers, consulting biologists, and others. It is intended to focus attention on these species to help avert the need for costly listing under FESA and CESA and cumbersome recovery efforts that might ultimately be required. This designation also is intended to stimulate collection of additional information on the biology, distribution, and status of poorly known at-risk species, and focus research and management attention on them. Although these species generally have no special legal status, they are given special consideration under CEQA during project review. Similarly, Watch List (WL) species are those that do not yet meet all the requirements of SSC

metrics, but are potentially rare and need more information and monitoring to evaluate status. Many WL species have been previously classified or may qualify as SSC status.

California Fish and Game Code sections 3503 and 3513

According to section 3503 of the CFGC, it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird (except English sparrow (*Passer domesticus*) and European Starling (*Sturnus vulgaris*). Section 3503.5 specifically protects birds in the orders Falconiformes and Strigiformes (birds-of-prey). Section 3513 essentially overlaps with the MBTA, prohibiting the take or possession of any migratory non-game bird. Disturbances that cause nest abandonment and/or loss of reproductive effort are considered "take" by CDFW.

California Fish and Game Code Sections 1600-1603

Under section 1602 of CFGC, CDFW has authority over any proposed activity that may substantially modify a river, stream, or lake. CDFW requires notification for any activity that will do one or more of the following: (1) substantially obstruct or divert the natural flow of a river, stream, or lake; (2) substantially change or use any material from the bed, channel, or bank of a river, stream, or lake; or (3) deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it can pass into a river, stream, or lake.

The notification requirement applies to any work undertaken in or near a river, stream, or lake that flows at least intermittently through a bed or channel. This includes ephemeral streams, desert washes, and watercourses with a subsurface flow. The CDFW typically considers a river, stream, or lake to include its riparian vegetation, but it may also extend to its floodplain. The term "stream", which includes creeks and rivers, is defined in the CCR as follows: "a body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic life". This includes watercourses having a surface or subsurface flow that supports or has supported riparian vegetation (14 CCR 1.72). In addition, the term stream can include ephemeral streams, dry washes, watercourses with subsurface flows, canals, aqueducts, irrigation ditches, and other means of water conveyance if they support aquatic life, riparian vegetation, or stream-dependent terrestrial wildlife. Riparian is defined as "on, or pertaining to, the banks of a stream"; therefore, riparian vegetation is defined as, "vegetation which occurs in and/or adjacent to a stream and is dependent on, and occurs because of, the stream itself".

If the CDFW determines that the activity may substantially adversely affect fish and wildlife resources, a Lake or Streambed Alteration Agreement (LSAA) will be prepared, which includes reasonable conditions necessary to protect those resources. The applicant may then proceed with the activity in accordance with the final LSAA. Section 1602 does not extend to isolated wetlands and waters, such as small ponds not located on drainages.

Native Plant Protection Act (1977) (CFGC §§ 1900 through 1913)

The NPPA enacted the CDFW to carry out the Legislature's intent to "preserve, protect and enhance rare and endangered plants in this State." The NPPA is administered by the CDFW, which has the authority to designate native plants as endangered or rare and to protect them from "take."

Sensitive Plants – California Native Plant Society

The California Native Plant Society (CNPS), a non-profit plant conservation organization, publishes and maintains an Inventory of Rare and Endangered Vascular Plants of California. The Inventory assigns plants to the following categories:

- 1A Presumed extinct in California;
- 1B Rare, threatened, or endangered in California and elsewhere;
- 2 Rare, threatened, or endangered in California but more common elsewhere;
- 3 Plants for which more information is needed – A review list; and
- 4 Plants of limited distribution – A watch list.

Additional endangerment codes are assigned to each taxon as follows:

- .1 Seriously endangered in California (over 80% of occurrences threatened/high degree of immediacy of threat).
- .2 Fairly endangered in California (20-80% occurrences threatened).
- .3 Not very endangered in California (<20% of occurrences threatened or no current threats known).

Plants on Lists 1A, 1B, and 2 of the CNPS Inventory consist of plants that qualify for listing by CDFW and/or other state agencies (e.g., California Department of Forestry and Fire Protection). As part of the CEQA process, such species should be fully considered, as they meet the definition of threatened or endangered under the NPPA and Sections 2062 and 2067 of the CFGC. CRPR 3 and 4 species are considered to be plants about which more information is needed or are uncommon enough that their status should be regularly monitored. Such plants may be eligible or may become eligible for state listing, and CNPS and CDFW recommend that these species be evaluated for consideration during the preparation of CEQA documents.

Sensitive Natural Communities

Sensitive natural communities are habitats that are either unique in constituent components, of relatively limited distribution in the region, or of particularly high wildlife value. These communities may or may not necessarily contain special-status species. Sensitive natural communities are usually identified in local or regional plans, policies or regulations, or by the CDFW or the USFWS. The CNDDB identifies a number of natural communities as rare, which are given the highest inventory priority. Impacts to sensitive natural communities and habitats must be considered and evaluated under the CEQA (CCR: Title 14, Div. 6, Chap. 3, Appendix G)

Natural Community Conservation Planning Act

The Natural Community Conservation Planning (NCCP) program of the CDFW takes a broad-based ecosystem approach to plan for the protection and perpetuation of biological diversity. The NCCP program, established pursuant to the 1991 NCCP Act (Fish and Game Code 2003) is broader in its orientation and objectives than CESA or FESA. While CESA and FESA are designed to identify and protect species that have already declined in significant numbers, the NCCP program seeks to prevent species listing by focusing on the long-term stability of wildlife and plant communities.

Section 401 of the Clean Water Act

RWQCBs regulate activities in "waters of the state", including wetlands, through section 401 of the CWA. "Waters of the state" are defined by the Porter-Cologne Water Quality Control Act (see below) as "any surface water or groundwater, including saline waters, within the boundaries of the state." While the USACE administers permitting programs that authorize impacts to "waters of the US", any USACE permit authorized for a project would be invalid unless the RWQCB has issued a project-specific water quality certification or waiver of water quality. A water quality certification requires a finding by the RWQCB that the activities permitted by the USACE will not violate water quality standards individually or cumulatively over the term of the issued USACE permit.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Act (Porter-Cologne Act) (California Water Code section 13260) requires "any person discharging waste, or proposing to discharge waste, within any region that could affect the "waters of the state" to file a report of discharge" with the RWQCB through an application for waste discharge. The RWQCB protects all waters in its regulatory scope but has special responsibility for isolated wetlands and headwaters. These water bodies have high resource value, are vulnerable to filling, and may not be regulated by other programs (e.g. section 404 of the CWA).

Local

City of Duarte General Plan

The City of Duarte General Plan includes the following goals and policies related to biological resources:

Open Space and Conservation Element

Goal OSC-1: To protect the valuable watershed and natural habitat areas within and to the north of the urbanized areas.

Policies

OSC-1.1.1: Continue to support the United States Department of Agriculture and their conservation efforts in the forest lands in Duarte.

OSC-1.1.2: Work with the San Gabriel Mountains Conservancy in its efforts to protect the wilderness area within Duarte.

OSC-1.1.3: To preserve the characteristics of the mountains, river beds, and canyons and to protect the valuable watershed, grading of lots should be kept to a minimum. Streets should be carefully designed to reduce or eliminate the possibility of erosion in the hillside and mountainous areas.

OSC-1.1.4: Promote and encourage multi-agency involvement in identifying opportunities for hillside preservation and protection.

OSC-1.1.5: Form partnerships with Federal, State, County, other agencies, and private entities to help protect and preserve hillside land.

OSC-1.1.6: Continue to investigate open space land opportunities for the preservation of natural resources and sensitive habitat.

Goal OSC-6: To ensure that developments in the mountain and hillside areas are sensitive to the local environment.

Policies

OSC-6.1.1: Maintain very low densities in the northernmost portion of the city not included in the national forest. Further development must be sensitive to the terrain, natural environment and aesthetics.

Duarte Municipal Code

The Duarte Municipal Code contains ordinances for stormwater discharge restrictions (6.15.150), limits to grading for protection of encroachment of developments into biological resource areas in hillside areas (19.46.070), and protection of native trees (13.12.01 et. seq.). The Duarte Municipal codes protecting biological resources aim to establish regulations and procedures for the preservation, conservation, and restoration of natural resources and habitats within its boundaries. The goal of the Duarte Municipal Code is to strike a balance between economic growth and development on the one hand and the maintenance of healthy ecosystems and biodiversity on the other. By doing so, the city of Duarte can promote a sustainable and environmentally responsible approach to development that supports the local community and enhances the overall quality of life in the area.

4.4.3 – SIGNIFICANCE THRESHOLDS

As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the proposed General Plan Update could result in a significant impact if it would:

A. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS.
B. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS.
C. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.
D. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.
E. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

F. Conflict with the provisions of an adopted HCP, Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan.

G. Would the project cause substantial adverse cumulative impacts with respect to biological resources?

4.4.4 – Impacts and Mitigation Measures

This section describes potential impacts related to biological resources which could result from the implementation of the SPU and recommends mitigation measures as needed to reduce significant impacts.

Special Status Species Protections

Impact BIO-1 – Would the proposed SPU have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Analysis of Impacts

The project site is in an urbanized area of Duarte in the south-central portion of the City. Westminster Gardens is surrounded by single and multi-family residences to the east, north, and west, and is bounded by the I-210 Highway to the south. The community itself is mostly developed, with various forms of housing to meet the needs of residents, the Morrison House building used for administrative purposes, and other supporting structures such as a recreation center and dining hall. The approximately 32-acre site is largely developed, however, the 1.4-acre parcel encompassing the northwest corner of the planning area is currently undeveloped.

Since the City of Duarte has been largely developed, no populations of rare or sensitive species are known to occur within the city's limits. Due to the level of disturbance within the project site itself, no sensitive plant species are expected to be encountered, and vegetation is primarily ruderal. Any wildlife expected would be non-sensitive wildlife that generally inhabit disturbed urban areas (such as raccoons, squirrels, coyotes, rats, common bird species, etc.). Of the species outlined above in Table 4.4-1, nearly all of those species have a low potential to occur and/or are not expected to occur within Westminster Gardens due to the marginally suitable habitat available or lack of habitat. However, there are two species that occur in disturbed habitats that could occur within the Planning Area: Cooper's hawk (*Accipiter cooperii*) and Crotch's bumble bee (*Bombus crotchii*). Historical occurrences of all special-status species within the Planning Area are believed to be extirpated, with the nearest potentially extant populations generally occurring outside of the project area within or near the San Gabriel River. No rare plants or fish are anticipated to occur within Westminster Gardens due to disturbed soils, and lack of streams, respectively.

Since the project is located in an already heavily developed portion of Duarte devoid of natural open space, it would not disturb existing habitat, or impact local candidate, sensitive or sensitive species of fauna and flora. However, if the loss of an active nest of common or special-status bird species and/or their eggs or young as a result of project-related construction would occur, it would be considered a violation of the CDFGC, Section 3503, 3503.5, 3513. Therefore, implementation of Mitigation Measure BIO-1 is required to reduce impacts to nesting birds to a less than significant

level. With implementation of Mitigation Measure BIO-1, it is not expected that any new impacts would occur to special-status species as part of implementation of this SPU.

In addition, the Open Space and Conservation Element of the Duarte General Plan contains Goal OSC-1 and Policies OSC-1.1.2 through OSC-1.1.6 which is intended to protect valuable watershed and natural habitats within the City. With implementation of mitigation measures and General Plan goals and policies intended to protect valuable watershed and natural habitats in the City, implementation of the SPU would result in less than significant impacts to listed or otherwise sensitive species or their habitats.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

BIO-1: **Pre-construction Survey for Nesting Birds.** To the extent feasible, construction activities should be scheduled to avoid the nesting season. If construction activities are scheduled to take place outside the nesting season, all impacts to nesting birds protected under the MBTA and California Fish and Game Code would be avoided.

If it is not possible to schedule construction activities between September 1 and January 31, then pre-construction surveys for nesting birds will be conducted by a qualified biologist to ensure that no nests would be disturbed during project implementation. These surveys will be conducted no more than 5 days prior to the initiation of any site disturbance activities and equipment mobilization, vegetation removal, fence installation, grading, etc. If project activities are delayed by more than 5 days, an additional nesting bird survey will be performed. During this survey, the biologist will inspect all vegetation and other potential nesting habitats (e.g., shrubs) in and immediately adjacent to the impact area for nests. Active nesting is present if a bird is building a nest, sitting in a nest, a nest has eggs or chicks in it, or adults are observed carrying food to the nest. The results of the surveys will be documented.

If an active nest is found sufficiently close to work areas to be disturbed by these activities, the qualified biologist will determine the extent of a construction-free buffer zone to be established around the nest (typically up to 300 feet for raptors and up to 100 feet for other species), to ensure that no nests of species protected by the MBTA and California Fish and Game Code will be disturbed during project implementation. Within the buffer zone, no site disturbance and mobilization of heavy equipment, including but not limited to equipment staging, fence installation, clearing, grubbing, vegetation removal, demolition, and grading will be permitted until the chicks have fledged.

A qualified biologist is an individual who has a degree in biological sciences or related resource management with a minimum of two seasonal years post-degree experience conducting surveys for nesting birds. During or following academic training, the qualified biologist will have achieved a high level of professional experience and knowledge in biological sciences and special-status species identification, ecology, and habitat requirements.

Sensitive Natural Communities

Impact BIO-2 – Would the proposed SPU have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?

Analysis of Impacts

The local San Gabriel Mountains provide riparian forest habitats for local wildlife; however, the project site is located away from Duarte's wilderness areas as described in the City's General Plan. Since Westminster Gardens is largely developed, no sensitive natural communities are expected to occur that would be considered sensitive. Vegetation communities within the community include only "Developed or Disturbed" land. This category refers to areas of the site that have been modified by human activity. Vegetation found on-site is generally composed of non-native ornamental trees and shrubs. Improvements proposed as part of the SPU would take place within Westminster Gardens, which is almost entirely developed and located in an urbanized section of Duarte. As such, implementation of the SPU will not affect any riparian habitat, or other sensitive natural community.

In addition, the Open Space and Conservation Element of the Duarte General Plan contains Goal OSC-1 and Policies OSC-1.1.2 through OSC-1.1.6 which is intended to protect valuable watershed and natural habitats within the City. Continued implementation of General Plan goals and policies intended to protect valuable watershed and natural habitats in the City, would ensure that impacts to listed or otherwise sensitive species or their habitats as a result of the SPU would be less than significant. Based on the lack of riparian vegetation resources, and the urbanized nature of the city and project area, implementation of the SPU would not result in any significant impacts on riparian habitat or other sensitive natural communities of concern to federal or state resource agencies.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Wetland Conservation

Impact BIO-3 – Would the proposed SPU have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Analysis of Impacts

An unnamed drainage bisects the property that has potential to be considered a "Water of the State." Any modification of this drainage may be subject to permitting requirements with the CDFW and the RWQCB. If modifications are proposed to the drainage, permitting may be required as discussed below; however, modifications to this drainage would be less than

significant with mitigation incorporated as this is a developed concrete-lined structure and no federally or state protected wetlands are anticipated to decline in net ecological function as part of the project.

Level of Significance Before Mitigation

Less Than Significant with Mitigation Incorporated

Mitigation Measures

BIO-2: **Jurisdictional Permitting.** If modifications are proposed to the unnamed storm channel as part of activities authorized under this SPU or through future amendments, the proposed project proponent shall obtain permits from the CDFW and RWQCB prior to the city's issuance of construction permits. The project proponent shall include final engineering plans in permit application submittals that accurately identify, assess, and quantify temporary and permanent impacts to state jurisdictional waters and/or wetlands. If required by the CDFW, the project proponent shall obtain a Lake or Streambed Alteration Agreement (LSAA) permit. In addition, if required by the RWQCB, the project proponent shall obtain a Waste Discharge Requirements (WDR) permit and a National Pollutant Discharge Elimination System (NPDES) permit. If also required by CDFW or RWQCB, compensatory mitigation shall be implemented by the project proponent as part of the permitting process.

Fish and Wildlife Movement

Impact BIO-4 – Would the proposed SPU interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Analysis of Impacts

Wildlife corridors link together areas of suitable habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. The project site is currently developed, and in an urbanized area of the City of Duarte with the site bounded by residential developments and the I-210 freeway. While the City does have jurisdiction over wilderness areas at the foot of the San Gabriel Mountains, the project site is located approximately 4.5 miles south of any undeveloped forest land associated with the mountains. The project site does not represent a wildlife movement corridor, with the project site and surrounding area not capable of connecting large areas of native habitats. Therefore, no impacts would occur to wildlife corridors as a result of the project.

Level of Significance Before Mitigation

No impact.

Mitigation Measures

None required.

Conflicts with Local Biological Resources Plans

Impact BIO-5 – Would the proposed SPU conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Analysis of Impacts

The SPU does not conflict with any local policies or ordinances protecting biological resources. Neither the existing Specific Plan nor the proposed SPU contains policies concerning biological resources that negatively impact fish and wildlife movement. The City's Municipal Code contains language meant for the protection of biological resources. Article 3 of the Development Code establishes that a biological resource survey must be conducted for any improvements or developments within Hillside Designation Boundaries (Development Code). Westminster Gardens is not located within this boundary, as such, implementation of the SPU will not result in any conflicts with any local policies or ordinances protecting biological resources.

Level of Significance Before Mitigation

No impact.

Mitigation Measures

None required.

Habitat Conservation Plans

Impact BIO-6 – Would the proposed SPU conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Analysis of Impacts

According to the California Department of Fish and Game, Natural Community Conservation Planning (NCCP) Program website, the SPU is not located within an adopted or proposed NCCP (CDFW, 2024). According to the U.S. Fish and Wildlife Service website, Habitat Conservation Plan, the SPU is not located within an adopted or proposed Habitat Conservation Plan (HCP)(USFWS, 2024). These websites indicate the SPU is not located within any designated local, regional, or state habitat conservation plan. Since none of these habitat plans are present in or adjacent to the Planning Area, the SPU would not result in any conflicts with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Level of Significance Before Mitigation

No impact.

Mitigation Measures

None required.

Cumulative Impacts

Impact BIO-7 – Would the proposed SPU cause substantial adverse cumulative impacts with respect to Biological Resources?

Analysis of Impacts

As outlined above, the Planning Area does not contain any significant biological resources, including sensitive habitat or habitat that could support listed or otherwise sensitive species. The SPU will not contribute to substantial adverse cumulative impacts to biological resources, as the SPU is primarily in a developed urban area and no natural areas are targeted for development under the SPU. Therefore, cumulative impacts to biological resources from future development under the are expected to be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

4.4.5 – References

California Department of Fish and Game (CDFW), Natural Community Conservation Planning (NCCP) Program. Web: https://wildlife.ca.gov/Conservation/Planning/NCCP [Accessed March 2026].

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U.S. Fish and Wildlife Service (USFWS), Habitat Conservation Plans. Web: https://www.fws.gov/endangered/what-we-do/hcp-overview.html [Accessed March 2026].

4.5 – CULTURAL RESOURCES

This EIR chapter addresses potential impacts to archaeological and historic resources associated with implementation of the Specific Plan Update (SPU). The chapter will evaluate whether the SPU will cause a substantial adverse change in the significance of a historic resource, destroy a unique archaeological resource, or disturb human remains. A *Historic Resources Technical Report* was conducted by the Historic Resources Group for the Specific Plan area, and is dated April, 2024. Conclusions made in this chapter of the EIR are derived from the Technical Report. The Technical Report is included and available for viewing as Appendix D.

4.5.1 – Environmental Setting

Historic Context

The *Historic Resources Technical Report* prepared for the Specific Plan Update found that there is one potential historical resource located on the Project Site: the Morrison Ranch and the collection of associated buildings and features. These include the Morrison House and seven accessory structures: Unit 64/Cape Cod Cottage; Pool House; Pool; Unit 15/Cottage; pool shelter; perimeter wall; and maintenance building. In 2022, the Morrison House was found eligible for individual listing in the National Register of Historic Places (National Register) and the California Register of Historical Resources (California Register) at the local level of significance under Criteria B/2 and C/3for its association with Wayland A. and Lucile P. Morrison and for its architectural merit. At that time, only the Morrison House was evaluated for individual eligibility; ancillary buildings and the greater Westminster Garden site were not considered. The buildings collectively convey an association with the Morrison family and therefore are considered a historical resource for purposes of CEQA. The buildings located within Westminster Gardens that are not associated with the Morrison House, and which were constructed in phases beginning in the 1950s, are not individually or collectively considered historical resources. They are not associated with important events or patterns of development; they are not associated with significant persons; and they are not architecturally distinctive or eligible as an example of the property type.

Prehistory

Prehistory is most easily discussed chronologically in terms of recognized cultural development. Several chronologies have been proposed for inland Southern California, the most widely accepted is Wallace's four-part Horizon format, which was later updated and revised by Claude Warren (Wallace 1955) (Warren 1968). The following discussion is based on Warren's sequence, but the time frames have been adjusted to reflect more recent archaeological findings, interpretations, and advances in radiocarbon dating.

Paleo-Indian Period (ca. 13,000 – 11,000 Years Before Present)

Little is known of Paleo-Indian peoples in inland Southern California, and the cultural history of this period follows that of North America in general. Based on new research from the Pacific Rim, it has been posited that modern humans settled islands of the eastern Pacific between 40,000 and 15,000 years ago. Evidence of coastal migration has also come from sites on islands off Alta

and Baja California. All of these new findings have made the coastal migration theory gain credibility in recent times (Erlandson et al. 2007).

The timing, manner, and location of the Bering Strait crossing are a matter of debate among archaeologists, but the initial migration probably occurred as the Laurentide Ice Sheet melted along the Alaskan Coast and interior Yukon. The earliest radiocarbon dates from the Paleo-Indian Period in North America come from the Arlington Springs Woman site on Santa Rosa Island, located approximately 36 miles from the coast of California. Human remains discovered on the island date to approximately 13,000 years before present (Meltzer et al. 1997) (Johnson et al. 2002). Lifeways during the Paleo-Indian Period were characterized by highly mobile hunting and gathering. Prey included megafauna such as mammoth; technology included a distinctive flaked stone toolkit that has been identified across much of North America and into Central America. These earliest persons likely used some plant foods, but the Paleo-Indian toolkit recovered archaeologically does not include many tools that can be identified as designed specifically for plant processing.

The megafauna that appear to have been the focus of Paleo-Indian life went extinct during a warming trend that began approximately 10,000 years ago, and both the extinction and climatic change (which included warmer temperatures in desert valleys and reduced precipitation in mountain areas) were factors in widespread cultural change. Subsistence and social practices continued to be organized around hunting and gathering, but the resource base was expanded to include a wider range of plant and game resources. Technological traditions also became more localized and included tools specifically for the processing of plants and other materials. This constellation of characteristics has been given the name “Archaic,” and it was the most enduring of cultural adaptations to the North American environment throughout this time period.

Archaic Period (ca. 11,000 – 3,500 YBP)

The earliest Archaic Period life in inland Southern California has been given the name San Dieguito tradition, after the San Diego area where it was first identified and studied (Warren 1968). Characteristic artifacts include stemmed projectile points, crescents and leaf-shaped knives, which suggest a continued subsistence, focus on large game, although not megafauna of the earlier Paleo-Indian period. Milling equipment appears in the archaeological record at approximately 7,500 years ago (Moratto 1984). Artifact assemblages within this equipment include basin milling stones and unshaped manos, projectile points, flexed burials under cairns, and cogged stones, this assemblage has been given the name La Jolla Complex (7,500 – 3,000 YBP). The transition from San Dieguito life to La Jolla life appears to have been an adaptation to drying of the climate after 8,000 YBP, which may have stimulated movements of desert peoples to the coastal regions, bringing milling stone technology with them. Groups in the coastal regions focused on mollusks, while inland groups relied on wild-seed gathering and acorn collecting.

Late Prehistoric Period

Cultural responses to environmental changes around 4,000 – 3,000 years ago included a shift to more land-based gathering practices. This period was characterized by the increasing importance of acorn processing, which supplemented the resources from hunting and gathering. The period after A.D. 1400 is identified as the San Luis Rey Complex (Meighan 1954). San Luis Rey I (A.D. 1400-1750) is associated with bedrock mortars and milling stones, cremations, small triangular projectile points with concave bases, and Olivella beads. The San Luis Rey II (A.D. 1750 – 1850) period is marked by the addition of pottery, red and black pictographs, cremation urns, steatite arrow straighteners, and non-aboriginal materials (Meighan 1954) (Keller and McCarthy 1989).

Work at Cole Canyon and other sites in Southern California suggest that this complex and the ethnographically described life of the native people of the region were well established by at least 1,000 years ago (Keller and McCarthy 1989).

Ethnographic Context

Information presented in the California volume of the Handbook of North American Indians shows the Planning Area is located near the traditional territory of the Tongva-Kizh Nation (also known as Gabrieleno Band of Mission Indians) (Heizer 1978). This ethnographic group is described below.

At the time of European contact, the City of Duarte was occupied by the Tongva Native Americans. Along with the neighboring Chumash, the Tongva were the most powerful indigenous people to inhabit Southern California. At the time of European contact, they may have numbered 5,000 to 10,000. Many lines of evidence suggest that the Tongva are descended of Uto-Aztecan-speaking peoples from Nevada who moved southwest into coastal Southern California 3,500 years ago. A hunter-gatherer society, the Tongva traded widely with neighboring peoples. Over time, scattered communities came to speak distinct dialects of the Tongva language, part of the Takic subgroup of the Uto-Aztecan language family. Along with the Chumash – their neighbors to the north and west – and other tribes along the Pacific coast, the Tongva built seaworthy canoes called *titi'at*. To build *titi'at*, they used planks that were sewn together, edge to edge, and then caulked and coated with either pine pitch, or, more commonly, the tar that was available either from the La Brea Tar Pits, or as asphaltum that had washed up on shore from offshore oil seeps. The *titi'at* could hold as many as 12 people, their gear, and the trade goods.

Gabrielino villages were self-contained and had an autonomous political structure comprised of non-localized lineages where the largest and dominant lineage's leader was usually the village chief. Village houses were domed, circular shaped structures, constructed from tree branches and thatched with tule, fern, or carrizo. The villages were located near fresh water and raw material resources. Villagers would have used temporary camps throughout their localized territories for hunting, gathering, and trips to gather raw material away from the main village (Bean and Smith 1978).

The first Europeans arrived in the Los Angeles area in 1542, when Portuguese explorer Juan Cabrillo reached San Pedro Bay, near present-day San Pedro. Cabrillo stated that his ship was greeted by indigenous people in canoes. However, it was not until the 1700's that Spanish explorers would reach the inland areas of Southern California. The Mission San Gabriel Arcangel was established by Spanish Franciscan missionaries in 1771. The Tongva/Gabrielino population numbered about 5,000 at this time. Well over 25,000 baptisms were conducted at San Gabriel between 1771 and 1834. The earliest ethnological surveys of the Christianized population of the San Gabriel area, who were then known by the Spanish as *Gabrielino*, were conducted in the mid-19th century. By this time, the pre-Christian religious beliefs and mythology were already fading. The Tongva language was on the brink of extinction by 1900; only fragmentary records of the indigenous language and culture of the Tongva have been preserved.

In the 21st century, an estimated 1,700 people self-identify as members of the Tongva or Gabrielino tribe. In 1994, the state of California recognized the *Gabrielino-Tongva Tribe* and the *Fernandino-Tongva Tribe* but neither has gained federal recognition. The Gabrielino/Tongva people do not accept one organization or government as representing them.

4.5.2 – REGULATORY FRAMEWORK
Federal

National Historic Preservation Act of 1966

Enacted in 1966, the National Historic Preservation Act (NHPA) (16 U.S.C §§ 470 et seq.) declared a national policy of historic preservation and instituted a multifaceted program, administered by the Secretary of the Interior, to encourage the achievement of preservation goals at the federal, state, and local levels. The NHPA authorized the expansion and maintenance of the National Register of Historic Places (NRHP), established the position of State Historic Preservation Officer (SHPO), provided for the designation of State Review Boards, set up a mechanism to certify local governments to carry out the purposes of the NHPA, assist Native American tribes in preserving their cultural heritage, and created the Advisory Council on Historic Preservation (ACHP).

NHPA establishes the nation's policy for historic preservation and sets in place a program for the preservation of historic properties by requiring federal agencies to consider effects to significant cultural resources (i.e. historic properties) prior to undertakings**.**

Section 106 of the Federal Guidelines

Section 106 of the NHPA states that federal agencies with direct or indirect jurisdiction over federally funded, assisted, or licensed undertakings must take into account the effect of the undertaking on any historic property that is included in, or eligible for inclusion in, the NRHP and that the ACHP and SHPO must be afforded an opportunity to comment, through a process outlined in the ACHP regulations at 36 Code of Federal Regulations (CFR) Part 800, on such undertakings. The Section 106 process also gives Federally recognized Native American Tribes the chance to consult and comment on the project before it can be finalized.

National Register of Historic Places

The NRHP was established by the NHPA of 1966 as "an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment." The NRHP recognizes properties that are significant at the national, state, and local levels. To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must also possess integrity of location, design, setting, materials, workmanship, feeling, or association. A property is eligible for the NRHP if it is significant under one or more of the following criteria:

Criterion A: It is associated with events that have made a significant contribution to the broad patterns of our history.
Criterion B: It is associated with the lives of persons who are significant in our past.
Criterion C: It embodies the distinctive characteristics of a type, period, or method of construction; represents the work of a master; possesses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction.
Criterion D: It has yielded, or may be likely to yield, information important in prehistory or history.

Cemeteries, birthplaces, or graves of historic figures; properties owned by religious institutions or used for religious purposes; structures that have been moved from their original locations; reconstructed historic buildings; and properties that are primarily commemorative in nature are not considered eligible for the NRHP unless they satisfy certain conditions. In general, a resource must be at least 45 years of age to be considered for the NRHP, unless it satisfies a standard of exceptional importance.

Native American Graves Protection and Repatriation Act (NAGPRA) of 1990

The NAGPRA of 1990 sets provisions for the intentional removal and inadvertent discovery of human remains and other cultural items from federal and tribal lands. It clarifies the ownership of human remains and sets forth a process for repatriation of human remains and associated funerary objects and sacred religious objects to the Native American groups claiming to be lineal descendants or culturally affiliated with the remains or objects. It requires any federally funded institution housing Native American remains or artifacts to compile an inventory of all cultural items within the museum or with its agency and to provide a summary to any Native American tribe claiming affiliation

State

California Environmental Quality Act (CEQA)

CEQA provides criteria to evaluate whether a building, structure, object, or site is significant. Under CEQA Guideline §15064.5(a), historic resources include the following those meeting the criteria listed below.

(1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code §5024.1, Title 14 CCR, Section 4850 et seq.)

(2) A resource included in a local register of historical resources, as defined in §5020.1(K) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of §5024.1 (g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

(3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, providing the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historic Resources (Pub. Res. Code §5024.1, Title 14 CCR, Section 4852) including the following:

> (A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
>
> (B) Is associated with the lives of persons important in our past;

(C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

(D) Has yielded, or may be likely to yield, information important in prehistory or history.

(4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to §5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in §5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be a historical resource as defined in Public Resources Code §5020.1(j) or 5024.1. In accordance with CEQA, properties designated or eligible at all levels are deserving of protection by a lead agency when any undertaking proposes to demolish or alter any such property.

Typically to be considered an historic resource under CEQA, the structure in question must at least be considered eligible for local listing. However, in some cases a structure may be considered ineligible such as after detailed historic or architectural assessment, and thus would no longer be considered an historic resource under CEQA.

California Register of Historical Resources

Created in 1992 and implemented in 1998, the California Register of Historical Resources (CRHR) is "an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate properties that are to be protected, to the extent prudent and feasible, from substantial adverse change (CA Public Resources Code)." Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks (CHLs) numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest program, identified as significant in historic resources surveys, or designated by local landmarks programs may be nominated for inclusion in the CRHR. A resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the State Historical Resources Commission determines that it meets one or more of the following criteria, which are modeled on NRHP criteria (Public Resources Code):

Criterion 1: It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
Criterion 2: It is associated with the lives of persons important in our past.
Criterion 3: It embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of an important creative individual; or possesses high artistic values.
Criterion 4: It has yielded, or may be likely to yield, information important in history or prehistory.

Resources nominated to the CRHR must retain enough of their historic character or appearance to be recognizable as historic resources and to convey the reasons for their significance. It is possible that a resource whose integrity does not satisfy NRHP criteria may still be eligible for listing in the CRHR. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if, under Criterion 4, it maintains the potential to yield significant scientific or historical information or specific data. Resources that have achieved significance within the past 50 years also may be eligible for inclusion in the CRHR, provided that enough time

has elapsed to obtain a scholarly perspective on the events or individuals associated with the resource.

California Historical Landmarks (CHLs)

CHLs are buildings, structures, sites, or places that have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value and that have been determined to have statewide historical significance by meeting at least one of the criteria listed below. The resource must also be approved for designation by the County Board of Supervisors or the City or Town Council in whose jurisdiction it is located, be recommended by the State Historical Resources Commission, or be officially designated by the Director of California State Parks. The specific standards in use now were first applied in the designation of CHL No. 770. CHLs No. 770 and above are automatically listed in the CRHR.

To be eligible for designation as a Landmark, a resource must meet at least one of the following criteria:

- The first, last, only, or most significant of its type in the state or within a large geographic region (Northern, Central, or Southern California); or
- Associated with an individual or group having a profound influence on the history of California. A prototype of, or an outstanding example of, a period, style, architectural movement, or construction or one of the more notable works or the best surviving work in a region of a pioneer architect, designer, or master builder.

California Points of Historical Interest

California Points of Historical Interest are sites, buildings, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. Points of Historical Interest (Point or Points) designated after December 1997 and recommended by the State Historical Resources Commission are also listed in the CRHR. No historic resource may be designated as both a Landmark and a Point. If a Point is later granted status as a Landmark, the Point designation will be retired. In practice, the Point designation program is most often used in localities that do not have a locally enacted cultural heritage or preservation ordinance.

To be eligible for designation as a Point, a resource must meet at least one of the following criteria:

- The first, last, only, or most significant of its type within the local geographic region (city or county).
- Associated with an individual or group having a profound influence on the history of the local area.
- A prototype of, or an outstanding example of, a period, style, architectural movement, or construction or one of the more notable works or the best surviving work in the local region of a pioneer architect, designer, or master builder.

Native American Heritage Commission, Public Resources Code Sections 5097.9–5097.991

Section 5097.91 of the Public Resources Code (PRC) established the Native American Heritage Commission (NAHC), whose duties include the inventory of places of religious or social significance to Native Americans and the identification of known graves and cemeteries of Native Americans on private lands. Under Section 5097.9 of the PRC, a state policy of noninterference with the free expression or exercise of Native American religion was articulated along with a prohibition of severe or irreparable damage to Native American sanctified cemeteries, places of worship, religious or ceremonial sites, or sacred shrines located on public property. Section 5097.98 of the PRC specifies a protocol to be followed when the NAHC receives notification of a discovery of Native American human remains from a county coroner. Section 5097.5 defines as a misdemeanor the unauthorized disturbance or removal of archaeological, historic, or paleontological resources located on public lands.

California Native American Graves Protection and Repatriation Act of 2001

Codified in the California Health and Safety Code Sections 8010–8030, the California Native American Graves Protection Act (NAGPRA) is consistent with the federal NAGPRA. Intended to "provide a seamless and consistent state policy to ensure that all California Indian human remains, and cultural items be treated with dignity and respect," the California NAGPRA also encourages and provides a mechanism for the return of remains and cultural items to lineal descendants. Section 8025 established a Repatriation Oversight Commission to oversee this process. The act also provides a process for non–federally recognized tribes to file claims with agencies and museums for repatriation of human remains and cultural items.

Senate Bill (SB) 18

California Government Code, Section 65352.3 incorporates the protection of California traditional tribal cultural places into land use planning for cities, counties, and agencies by establishing responsibilities for local governments to contact, refer plans to, and consult with California Native American tribes as part of the adoption or amendment of any general or specific plan proposed on or after March 1, 2005. SB18 requires public notice to be sent to tribes listed on the Native American Heritage Commission's SB18 Tribal Consultation list within the geographical areas affected by the proposed changes. Tribes must respond to a local government notice within 90 days (unless a shorter time frame has been agreed upon by the tribe), indicating whether or not they want to consult with the local government. Consultations are for the purpose of preserving or mitigating impacts to places, features, and objects described in Sections 5097.9 and 5097.993 of the Public Resources Code that may be affected by the proposed adoption or amendment to a general or specific plan.

Assembly Bill (AB) 52

Specifies that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource, as defined, is a project that may have a significant effect on the environment. AB 52 requires a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation, prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. AB 52 specifies examples of mitigation measures that may be considered to avoid or minimize impacts on tribal cultural resources. The bill makes the above provisions applicable to CEQA projects that have a notice of preparation or a notice of negative declaration filed or mitigated negative declaration on or after July 1, 2015. AB 52 amends Sections 5097.94

and adds Sections 21073, 21074, 2108.3.1., 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 to the California Public Resources Code (PRC), relating to Native Americans.

Health and Safety Code, Sections 7050 and 7052

Health and Safety Code Section 7050.5 declares that, in the event of the discovery of human remains outside a dedicated cemetery, all ground disturbances must cease, and the county coroner must be notified. Section 7052 establishes a felony penalty for mutilating, disinterring, or otherwise disturbing human remains, except by relatives.

Penal Code, Section 622.5

Penal Code Section 622.5 provides misdemeanor penalties for injuring or destroying objects of historic or archaeological interest located on public or private lands but specifically excludes the landowner.

Local

City of Duarte General Plan

The City of Duarte General Plan includes the following goals and policies related to cultural resources:

Historic Preservation Element

Goal HP-1: To make citizens and decision-makers aware of Duarte's history and historic built environment.

Policies

HP-1.1.1: Establish and support all appropriate media for reaching all segments of the community to educate residents and decision-makers concerning the protection of historical resources.

HP-1.1.2: Encourage public outreach and access to historical information.

HP-1.2.1: Utilize creative funding sources to promote the development of a comprehensive historic preservation program for the City.

HP-1.3.2: Develop a database and update maps which identify potentially historical resources and designated resources.

Goal HP-2: To maintain and update the City's inventory of historical resources.

Policies

HP-2.1.1 Encourage on-going research regarding the City's history and built environment.

Goal HP-3: To promote the preservation of local historical resources.

Policies

HP-3.1.1: Encourage property owners to preserve the character defining features of historical resources.

HP-3.1.2: Promote the preservation of historic and cultural resources by providing incentives and technical assistance.

4.5.3 – SIGNIFICANCE THRESHOLDS

The methodology used to evaluate potential environmental impacts is described in Section 4.0. As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the General Plan Update could result in a significant impact if it:

A. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?
B. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?
C. Disturb any human remains, including those interred outside of dedicated cemeteries?
D. Would the project cause substantial adverse cumulative impacts with respect to cultural resources?

4.5.4 – Impacts and Mitigation Measures

This section describes potential impacts related to historic resources, archaeological resources, and human remains which could result from the implementation of the SPU and recommends mitigation measures as needed to reduce significant impacts.

Historic Resources

Impact CUL-1 – Would the proposed SPU cause a substantial adverse change in the significance of a historic resource pursuant to Section 15064.5?

Analysis of Impacts

The project proposes to update the WGSP to guide future development of the Planning Area; would be implemented in phases over the 20-year life of the plan; and would cater to a large section of the aging population in the area. The project proposes to demolish all existing buildings on the project site except for the existing Morrison House. As this a programmatic analysis of potential impacts resulting from the WGSP update, and not an evaluation of a specific project, this analysis considers potential impacts that may result from the following potential project features:

- Demolition of buildings and features on the project site;
- Rehabilitation of the Morrison House; and
- Potential new construction on the project site.

As stated in Section 4.5.1, there is one potentially historical resource located on the project site: the collection of remaining buildings and features that are associated with the Morrison Ranch. These include the Morrison House and seven accessory structures: Unit 64/Cape Cod Cottage;

Pool House; Pool; Unit 15/Cottage; pool shelter; retaining wall; and maintenance building. These buildings and features collectively convey an association with the Morrison family and therefore are considered a historical resource for purposes of CEQA.

The buildings associated with Westminster Gardens, which were constructed in phases beginning in the 1950s, are not individually or collectively considered historical resources. They are not associated with important events or patterns of development; they are not associated with significant persons; and they are not architecturally distinctive or eligible as an example of the property type.

The SPU would be implemented over the course of a 15- to 20-year duration. Westminster Gardens intends to redevelop their community to address the unmet demand for senior housing and services within Duarte and the surrounding communities. Through multiple phases of redevelopment, Westminster Gardens plans to replace its aging housing facilities and infrastructure with new housing options in multiple buildings of differing scale across the campus. The redevelopment will include Independent Living (Life Plan Community [LPC]) Units; Affordable Senior Non-LPC Units; Non-LPC Units; Care Uses (LPC or Rental) and Services; mixed-use buildings; and office buildings. The project anticipates demolishing all of the existing buildings, structures, and features within the Planning Area, with the exception of the Morrison House.

Potential Impacts From Demolition. Implementation of the SPU would result in demolition of all existing buildings and features on the project site, with the exception of the Morrison House. The buildings and features constructed for Westminster Gardens are not historically significant, either individually or collectively. Therefore, the demolition of these buildings and features would not result in a significant adverse impact to historical resources as defined by CEQA.

The features in the southwest portion of the Planning Area that are associated with the Morrison family and retain sufficient historic integrity to convey that significance are collectively considered a historical resource for purposes of CEQA. While these buildings all contribute to the property, they do not all convey the same level of significance and therefore are not weighed equally. The Morrison House is the primary and most prominent feature, and best conveys the significance of Morrison Ranch. The ancillary features have been divided into three tiers: primary, secondary, and tertiary based on their level of significance and ability to convey a significant association with the Morrison family. Secondary contributors include Unit 64/Cape Cod Cottage; Pool House; Pool; retaining wall; and Unit 15/Cottage. Tertiary contributors are the pool shelter and maintenance building. Non-contributors include the tennis courts, which have poor integrity, and the maintenance building which does not reflect the early period of development on the site by the Morrison family or the Spanish Colonial Revival style of architecture.

The loss of ancillary secondary and third contributors, in whole or in part, would result in a change to a historical resource. However, according to National Park Service guidance, the demolition of a component of a multi-building site may be acceptable, in limited circumstances, if the component is a secondary one that generally lacks historic, engineering, or architectural significance or does not occupy a major portion of the site and persuasive evidence is present to show that retention of the component is not technically or economically feasible.

The Morrison House is of primary significance and most strongly reflects the association with the Morrison family. It was the primary residence and where the activities of the family took place. It was designed in the SCR style of architecture and reflects significant features of the style, including its hipped roof clad in clay barrel tiles, decorative chimneys, and *corredor*. The ancillary buildings and structures were constructed to support the main house and are not strongly

associated with the family. In addition, they are not architecturally distinctive and do not represent high style of design or significant features of a particular style or type. They are subordinate to the main house and are only identified as historically significant as collectively part of the Morrison property. Therefore, the loss of the ancillary buildings and structures would not represent a significant adverse change to a historical resource as defined by CEQA. The Morrison House would continue to convey the association with the Morrison family and would remain eligible for historic designation following implementation of the SPU.

Although demolition would not result in a significant adverse impact, recommendations provided in the project *Historic Resources Technical Report* are incorporated into the SPU, and listed below, which include the documentation of the remaining features of the Morrison Ranch prior to demolition to recognize its historical significance in Duarte and to provide information for future researchers.

The primary contributor, the Morrison House, will be kept intact and rehabilitated using the Secretary of the Interior's Standards. Therefore, the demolition of secondary and tertiary contributors would not cause a substantial adverse change in the property such that it would no longer convey its significance as a historical resource or justify its designation for listing in the National Register or California Register. Therefore, the demolition of these contributors would not result in a significant adverse impact on the environment as defined by CEQA.

Potential Impacts from Rehabilitation. As part of the proposed project, the Morrison House would be retained and reused as administrative offices and group meeting spaces. It would be rehabilitated according to the Secretary of the Interior's Standards and would continue to retain those features that convey its association with the Morrison family and reflect its Spanish Colonial Revival architectural style as designed by architect Robert E. Bennett. Therefore, there would be no potential direct impacts to the Morrison House resulting from its rehabilitation as part of the project.

Potential Impacts from New Construction. New buildings that are part of the proposed project would generally be organized around the periphery of the project site and in the very center of the site. Buildings would be a maximum of 5 stories (or 65 feet) in height; taller buildings would be designed with setbacks on upper stories; and all façades would be articulated to break up the massing. There is required setback from the property line on the edges, including 10 feet along Huntington Drive; 10 feet to 40 feet along the eastern property edge; 15 feet to 30 feet along Central Avenue; and 10 feet along Santo Domingo Avenue in the southwest portion of the Project Site that includes the Morrison House. In addition, buildings are required to be separated from each other by 10 feet to 25 feet. There will be appropriate new landscape and hardscape features installed as resident amenities and as part of the overall site design. Architectural language identified for the Project Site is Spanish Colonial Revival, including appropriate materials, features, and finishes. This ensures that the overall design of the new construction will be differentiated from, but compatible with, the Morrison House. The project establishes setbacks that ensures separation between the new and old construction. All façades of the Morrison House would remain intact and visible, and no character-defining features would be altered or obscured. The Morrison House would retain its relationship to the street and the surrounding area. The project also anticipates that major community amenities such as the existing park and the Morrison House will continue to serve similar roles in the future, allowing for continuity in the different stages of the development phases. As such, new construction would not negatively impact the immediate surrounds of the Morrison House. Therefore, proposed new construction would not materially impair the Morrison House and it would continue to convey its historical significance following implementation of the project.

Although the proposed project would not result in a significant adverse change to a historical resource such that it could no longer convey its significance, the project would remove features associated with the Morrison Ranch. Therefore, the following recommendations are included in the project *Historic Resources Technical Report* to recognize and document the historical significance of the Morrison Ranch.

Documentation. Prior to the issuance of demolition permits, the Applicant may retain a qualified historic preservation professional who meets the Secretary of the Interior's Professional Qualification Standards to document the existing conditions of the primary, secondary and tertiary features of the Morrison Ranch, in accordance with Historic American Building Survey (HABS) guidelines and standards. Documentation shall include historic narrative, existing drawings and plans, and high-resolution photographs of the property. The photographs shall include overall views, exterior façades, details of specific elements, and spatial relationships of the remaining features of the Morrison Ranch. Hard copies and/or electronic versions of the archival photographic documentation shall be retained on site by the Applicant and offered to the Southern California Information Center at California State University, Fullerton and the City of Duarte.

Interpretation. The Applicant will develop an interpretive program highlighting the early development of Duarte, the contributions of the Morrison family, and the history of the Morrison Ranch. The interpretive program may include historic photographs or other ephemeral materials and may be located on the project site.

In addition, the SPU requires additional separation between buildings or provisions for landscape buffer or other appropriate protective means of separation from the Morrison House.

The Historic Preservation Element of the City's General Plan contains HP Goal 3, which promotes the preservation of local historical resources, and its accompanying policies HP 3.1.1, which encourages property owners to preserve the character defining features of historical resources, and HP 3.1.2, which promotes the preservation of historic and cultural resources by providing incentives and technical assistance and promotes the preservation of historic and cultural resources equitably across the City.

With implementation of the recommendations of the project Historic Resources Technical Report and continued implementation of General Plan goals and policies, as well as the City's development requirements to review CEQA documents for impacts to historic resources, potential impacts to historic resources by future development within the Planning Area would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Archaeological Resources

Impact CUL-2 – Would the proposed SPU cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Analysis of Impacts

Archaeological resources are the physical remains of past human activities and can be of either prehistoric or historic origin. Archaeological sites are locations that contain evidence of human activity. Generally, a site is defined by a significant accumulation or presence of one or more of the following: food remains, waste from the manufacturing of tools, concentrations of alignments of stones, modification of rock surfaces, unusual discoloration or accumulation of soil, or human skeletal remains. On January 26, 2024, pursuant to the requirements of SB 18 and AB 52, the City sent notices to the following seven (7) Native American Tribes/Tribal Representatives to determine if they wished to consult with the City regarding the SPU:

Native American Tribal Group	**Tribal Representative**
Gabrieleno Band of Mission Indians - Kizh Nation	Christina Martinez, Secretary
Gabrieleno/Tongva San Gabriel Band of Mission Indians	Anthony Morales, Chairperson
Gabrielino /Tongva Nation	Sandonne Goad, Chairperson
Gabrielino Tongva Indians of California Tribal Council	Robert Dorame, Chairperson
Gabrielino-Tongva Tribe	Charles Alvarez, Chairperson
Santa Rosa Band of Cahuilla Indians	Lovina Redner, Tribal Chair
Soboba Band of Luiseno Indians	Joe Ontiveros, Preservation Officer

As of publication of this Draft EIR, the 30-day AB 52 and the 90-day SB 18 consultation periods had expired and while the City received two response from Tribes (Gabrieleno Band of Mission Indians - Kizh Nation and San Manuel Band of Mission Indians), neither Tribe requested formal consultation. However, the Gabrieleno Band of Mission Indians - Kizh Nation indicated a desire to consult with the City on all future projects under the proposed SPU that would result in ground disturbances. All relevant correspondence for the project from FEMA, the NAHC, and consulting tribal representatives is included in Appendix A. This information is also included in Section 4.18 (Tribal Cultural Resources). The project site has been previously disturbed by modern human activities that would have displaced surface and subsurface archaeological resources. However, if previously undiscovered archaeological resources are uncovered during ground-disturbing activities, and not properly treated, potentially significant impacts to archaeological resources could occur. As such, Mitigation Measures CUL-1 through CUL-8 have been incorporated requiring both archaeological and Native American monitoring during project ground-disturbing activities to ensure that inadvertent discoveries, if encountered, are properly treated and managed during project construction. With implementation of these measures, the project would not cause a substantial adverse change in the significance of an archaeological resource. Impacts would be reduced to less than significant levels.

Level of Significance Before Mitigation

Potentially significant.

Mitigation Measures

CUL-1: **Retain a Native American Monitor/Consultant:** The project applicant is required to retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the NAHC's Tribal Contact list for the area of the project location. This list is provided by the NAHC. The monitor/consultant will only be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, without limitation, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring will end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant state in writing that the site has a low potential for impacting Tribal Cultural Resources.

CUL-2: **Unanticipated Discovery of Tribal Cultural and Archaeological Resources:** Upon discovery of any archaeological resources, all construction activities in the immediate vicinity of the find must cease until the find can be assessed. All archaeological resources unearthed by project construction activities will be evaluated by the qualified archaeologist and tribal monitor/consultant approved by the Gabrieleño Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation will coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. Work may continue on other parts of the project while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource", time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources will comply with CEQA Guidelines Section 15064.5(f) for historical resources and archaeological resources.

CUL-3: **Public Resources Code Sections 21083.2(b) for unique archaeological resources.** Preservation in place (i.e., avoidance) is the preferred manner of treatment upon discovering unique archaeological resources. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin must be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they will be offered to a local school or historical society in the area for educational purposes.

CUL-4: **Resource Assessment & Continuation of Work Protocol:** Upon discovery, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 150 feet and place an exclusion zone around the burial. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner (if the discovered archaeological resource(s) is/are determined by the qualified lead archaeologist to be human

remains). Work will continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).

CUL-5: **Unanticipated Discovery of Human Remains and Associated Funerary Objects:** Native American human remains are defined in Public Resources Code ("PRC") § 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC § 5097.98, are also to be treated according to this statute. Health and Safety Code § 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she must contact by telephone within 24 hours, the Native American Heritage Commission (NAHC) and also comply with PRC § 5097.98.

CUL-6: **Kizh-Gabrieleno Procedures for burials and funerary remains:** If the Gabrieleño Band of Mission Indians-Kizh Nation is designated MLD, the following treatment measures will be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, without limitation, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. These remains are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.

CUL-7: **Treatment Measures:** Before ground disturbing activities continues, the land owner must arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation will be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation must be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan will be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive diagnostics on human remains. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human

remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation must be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There cannot be publicity regarding any cultural materials recovered.

CUL-8: **Professional Standards:** Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects must be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist must ensure that all other personnel are appropriately trained and qualified.

Level of Significance After Mitigation

Less than significant.

Human Remains

Impact CUL-3 – Would the proposed SPU disturb any human remains, including those interred outside of formal cemeteries?

Analysis of Impacts

There are no formal cemeteries within or in close proximity to the Planning Area. However, Native Americans have occupied this region for thousands of years, and so it is possible that human remains could be discovered during excavation for development, especially on previously undisturbed portions of the site. Section 7050.5 of the California Health and Safety Code (CHSC) requires that, if human remains (or remains that may be human) are discovered on a project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent must then immediately inform the County Coroner and the City of the find. The coroner is permitted to examine the remains under CHSC Section 7050.5(b) to determine if the remains are those of a Native American.

If human remains are determined as those of Native American origin, the applicant must comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the Native American Heritage Commission (NAHC) as outlined in Public Resources Code Section (PRC) 5097. The coroner then contacts the NAHC to determine the Most Likely Descendant (MLD) who will conduct an inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site.

The disposition of the remains is to be overseen by the MLD to determine the most appropriate means of treating the human remains and any associated grave artifacts, in consultation with the property owner and the lead agency (in this case the City of Duarte). CEQA requires the City and any project developer, including the City if it is a public works project, to comply with the CHSC Section 7050.5 and PRC 5097 if human remains are found during excavation.

Additionally, incorporation of Mitigation Measure CUL-5 would ensure proper treatment of buried human remains. Compliance with existing state regulations (CHSC Section 7050.5 and PRC 5097) with respect to disturbing human remains, including those interred outside of a formal cemetery, and incorporation of Mitigation Measure CUL-5 would result in less than significant impacts from development under the SPU.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Cumulative Impacts

Impact CUL-4 - Would the proposed SP cause substantial adverse cumulative impacts with respect to cultural resources?

Analysis of Impacts

The Planning Area and surrounding area have been occupied by Native Americans for thousands of years, and the region has been inhabited by European settlers since the 1800s. The Planning Area contains one building, the Morrison House, which is eligible to be listed on State and National historic registers and thus potential to be a historic resource under CEQA.

Additionally, there is a potential for archaeological resources to exist within the Planning Area, particularly in the few remaining undeveloped portions of the Planning Area, or where existing foundations are shallow, and where archaeological resources, including human remains, could remain below the prior level of disturbance.

On a cumulative level, impacts to cultural resources from both the City and the surrounding jurisdictions (i.e., the cities of Monrovia, Azusa, Irwindale, Bradbury and nearby LA County unincorporated areas) should be considered. These jurisdictions contain numerous cultural resources which, as with all cultural resources, are non-renewable. Damaging, disturbing, or destroying cultural resources results in a permanent loss of resources that can never be replaced, and future projects with impacts to cultural resources from all surrounding jurisdictions contribute to the cumulative impact to cultural resources.

The Historic Preservation Element of the current General Plan contains Goal 3 which aims to promote the preservation of local historical resources, Policy HP 3.1.1 which encourages property owners to preserve the character defining features of historical resources, and Policy HP 3.1.2 which promotes the preservation of historic and cultural resources by providing incentives and technical assistance and promotes the preservation of historic and cultural resources equitably across the City.
Consistent with federal and state laws, the General Plans of the surrounding jurisdictions have similar goals and policies to protect cultural resources within their boundaries as well. Finally, state law requires the City and surrounding jurisdictions to notify Native American representatives if tribal human remains are found.

By following existing laws and regulations, and continuation of the City's required CEQA review of all development projects created by the SPU, the potential cumulative impacts to cultural resources would be minimized, and future development in the City of Duarte under the SPU would not make a significant contribution to any cumulative regional impacts on cultural resources.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

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4.6 – ENERGY

This EIR chapter addresses energy impacts associated with implementation of the proposed Specific Plan Update (SPU). Energy resources are closely tied to impacts discussed in the Air Quality and Greenhouse Gas (GHG) sections of this document, Sections 4.3 and 4.8, respectively. Many of the values presented herein reflect values derived from the air quality emissions modeling conducted for the project. Refer to Appendix C for detailed air quality and GHG emissions estimates and information on energy usage (MIG, 2026).

4.6.1 – ENVIRONMENTAL SETTING

Energy is primarily categorized into three areas: electricity, natural gas, and fuels used for transportation. The following describes the various types of energy, as well as where the energy is generated, how it is used, and the quantities in which it is consumed.

Electricity

Electricity is the flow of electrical power or charge (i.e., the movement of electrons between atoms). It is produced by converting sources of primary energy such as coal, natural gas, nuclear, hydropower, wind, and solar, into electrical power through various means. Generators and solar photovoltaic (PV) cells are two of the primary pieces of equipment used to produce and supply electricity to the grid. The following describes the processes through which electricity is generated by these pieces of equipment.

- **Generators.** Turbine generators convert mechanical or chemical energy into electricity. At its simplest form, an electrical generator is an electromagnet, moving wire near a magnet to direct the flow of electricity. Turbine generators do this by using a moving fluid (e.g., water, steam, combustion gases, or air) to push rotator blades that are attached to a generator. The rotation of magnets and wires within the generator produces an electromagnetic current, directing electrical flow.
- **Solar Photovoltaic Cells.** Solar photovoltaic (PV) cells convert solar energy directly into electricity. They are made up of semiconductor material that absorbs sunlight and generates an electrical current. This current is captured and transferred to wires so that it can be utilized at a different location.

Electricity production can be grouped into two main categories; electricity that is generated from renewable sources (e.g., solar and wind) and electricity that is generated from non-renewable sources (e.g., fossil fuel combustion). Table 4.6-1 and Table 4.6-2 summarize the primary renewable and non-renewable sources of electricity, respectively, as well as how the energy from the various sources is converted into electricity.

Table 4.6-1: Renewable Sources of Electricity Production	
Source	**Electricity Production Process**
Wind	Wind can be converted to electricity through the use of a wind turbine (historically referred to as "windmills"). Electricity from this source is produced when wind causes the turbine's blades to turn. The amount of electricity generated by a wind turbine is dependent on a number of factors, but is primarily related to how much wind energy can be collected at a given time. Wind turbines with longer blades have the capacity to generate more electricity than those with smaller blades, because they can collect more of the wind's energy. A small wind turbine could generate a similar output as a larger one, but the smaller one would need to be subject to higher wind speeds. Wind power plants, or wind farms, are composed of multiple wind turbines spread out over a large area.
Solar	The sun's energy can be converted into electricity by using solar PV cells, which produce electricity when photons from the solar energy are absorbed by the semiconductor material in the PV cell. Electrons are dislodged from the semiconductor material and absorbed by electrical conductors, which are connected in an electrical circuit. Electricity flows through the electrical circuit to an external device, such as a battery or an inverter.(A) Solar energy production can be increased with additional PV cells. PV cells can be connected in solar panels, and groups of solar panels can be connected into a solar array. One PV cell may power small devices such as calculators, small solar arrays may power individual residential or commercial buildings, and large arrays may produce power for utilities.
Hydroelectric	Hydroelectric energy is produced by using a naturally-flowing water source (e.g., from a river or dam) to spin the blades of a turbine, which is typically located on or adjacent to the body of water. Water is piped from a location upstream of the facility, through the turbine, and released back into the environment on the downstream side of the facility. The amount of electricity produced by a hydroelectric generator can be regulated by controlling the amount of water flowing through the turbine at a given time (e.g., greater water flow would produce more electricity).
Geothermal	Geothermal energy is produced by utilizing underground high-temperature hydrothermal resources to create steam (or superheat evaporate and other working fluid) that turns a turbine. Hot water is piped in one side of the system, used to turn the turbine, then piped back to a cooling tower before being piped underground. These power plants can pipe steam or hot water from wells that reach up to two miles into the earth.

Source: U.S. EIA 2022, 2023a, 2023b, 2024b

(A) An inverter is a device that converts the type of electricity that is produced by PV cells (direct current, or DC, electricity) to the type of electricity that is used in appliances or in an electrical grid (alternating current, or AC electricity).

Table 4.6-2: Non-Renewable Sources of Electricity Production	
Source	**Electricity Production Process**
Fossil Fuels	Combusting fossil fuels releases energy that can be harnessed and turned into electricity. The change in air pressure as a result of burning the material can be used to create a mechanical process that rotates a generator (e.g., using the hot air from the combusted material to move rotator blades within a generator or pistons within an internal combustion engine). Fossil fuels are hydrocarbons formed from plant and animal remains that were placed under heat and pressure from layers of sand, silt, and rock. Fossil fuels can include coal, crude oil, and natural gas. Petroleum products such as gasoline and diesel are produced from refining fossil fuels.
Nuclear	Nuclear reactors convert energy to electricity by using the heat from a nuclear reactor to evaporate water (i.e., producing steam) that rotates a turbine. Although nuclear energy is not renewable, it is often considered "green" and considered alongside renewable sources because it is a carbon-free source of electricity.
Source: U.S. EIA 2022a	

Electricity production relies on different energy sources and technologies. A combination of the renewable and nonrenewable energy sources described above are used to generate electricity. Electricity is measured in watts, a unit of power. Watts may be described in various quantities using kilo-, mega-, and giga-, prefixes, which correspond to one-thousand, one-million, and one-billion of something, respectively. For context, these prefixes are typically used in the following contexts when describing electricity production and consumption.

- **Watts** are used as a measurement for small devices. For example, the solar powered calculator may use 1 Watt. A lightbulb may use 50 Watts.
- **Kilowatts (kW),** or 1,000 Watts, are typically used to describe large appliance and building-scale electricity consumption. For example, the average Californian household consumed 6,174 kWh of electricity in 2019 (DNV GL Energy Insights USA 2021).
- **Megawatts (MW),** are 1,000 kW, or one million Watts. Megawatts may be used when discussing utility systems (U.S. EIA 2024c).
- **Gigawatts (GW),** are 1,000 MW, one million kW, or one billion watts. Gigawatts may be used when discussing statewide electricity generation. For example, in 2021, California generated 194,127 GWh of electricity in-state (CEC 2023a).

Electricity use over time can be measured in watt-hours (Wh), where, for example, one kWh is the equivalent of one kW generated or consumed over the course of one hour. For example, if a 50 W lightbulb was on for one hour it would consume 50 Wh (or 0.05 kWh) of electricity. If it was on for 100 hours, it would consume 5 kWh of electricity.

Natural Gas

Natural gas is a fossil fuel-based energy source that is typically found between layers of rock or with deposits of crude oil. Natural gas can be extracted by drilling in wells or fracking. After extraction, natural gas is sent to a processing facility and then to storage or to natural gas companies.

Biomethane, also known as renewable natural gas, can be used as a substitute for fossil natural gas. Biomethane is a gas formed from the decomposition of organic matter, composed primarily of methane and carbon dioxide. It can be produced from solid waste landfills, wastewater

treatment plants, food waste, organic waste, and livestock farms. Biomethane is then treated to remove contaminants and gases such as carbon dioxide until the methane content is greater than 90% (U.S. EPA 2024a).

Natural gas can be measured in units such as therms or British thermal units (Btu), which are quantities of heat, or cubic feet, which is a volume. The U.S. EIA defines a Btu as the quantity of heat required to raise the temperature of 1 pound of liquid water by 1 degree Fahrenheit at the temperature at which water has its greatest density (approximately 39 degrees Fahrenheit) (U.S. EIA 2023a). One therm is the equivalent of 100,000 Btu. Since heat quantity and volume cannot be converted directly, there is not one conversion rate between therms and cubic feet. However, the units can be converted if the heat content per volume is known. The average heat content of natural gas in 2020 was approximately 1,037 Btu per cubic foot (U.S. EIA 2024d).

Transportation

Fuels used for transportation may include diesel, gasoline, natural gas, electricity, and hydrogen. Diesel, gasoline, and natural gas fuels have traditionally been refined from crude oil. Combusting these fuel sources in an engine releases energy that can be transferred into making an object move (e.g., rotating a vehicle's driveshaft or a boat's propeller). Diesel, which can also be biomass based,[i] is typically used in larger pieces of equipment, such as trucks, trains boats, buses, farm equipment, and construction equipment. Gasoline (which may be blended with other liquids, such as ethanol), electricity, and hydrogen fuel cells[ii] are primarily used to power passenger vehicles.

Historical and Current Energy Production and Consumption Habits

Total U.S. energy consumption has increased in recent decades; however, per capita energy consumption has generally decreased since the year 2000. This is due to factors such as greater energy efficiency in appliances, vehicles, and utility scale electricity generation and a reduction in energy-intensive manufacturing (U.S. EIA 2024e). The following describes historical energy production and consumption trends in the U.S.

National

Electricity

The mix of energy sources for U.S. electricity generation has shifted in recent decades, but has primarily consisted of electricity generated from natural gas, coal, nuclear, hydroelectric, wind, and solar energy sources. Table 4.6-3 and Figure 4.6-1 depict the overall quantity and make-up of electricity of electricity production in the U.S. over the last six years.

As shown in Table 4.6-3 and Exhibit 4.6-1, electricity production had some variability between 2018 and 2024, but mainly fluctuated between approximately 4,000 and 4,200 million GWh of production on an annual basis.

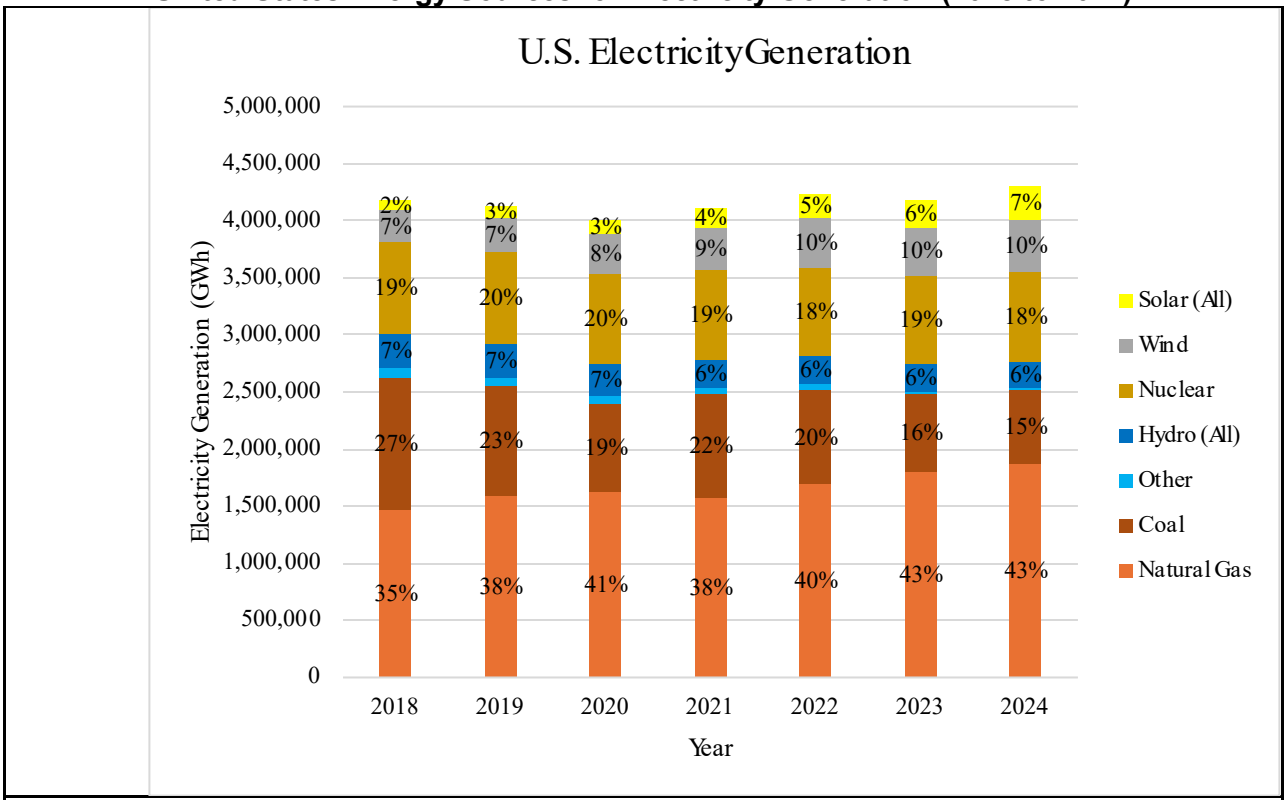
[i] Biodiesel and renewable diesel are both produced from non-petroleum sources such as vegetable oil and animal fat. Biodiesel is consumed after it is blended with petroleum diesel. While renewable diesel may also be blended with petroleum diesel, renewable diesel can be transported and consumed directly without needing to be blended with petroleum.

[ii] Hydrogen fuel cells can produce electricity by combining hydrogen and oxygen atoms.

Table 4.6-3: United States Electricity Generation (2018 to 2024)							
	Electricity Produced Per Calendar Year (Million GWh)						
Energy Source	2018	2019	2020	2021	2022	2023	2024
Natural Gas	1,472	1,589	1,627	1,579	1,687	1,806	1,870
Coal	1,149	965	773	898	832	675	652
Nuclear	807	809	790	780	772	775	782
Hydroelectric	293	288	285	252	255	245	243
Wind	273	296	338	378	434	421	452
Solar	93	107	131	164	205	239	304
Other(A)	94	77	66	59	46	22	6
Total Electricity	4,181	4,131	4,010	4,110	4,231	4,183	4,309
Fossil Fuels(B)	*2,621*	*2,553*	*2,400*	*2,477*	*2,519*	*2,481*	*2,522*
Non-Hydroelectric Renewables(C)	*366*	*403*	*469*	*543*	*639*	*660*	*756*
Total Carbon Free Electricity(D)	*1,466*	*1,500*	*1,544*	*1,574*	*1,666*	*1,680*	*1,780*

Sources: U.S. EIA 2026a
(A) "Other" sources include electricity production from petroleum coke and liquids, other gases, geothermal, and biomass.
(B) Fossil fuels include natural gas and coal.
(C) Non-hydroelectric renewables include wind and solar.
(D) Carbon-free energy sources consist of nuclear, hydroelectric, and renewable fuels

Exhibit 4.6-1:
United States Energy Sources for Electricity Generation (2018 to 2024)



Source: U.S. EIA 2026a
Note: The percentages for "Other" sources are not depicted in the figure, but generally include electricity production from petroleum coke and liquids, other gases, geothermal, and biomass. Annual values for the "Other" energy sources ranged from less than one percent in 2024 to 2% in 2018, 2019, and 2020.

Electricity production from fossil fuels (natural gas and coal), while remaining the predominant source of energy for electricity, decreased from a combined composition of approximately 63% in 2018 to approximately 59% in 2024. It should also be noted that there was a large shift away from coal and toward natural gas over this timeframe. Whereas the total contribution from coal and natural gas to electricity production during 2018 were approximately 27% and 35%, respectively, during 2024, this changed to a contribution of 15% and 43% for natural gas and coal, respectively.

Nuclear power plants were the second largest generator of electricity nation-wide, while electricity from renewable sources (e.g., solar, wind, hydroelectric) comprised less than a quarter of all electricity production. The overall electricity contribution from wind and solar energy almost doubled over the 2018 to 2024 timeframe.

Natural Gas

Natural gas consumption nationwide has increased in recent decades. In 1990, the U.S. consumed 198 trillion therms of natural gas, which increased to approximately 217 trillion therms in 2021 (U.S. EIA 2012 and 2022f).

Transportation Fuels

Petroleum products (e.g., gasoline and diesel) historically have been the predominant form of energy used within the transportation sector. Annual consumption of gasoline in the transportation sector increased from approximately 85.7 billion gallons per year in 1970 to approximately 131.1 billion gallons per year in 2023, an approximately 53% increase (U.S. EIA 2024f). Gasoline consumption has fluctuated slightly since 2007 (i.e., increasing and decreasing) but has generally remained at or around 135 billion gallons per year, deviating only from the trend at the start of the COVID-19 pandemic in 2020. The use of diesel fuel increased at a substantially faster rate across the 1970 to 2023 timeframe, from approximately 11.3 billion gallons of consumption in 1970 to approximately 45.4 billion gallons in 2023, a 400% increase (U.S. EIA 2024f). Although petroleum productions are the primary forms of energy used within the transportation sector, other fuels are used to lesser extents, including jet fuel (also petroleum), natural gas, biofuels, and other sources (e.g., fuel oil, lubricants, propane, and electricity).

In 2022, petroleum products (gasoline, diesel, and jet fuel) accounted for approximately 90% of energy consumption in the transportation sector nationwide (U.S. EIA 2024f). Gasoline is currently the main transportation fuel used in the U.S., accounting for approximately 52% of energy consumption in the transportation sector, and is followed by diesel at 22% and jet fuel at 12%. Electricity accounted for less than one percent energy consumption in the U.S. transportation sector in 2021 (U.S. EIA 2023e).

State

According to the U.S. EIA, California, the most populous state in the U.S., represents12 percent of the total national population, has the largest economy, and is second only to Texas in total energy consumption. However, California has one of the lowest per capita energy consumption levels in the U.S. This is a result of California's mild climate, extensive efforts to increase energy efficiency, and implementation of alternative technologies. California leads the nation in electricity generation from solar, geothermal, and biomass resources (U.S. EIA 2024g).

Electricity

California's low per capita energy consumption levels is in part attributable to its extensive efforts to increase energy efficiency. The State legislature has passed several bills that require retail-energy suppliers to increase the amount of renewable electricity supplied to customers. California's annual electricity generation and the sources that created it for the 2018 through 2024 calendar years are presented below in Table 4.6-4 and Figure 4.6-2.

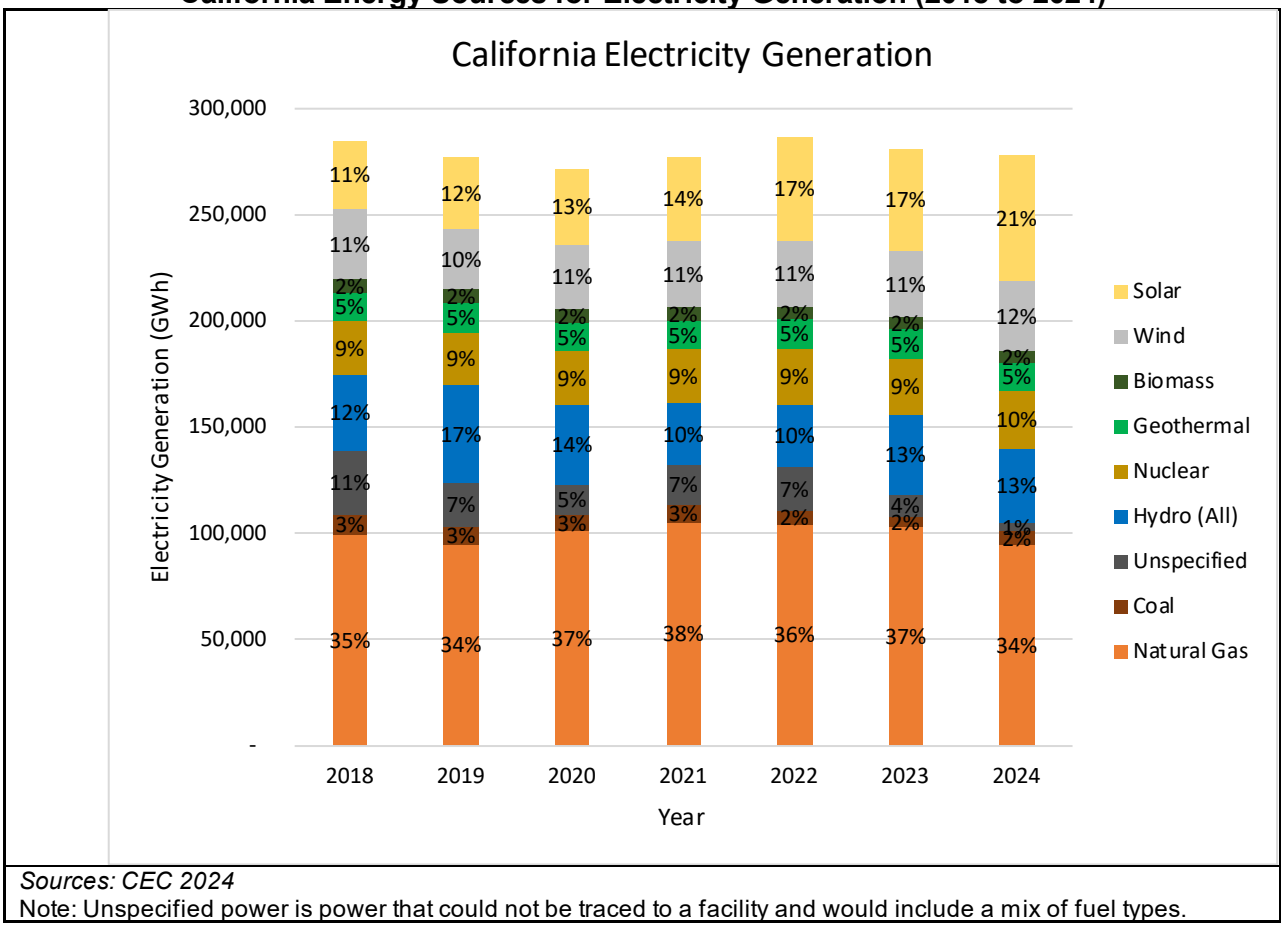
As shown in Table 4.6-4 and Exhibit 4.6-2, overall electricity generation throughout the had some variability between 2018 and 2024, but mainly fluctuated between approximately 272 and 287 thousand GWh on an annual basis.

Table 4.6-4: California Electricity Generation (2018 to 2024)

Energy Source	Electricity Produced Per Calendar Year (Thousand GWh)						
	2018	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**
Natural Gas	100	95	101	105	104	103	95
Coal	9	8	7	8	6	5	6
Petroleum / Other	<1	<1	1	1	<1	<1	<1
Nuclear	26	25	25	26	26	26	28
Hydroelectric	35	46	37	28	30	38	35
Wind	33	28	30	32	31	31	33
Solar	33	34	36	39	49	48	59
Biomass	7	7	7	6	6	6	5
Geothermal	13	13	13	13	13	14	13
Unspecified(A)	30	20	15	19	20	10	4
Total Electricity(B)	285	278	273	278	287	281	278
Fossil Fuels(C)	*110*	*104*	*109*	*114*	*111*	*108*	*101*
Non-Hydroelectric Renewables(D)	*85*	*82*	*86*	*90*	*100*	*99*	*111*
Total Carbon Free Electricity(E)	*146*	*154*	*149*	*145*	*156*	*163*	*173*

Sources: CEC 2024
(A) "Unspecified" power is power that could not be traced to a facility, and would include a mix of fuel types
(B) Totals may not equal due to rounding
(C) Fossil fuels include natural gas and coal.
(D) Non-hydroelectric renewables include wind and solar.
(E) Carbon-free energy sources consist of nuclear, hydroelectric, and renewable fuels.

Exhibit 4.6-2:
California Energy Sources for Electricity Generation (2018 to 2024)



Sources: CEC 2024
Note: Unspecified power is power that could not be traced to a facility and would include a mix of fuel types.

Electricity production from natural gas and coal power plants has fluctuated between 36% and 41% of the total energy supply. Biomass, geothermal, nuclear, and wind sources have remained relatively constant at 2%, 5%, 9 to 10, and 11%, respectively, and hydroelectric power has fluctuated between 10% and 17% of total energy supply. Electricity from unspecific imports has decreased, while electricity generated from solar sources has almost doubled, from 11% to 21% of total energy supply. California has increased its carbon-free energy supply from approximately 51% of total energy in 2018 to 62% in 2024.

Similar to U.S. electricity generation, California electricity generation has shifted, with renewable energy sources increasing. However, while the direction of the shift in energy sources on the national and statewide level is the same, the state differs from U.S. energy consumption in the scale of this shift. For example, California's energy mix used for electricity generation contains over twice the amount of renewable fuels as the U.S.[iii] California also uses a lower percentage of fossil fuels, mainly due to its low coal consumption.

[iii] Whereas approximately 33% of electricity in California is from wind and solar, only 13% of electricity generated in the greater U.S. is from renewable sources.

Natural Gas

Annual natural-gas consumption in the State has fluctuated since the 1970s, but has generally remained at or around 2,100 billion cubic feet per year since the 1990s (U.S. EIA 2024h). Although California has historically accounted for approximately 7% of annual nationwide natural gas consumption, its reserves and production constitute less than 1% of the total United States (U.S. EIA n.d. and U.S. EIA 2025a).

In 2023, California consumed about 2,087 billion cubic feet of natural gas, with the majority of that consumption attributable to the industrial sector (31%, including natural gas power plants) followed by the residential (22%) and commercial (12%) sectors (U.S. EIA 2024i). In 2020, approximately 88% of Californian homes used natural gas in some building system capacity, including clothes washer (77% of homes) and/or cooking appliance(s)[iv] (70% of homes) (U.S. EIA 2023f, U.S. EIA 2023g).

Transportation

California's transportation sector consumed 77.4 million Btu of energy per capita in 2023, which was the 20th most efficient state in the nation in terms of transportation energy per capita (U.S. EIA, 2025b).

California's production of gasoline and diesel fuels supplies both in- and out-of-state demand; however, most gasoline and diesel fuel sold in California for motor vehicles is refined within the state to meet state-specific formulations required by CARB (i.e., these fuels typically are not imported from out of state). Crude oil extraction and production has been decreasing since the mid-1980s (from a peak of approximately 402 million barrels in 1986 to 124 million barrels in 2023) and is projected to continue to decline (CEC n.d.). According to taxable sales figures available from the California Department of Tax and Fee Administration, statewide gasoline sales have decreased from approximately 14,703 million gallons in 2014 to approximately 13,565 million gallons in 2023 (an approximately 7.5% reduction); however, this trend has not been linear. Gasoline sales increased from 2014 to 2017, remained relatively constant between 2017 and 2019, and decreased in the 2020 to 2023 timeframe. This decrease is most likely attributable to the shelter-in-place orders imposed due to the COVID-19 pandemic, but is also likely associated with vehicle turnover (i.e., from older, less fuel efficient cars to newer models) across the same timeframe (CDTFA n.d.). Statewide diesel fuel sales have generally increased, from approximately 2,776 million gallons in 2014 to approximately 2,982 million gallons in 2023 (an approximately 7% increase) (CDFTA n.d.).

In 2022, California reached a milestone 1 million zero emissions vehicles (ZEVs) sold, accounting for 40% of all ZEVs operating in the U.S. (Office of Governor Gavin Newsom 2022). By November 2024, California reached another milestone 2 million ZEVs sold and in the third quarter of 2024, 26.4% of all new vehicle sales in the state were ZEVs (Office of Governor Gavin Newsom 2024). Most of the ZEVs sold to date have been electric vehicles; however, vehicles powered by hydrogen fuel cells have also been expanding in availability and use, with 14,429 hydrogen fuel cell vehicles actively registered in California as of April 2024 (CARB 2024).

Transportation fuels are not used equally across different vehicle types in the state. For example, whereas light-duty vehicles (e.g., cars and pick-up trucks) are mainly powered by gasoline and

[iv] Cooking appliances includes natural gas ranges, cooktops, and ovens; natural gas outdoor grills are not included in this metric.

electricity, medium- and heavy-duty vehicles (e.g., work trucks, semi-trucks, etc.) are generally powered by diesel. Natural gas can also be used as a fuel source in trucks and buses. Table 4.6-5 below shows a breakdown of state-wide vehicle population in 2026, by fuel type.

Table 4.6-5: California Transportation Fuels by Vehicle Type (2026)

Vehicle Type	Fuel Type				
	Gasoline	Diesel	Natural Gas	Electricity	Plug-in Hybrid(A)
Medium- and heavy-duty trucks	9.0%	87.0%	2.8%	1.1%	0.0%
Light heavy-duty trucks	50.8%	48.3%	0.0%	0.9%	0.0%
Buses	31.8%	43.9%	20.6%	3.7%	0.0%
Light-duty vehicles	89.2%	0.7%	0.0%	8.2%	1.9%

Source: EMFAC2025
(A) Plug-in hybrid vehicles are powered by gasoline and electricity.

Although each vehicle category may use several different fuel types, the majority of trucks in 2026 used diesel; most buses mostly used gasoline, diesel, and natural gas; and the majority of light duty vehicles used gasoline.

Local

Electricity

There are no electricity consumption numbers available for the City of Duarte. In 2024, Los Angeles County consumed approximately 64,896 GWh of electricity, about 23.9% of the state's electricity consumption. The non-residential sector made up approximately 67% of County-wide consumption while the residential sector made up approximately 33% of County-wide consumption (CEC 2025a).

Natural Gas

Los Angeles County consumed approximately 2,830 million therms of natural gas in 2024, accounting for approximately 25% of statewide consumption. The non-residential sector made up approximately 62% of County-wide consumption, while the residential sector made up approximately 38% (CEC, 2025b).

SoCalGas provides natural gas service at the Project area. SoCalGas is the principal distributor of natural gas in Southern California and provides natural gas for residential, commercial, and industrial markets. The annual natural gas sale of SoCalGas to all markets in 2024 was approximately 4,959 million therms (CEC, 2025b).

4.6.2 – REGULATORY FRAMEWORK

Federal

Federal Energy Policy and Conservation Act

In 1975, Congress enacted the Federal Energy and Policy Conservation Act, which established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the act, the National Highway Traffic Safety Administration (NHTSA) is responsible for establishing additional vehicle standards.

Energy Independence and Security Act of 2007

On December 19, 2007, the Energy Independence and Security Act of 2007 was signed into law. In addition to setting increased Corporate Average Fuel Economy (CAFE) standards for motor vehicles, the act also includes the following provisions related to energy efficiency:

- Renewable fuel standards (RFS)
- Appliance and lighting efficiency standards
- Building energy efficiency

This federal legislation requires ever-increasing levels of renewable fuels to replace petroleum. The United States Environmental Protection Agency (U.S. EPA) is responsible for developing and implementing regulations to ensure transportation fuel sold in the United States contains a minimum volume of renewable fuel. The RFS program regulations were developed in collaboration with refiners, renewable fuel producers, and other stakeholders.

The RFS program was created under the Energy Policy Act of 2005 and established the first renewable fuel volume mandate in the United States. As required under the act, the original RFS program (RFS1) required 7.5 billion gallons of renewable fuel to be blended into gasoline by 2012. Under the Energy Independence and Security Act of 2007 (EISA), the RFS program was expanded in several key ways that laid the foundation for achieving significant reductions of GHG emissions through the use of renewable fuels, for reducing imported petroleum, and for encouraging the development and expansion of the nation's renewable fuels sector. The updated program is referred to as RFS2 and includes the following:

- EISA expanded the RFS program to include diesel, in addition to gasoline;
- EISA increased the volume of renewable fuel required to be blended into transportation fuel from 9 billion gallons in 2008 to 36 billion gallons by 2022;
- EISA established new categories of renewable fuel and set separate volume requirements for each one; and
- EISA required the U.S. EPA to apply lifecycle GHG performance threshold standards to ensure that each category of renewable fuel emits fewer GHG than the petroleum fuel it replaces (U.S. EPA 2024b).

Additional provisions of the EISA address energy savings in government and public institutions, promoting research for alternative energy, additional research in carbon capture, international energy programs, and the creation of "green jobs."

Federal Vehicle Standards

In 2009, the NHTSA issued a final rule regarding fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011; and, in 2010, the U.S. EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016. The regulations were modified in 2010, 2011, 2016, 2018, 2020, and 2023. In December 2025, NHTSA signed the Safer Affordable Fuel-Efficient (SAFE) Vehicle Rule III for Model Years 2022–2031 Passenger Cars and Light Trucks which proposes less stringent standards. The proposal would set fuel economy standards that increase from model year 2022 standards at a rate of 0.5 percent through model year 2026, followed by an increase of 0.25 percent per year through model year 2031. With this proposed rule, NHTSA projects an average fleet fuel economy of 34.5 miles per gallon in model year 2031. As of January 2026, the SAFE Vehicle Rule III is in the public comment period.

State

Title 24 Energy Standards

Title 24 of the California Code of Regulations, known as the Building Standards Code, contains regulations that govern structural safety and sustainability of buildings in California. The code is organized into 12 different parts, including: Part 6 of the Title 24 Building Standards Code is referred to as the Building Energy Efficiency Standards (BEES, or Energy Code). The CEC first adopted energy efficiency standards for residential and non-residential development in 1978 in response to a legislative mandate to reduce energy consumption in the State. The standards are updated on an approximately three-year cycle to allow for the consideration and inclusion of new energy efficiency technologies and methods. The current 2025 BEES went into effect on January 1, 2026, and focused on expanding standards for electric heat pumps, encouraging electric-readiness, and strengthening ventilation standards (CEC 2026b).

Part 11 of the Title 24 Building Standards Code is referred to as the California Green Building Standards Code (CalGreen Code). The purpose of the CalGreen Code is to "improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) planning and design; (2) energy efficiency; (3) water efficiency and conservation; (4) material conservation and resource efficiency; and (5) environmental air quality" (CDHCD n.d.). The CALGreen Code is not intended to substitute or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission (CBSC). CalGreen contains both mandatory and voluntary measures. For non-residential land uses there are 39 mandatory measures including, but not limited to, exterior light pollution reduction, wastewater reduction by 20 percent, and commissioning of projects over 10,000 square feet. Two tiers of voluntary measures apply to nonresidential land uses, for a total of 36 additional elective measures.

Senate Bill 375 (Sustainable Communities and Climate Protection Act)

In January 2009, California SB 375, known as the Sustainable Communities and Climate Protection Act, went into effect. The objective of SB 375 is to better integrate regional planning of transportation, land use, and housing to reduce sprawl and ultimately reduce GHG emissions and other air pollutants. SB 375 tasks the California Air Resources Board (CARB) to set GHG reduction targets for each of California's 18 regional Metropolitan Planning Organizations (MPOs). Each MPO is required to prepare a Sustainable Communities Strategy (SCS) as part of their

Regional Transportation Plan (RTP). The SCS is a growth strategy in combination with transportation policies that will show how the MPO will meet its GHG reduction target. If the SCS cannot meet the reduction goal, an Alternative Planning Strategy may be adopted that meets the goal through alternative development, infrastructure, and transportation measures or policies.

In August 2010, CARB released the proposed GHG reduction targets for the MPOs. The proposed reduction targets for the Southern California Association of Governments (SCAG) region were 8% by year 2020 and 13% by year 2035. In September 2010 and February 2011, the 8% and the 13% targets were adopted, respectively. SCAG's Regional Council adopted 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) on April 7, 2016, which updated the 2012 RTP/SCS.

In March 2018, CARB established new regional GHG reduction targets for SCAG and other MPOs in the state (CARB n.d.). The new SCAG targets are an 8% reduction in per capita passenger vehicle GHG reductions by 2020 and a 19% reduction by 2035. On May 7, 2020, SCAG adopted "Connect SoCal", the 2020-2045 RTP/SCS, for federal transportation conformity purposes only. On September 3, 2020, SCAG's Regional Council unanimously voted to approve and fully adopt Connect SoCal, and the addendum to the Connect SoCal Program Environmental Impact Report. Connect SoCal is designed to meet the regional GHG reduction targets for SCAG that were identified by CARB in 2018 (SCAG 2020a).

Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians. Connect SoCal contains 10 primary goals, as detailed below:

1. Encourage regional economic prosperity and global competitiveness.
2. Improve mobility, accessibility, reliability, and travel safety for people and goods.
3. Enhance the preservation, security, and resilience of the regional transportation system.
4. Increase person and goods movement and travel choices within the transportation system.
5. Reduce greenhouse gas emissions and improve air quality.
6. Support healthy and equitable communities.
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network.
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel.
9. Encourage development of diverse housing types in areas that are supported by multiple transportation options.
10. Promote conservation of natural and agricultural lands and restoration of habitats.

Connect SoCal's "Core Vision" centers on maintaining and better managing the transportation network for moving people and goods, while expanding mobility choices by locating housing, jobs, and transit closer together and increasing investment in transit and complete streets. The Core Vision includes: Sustainable Development, System Preservation and Resilience, Demand and

System Management, Transit Backbone, Complete Streets, and Goods Movement (SCAG 2020b).

In April 2024, SCAG's Regional Council adopted Connect SoCal 2024, (2024 RTP/SCS) an update to Connect SoCal 2020 that planned development in the region through 2050 (SCAG 2024). Connect SoCal 2024 updates assumptions from Connect SoCal 2020. The Regional Growth Forecast in Connect SoCal 2024 projects a 30% higher household growth during the 2020s than was projected in Connect SoCal 2020. Connect SoCal 2024 also shifts the categories of regions that can accommodate jobs and housing from Priority Growth Areas (PGAs) to Priority Development Areas (PDAs). While PGAs and PDAs have substantial overlap, PDAs do not include Job Centers and High-Quality Transit Areas that helped compose the PGAs. Compared to Connect SoCal 2020's PGAs, SoCal 2024's PDAs include a greater percentage of new households and a substantially lower percentage of new jobs in a larger total land area.[v] Connect SoCal 2024 projects that approximately 66% of new households and 54% of new jobs between 2019 and 2050 will be located in PDAs. PDAs in Connect SoCal 2024 include Neighborhood Mobility Areas (NMAs), Transit Priority Areas (TPAs), Livable Corridors, and Spheres of Influence (SOIs). Connect SoCal 2024 is projected to achieve the region's targets for reducing greenhouse gases from automobiles and light-duty trucks by 19% per capita, from 2005 levels, by 2035.

Renewables Portfolio Standard Program

In 2002, California established its Renewables Portfolio Standard (RPS) Program, with the goal of increasing the percentage of renewable energy in the state's electricity mix to 20 percent of retail sales by 2017. The *2003 Integrated Energy Policy Report* recommended accelerating that goal to 20 percent by 2010, and the *2004 Energy Report Update* further recommended increasing the target to 33 percent by 2020. The state's *Energy Action Plan* also supported this goal. In 2006 under Senate Bill 107, California's 20 percent by 2010 RPS goal was codified. The legislation required retail sellers of electricity to increase renewable energy purchases by at least one percent each year with a target of 20 percent renewables by 2010. Publicly owned utilities set their own RPS goals, recognizing the intent of the legislature to attain the 20 percent by 2010 target.

On November 17, 2008, Governor Schwarzenegger signed Executive Order S-14-08 requiring "[a]ll retail sellers of electricity shall serve 33 percent of their load with renewable energy by 2020." The following year, Executive Order S-21-09 directed CARB, under its AB 32 authority, to enact regulations to achieve the goal of 33 percent renewables by 2020. In October 2015, Governor Brown signed SB 350 to codify ambitious climate and clean energy goals. One key provision of SB 350 is for retail sellers and publicly owned utilities to procure "half of the state's electricity from renewable sources by 2030."

The State's RPS program was further strengthened by the passage of SB 100 in 2018. SB 100 revised the State's RPS Program to require retail sellers of electricity to serve 50% and 60% of the total kWh sold to retail end-use customers be served by renewable energy sources by 2026 and 2030, respectively, and requires 100% of all electricity supplied come from renewable sources by 2045.

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[v] Connect SoCal 2020 anticipated that from 2016 to 2045, approximately 64% of households and 74% of new jobs would occur in PGAs, which comprised approximately 4% of the SCAG region's total land area. Connect SoCal 2024 anticipated that from 2019 to 2050, approximately 66% of household growth and 54% of employment growth would occur in PDAs, which comprise approximately 8.2% the SCAG region's total land area. 36% of household growth was located in more than one priority area and outside environmental constraint areas in Connect SoCal 2020 compared to 39% in Connect SoCal 2024.

Executive Order B-55-18, AB 1279, and SB 1020

On September 10, 2018, Governor Brown signed Executive Order B-55-18, to achieve carbon neutrality by moving California to 100% clean energy by 2045. This Executive Order also includes specific measures to reduce GHG emissions via clean transportation, energy efficient buildings, directing cap-and-trade funds to disadvantaged communities, and better management of the state's forest land. On September 16, 2022, Governor Newson signed into law AB 1279, the California Climate Crisis Act, and SB 1020, the Clean Energy, Jobs, and Affordability Act of 2022. AB 1279 codified California's 2045 carbon neutrality goal and established a GHG emission reduction target of 85% below 1990 levels. SB 1020 set targets for the retail sale of electricity of 90% clean electricity by 2035 and 95% by 2040, and 100% by 2045. It also set a target for 100% clean electricity for electricity serving state agencies by 2035.

Low Carbon Fuel Standard Regulation (LCFS)

CARB initially approved the LCFS regulation in 2009, identifying it as one of the nine discrete early action measures in the *2008 Scoping Plan* to reduce California's GHG emissions. The LCFS regulation defines a Carbon Intensity, or "CI," reduction target (or standard) for each year. The initial LCFS regulation required a reduction of at least 10 percent in the CI of California's transportation fuels by 2020. In 2018, CARB approved amendments to the LCFS regulation, which included requiring a 20 percent reduction in carbon intensity by 2030, adding new crediting opportunities to promote ZEV adoption, alternative jet fuel, carbon capture and sequestration, and advanced technologies to achieve deep decarbonization in the transportation sector. In 2024, LCSF amendments were created that went into effect July, 2025. These amendments included strengthening the carbon intensity reduction targets to a 30 percent reduction in carbon intensity by 2030 and a 90 percent reduction in carbon intensity by 2045, adding medium- and heavy-duty ZEVs to ZEV infrastructure programs, and added sustainability requirements for crop-based fuels (CARB 2025).

Sustainable Freight Plan

The Sustainable Freight Plan was adopted by CARB in July 2016 and provides a recommendation on a high-level vision and broad direction to the Governor to consider for State agencies to utilize when developing specific investments, policies, and programs related to the freight transport system that serves our State's transportation, environmental, and economic interests (CARB 2016). The Sustainable Freight Plan includes recommendations on:

- A long-term 2050 vision and guiding principles for California's future freight transportation system.
- Targets for 2030 to guide the State toward meeting the Vision.
- Opportunities to leverage State freight transport system investments.
- Actions to initiate over the next five years to make progress towards the Targets and the Vision.
- Pilot projects to achieve on-the-ground progress in the near-term.
- Additional concepts for further exploration and development, if viable.

Advanced Clean Trucks Program

The Advanced Clean Trucks (ACT) regulation was approved by CARB on June 25, 2020. The main components of the regulation are manufacturers' ZEV sales requirements and a one-time reporting requirement for large entities and fleets. Promoting the development and use of advanced clean trucks would help CARB achieve its emission reduction strategies as outlined in the SIP, Sustainable Freight Action Plan, SB 350, and AB 32. In 2025, Congress revoked California's waiver needed for the Advanced Clean Trucks regulation.

Advanced Clean Cars Program

In January 2012, CARB approved the Advanced Clean Cars (ACC) Program (formerly known as Pavley II) for model years 2017-2025. The Program combines the control of smog, soot, and global warming gases with requirements for greater numbers of zero-emission vehicles into a single package of standards.

Executive Order B-48-18, issued by Governor Brown in January 2018, establishes a target to have five million ZEVs on the road in California by 2030. This Executive Order is supported by the State's 2018 ZEV Action Plan Priorities Update, which expands upon the State's 2016 ZEV Action Plan. While the 2016 plan remains in effect, the 2018 update functions as an addendum, highlighting the most important actions State agencies are taking in 2018 to implement the directives of Executive Order B-48-18.

EO N-79-20, issued by Governor Newsom in September 2020, set a goal that 100 percent of in-state sales of new passenger cars and trucks will be zero-emission by 2035. It also set a goal that 100 percent of medium- and heavy-duty vehicles in the state be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks. In addition, this EO set a goal to transition to 100 percent zero-emission off-road vehicles and equipment in the state by 2035 where feasible.

In August 2022, CARB approved the Advanced Clean Cars II program, which sets requirements for ZEV sales and codifies the light-duty vehicle goals in EO N-79-20. The regulation requires new light duty vehicle sales will be 35% zero emission or plug in hybrid electric vehicles in 2026, 68% in 2030, and 100% in 2035.

In 2025, Congress revoked California's Clean Air Act waiver that allows for the enforcement of the Clean Cars II regulations. In response, in June 2025, Governor Newsom signed Executive Order N-27-25, which reaffirms California's commitment to accelerating zero emission technology consistent with the targets of EO N-79-20. CARB is in the process of developing light-duty vehicle emissions standards consistent with State and federal law.

Advanced Clean Fleets Regulation

On April 28, 2023, CARB approved Advanced Clean Fleets (ACF), a rule that requires fleets of medium- and heavy-duty vehicles to transition to zero-emission vehicles. ACF applies to all drayage trucks, to high priority fleets, (i.e., fleets that have at least $50 million in gross annual revenue or fleets that operate 50 or more medium- and heavy-duty vehicles), and to government fleets. The regulation places requirements on both the sale and operation of medium- and heavy-duty vehicles. Regarding the sale of vehicles, ACF requires manufacturers to sell only zero-emission medium- and heavy-duty vehicles starting in 2036. For the operation of vehicles, the regulation sets different timelines depending on the type of fleet. New drayage trucks must be

zero-emission starting January 1, 2024. Existing diesel-powered drayage trucks may continue to operate until 2035, after which only zero-emission drayage trucks may operate. This structure will be implemented by the CARB Online System, which registers drayage trucks in the State.

High-priority fleets and federal fleets can choose between two options to meet the zero-emission requirements: a Model Year Schedule or a ZEV Milestone schedule. Under the Model Year Schedule, high-priority fleets and federal government fleets would purchase only zero-emission trucks starting in 2024 and would remove internal combustion powered trucks at the end of their useful life starting in 2025. Alternatively, the ZEV Milestone schedule sets requirements for a percentage of the total fleet to be zero-emission at specified years, depending on the type of vehicle. For example, under the ZEV Milestone option, box trucks and yard tractors would need to have zero-emission vehicles consist of 10% of the fleet by 2025, 50% of the fleet by 2031, and 100% by 2035. Specialty vehicles would have a longer timeline, and would need to reach 100% zero-emission vehicles by 2042. State and local government fleets may also choose the ZEV Milestone option. If state and local governments do not choose the ZEV Milestone option, new fleet purchases are required to be 50% zero-emission[vi] starting in 2024 and 100% zero-emission by 2027.[vii]

Local

City of Duarte General Plan

The City of Duarte General Plan includes the goals and policies related to energy in the Open Space and Conservation Element. Please refer to Section 4.3: Air Quality for policies in the Open Space and Conservation Element related to reducing vehicle miles traveled and promoting non-petroleum fueled vehicles

2012 Duarte Energy Action Plan

In November 2012, the City adopted the Duarte Energy Action Plan (EAP) in order to increase energy efficiency and reduce greenhouse gas (GHG) emissions. The EAP consisted of a GHG inventory for municipal and community-wide emissions for 2005 and 2010, a GHG forecast under business-as-usual and GHG reduction target conditions for 2020, an electricity profile which identified main uses of electricity, an energy efficiency strategy that incorporates the State's 2020 GHG reduction target (i.e., a 15% reduction from 1990 levels by 2020) as well as 2020 electricity reduction targets for each sector,[viii] and policies to implement the strategy. Specifically, the EAP contained the following goals and policies:

Goal 1: Reduce average household energy costs.

- Policy 1.1: Promote energy conservation by residents of existing residential structures.
- Policy 1.2: Reduce energy use and plug load demand through upgrades to household appliances and equipment.

[vi] State and local governments may meet the ACF requirements with near-zero-emission vehicles until 2035. After 2035, only zero-emission vehicle purchases would apply to the requirements.

[vii] If fleets have 10 or fewer vehicles or are in designated counties, zero-emission purchasing requirements would start later, in 2027.

[viii] The energy efficiency targets were a 20% reduction in residential electricity by 2020, a 10% reduction in nonresidential electricity by 2020, move towards net zero electricity in new buildings by 2020, and achieve platinum level status in SCE's energy leader partnership model.

- Policy 1.3: Facilitate voluntary residential energy efficiency improvements through energy benchmarking and retrofit programs.
- Policy 1.4: Identify opportunities to improve the energy efficiency of renter occupied housing units.

Goal 2: Transform Duarte's nonresidential buildings into a model for energy efficient communities.

- Policy 2.1: Identify opportunities to conserve additional energy resources in the nonresidential building sector.
- Policy 2.2: Facilitate retrofits and energy efficiency improvements to existing nonresidential buildings.
- Policy 2.3: Maximize energy efficiency in large nonresidential facilities greater than 25,000 square feet.

Goal 3: By 2020, new residential construction with five units or more and new nonresidential construction projects of 25,000 square feet or more in Duarte will have no net impact on community-wide energy demand.

- Policy 3.1: The City will work with Project applicants to maximize the energy-efficient design and orientation of new buildings pursuant to the City's sustainable development practices.
- Policy 3.2: Regularly update the City's Sustainable Development Practices to integrate new or revised building code standards that improve energy efficiency.
- Policy 3.3: The City will encourage the use of energy-efficient appliances and equipment in new buildings.

Goal 4: Generate citizen interest and support for an energy efficient local economy.

- Policy 4.1: Identify funding opportunities and financing programs to support community energy efficiency upgrades and retrofits
- Policy 4.2: Provide educational opportunities and recognize best practices to support energy efficient behaviors and practices.

Goal 5: Optimize shading and cooling to reduce community-wide energy demand.

- Policy 5.1: Increase the shading and cooling capacity of the community's urban forest through additional tree planting preservation of existing trees, and proper maintenance.
- Policy 5.2: Maximize the use of cool roofs and surfaces to reduce building energy use.

Goal 6: Integrate water conservation efforts into new and existing development to conserve energy used to pump, treat, and convey water.

- Policy 6.1: Encourage voluntary water conservation, efficient use of behaviors, and related energy efficiency efforts in the community.
- Policy 6.2: Promote water efficient landscaping practices.
- Policy 6.3: Facilitate the use of water-conserving appliances.

- Policy 6.4: Maximize the efficient use of limited water resources through efficient building and landscaping practices in new development.

4.6.3 – SIGNIFICANCE THRESHOLDS

The methodology used to evaluate potential environmental impacts is described in Section 4.0. As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act, the Specific Plan could result in a significant impact related to energy if it would:

A. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation;
B. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency;
C. Cause substantial adverse cumulative impacts with respect to energy.

4.6.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to energy resources.

Energy Consumption

Impact ENG-1 – ***Would the proposed SPU result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?***

Analysis of Impacts

Implementation of the proposed Specific Plan would increase the demand for electricity and natural gas due to increased development within the Planning Area and increase gasoline and diesel consumption in the region during construction and operation of new land use developments.

Construction Electricity Use. Temporary electric power would be required at construction sites throughout the Planning Area as development occurs. Electricity would be consumed by lighting and electronic equipment (e.g., computers) located in trailers used by construction crews, and by small, off-road equipment (e.g., compressors) used during development activities. However, the electricity used for such activities would be temporary and would have a negligible contribution to the overall energy consumption.

Operational Electricity Use: Development facilitated by the Specific Plan would require electricity for multiple uses, including but not limited to building heating and cooling, lighting, appliance use (e.g., washer, dryer, microwave, etc.), and other electronics (e.g., televisions). Electricity generation was estimated in CalEEMod using default values for existing and proposed land uses. Table 4.6-6 summarizes changes in electricity consumption that would occur over the next approximately 20 years of growth envisioned by the Specific Plan.

Table 4.6-6: Estimated Operational Change in Electricity Consumption (2026 vs. 2045)			
Metric	Electricity Consumption (MWh)		
	2026	2045	Change[(A)]
Total Electricity Consumption	768	2,809	2,042
Service Population (SP)	323	1,179	+856
Electricity Consumption Efficiency (MWh/yr/SP)	2.38	2.38	+0.01
Source: MIG, 2026 (see Appendix C).			
(A) Totals may not equal due to rounding			

As shown in Table 4.6-6, electricity consumption in the Planning Area in 2045 is expected to increase by approximately 2,042 MWh when compared to 2026 conditions; however, on an efficiency basis, electricity consumption would increase by less than half of a percent (i.e., a 0.4% increase), and would remain at 2.38 MWh/yr/SP in 2026 and in 2045. Although growth would be occurring within the Planning Area under the Specific Plan, new development would be required to comply with statewide mandatory energy requirements outlined in Title 24, Part 6 and 11, which would decrease estimated electricity consumption in new and/or retrofitted structures. For this reason, the electrical energy that would be consumed by the proposed Specific Plan is not considered unnecessary, inefficient, or wasteful.

Construction Natural Gas Use. Substantial natural gas consumption is not anticipated to occur during construction activities that could occur with Specific Plan implementation. Fuels used for construction would generally consist of diesel and gasoline, which are discussed in the next subsection. Potential natural gas use during construction activities associated with Specific Plan growth would not substantially contribute to overall energy consumption since natural gas typically is not used to power construction equipment, and would not be unnecessary, inefficient, or wasteful.

Operational Natural Gas Use. Natural gas consumption from development associated with the Specific Plan would be required for various purposes, such as space and water heating in buildings. CalEEMod was used to estimate natural gas consumption associated with Specific Plan implementation. Table 4-6.7 summarizes estimated changes in natural gas consumption over the next approximately 20 years of growth envisioned by the Specific Plan.

Table 4.6-7: Estimated Operational Change in Natural Gas Consumption (2026 vs. 2045)			
Metric	Natural Gas Consumption (MMBtu)		
	2026	2045	Change
Total Natural Gas Consumption	2,573	9,692	7,119
Service Population (SP)	323	1,179	+856
Natural Gas Consumption Efficiency (MMBtu/yr/SP)	7.97	8.22	0.25
Source: MIG, 2026 (See Appendix C)			

Based on the demand calculations shown in Table 4.6-7, natural gas consumption in the Planning Area in 2045 is expected to increase by approximately 7,119 MMBtu as compared to 2026 conditions. On an efficiency basis, natural gas consumption is estimated to increase by approximately 3.1% from 7.97 MMBTU/yr/SP to 8.22 MMBTU/yr/SP.

Although growth would occur within the Planning Area over the next approximately 20 years, new development would be required to comply with statewide mandatory energy requirements outlined in Title 24, Part 6 and 11, of the California Code of Regulations, which would decrease the rate at which natural gas consumption would occur in new and/or retrofitted structures (compared to older buildings that were built to prior building code standards that are less energy efficient). For these reasons, natural gas consumption by proposed land uses in the Specific Plan is not considered to be unnecessary, inefficient, or wasteful.

Construction Diesel and Gasoline Fuel Use. Diesel and gasoline fuels, also referred to as petroleum in this subsection, would be consumed during construction activities as the Planning Area is further developed under the Specific Plan. Fuel use by construction equipment would be the primary energy resource consumed during development activities, and VMT associated with the transportation of construction materials (e.g., deliveries) and worker trips would also result in petroleum consumption. Whereas on-site, heavy-duty construction equipment and delivery trucks would predominantly use diesel fuel, construction workers would generally rely on gasoline-powered vehicles to travel to and from construction sites. State regulations such as LCFS would reduce the carbon intensity of transportation-related fuels, and all construction projects would be required to comply with CARB's Airborne Toxic Control Measures, which restrict heavy-duty diesel vehicle idling to five minutes. Since petroleum use during construction would be temporary at each location and required to conduct development activities, it would not be unnecessary, wasteful, or inefficient.

Operational Diesel and Gasoline Fuel Use. Vehicle fuel consumption associated with Specific Plan implementation would occur over the next approximately 20 years and would primarily be attributable to people traveling to or from the Planning Area. The amount of diesel and gasoline vehicle fuel consumption in the Planning Area under existing 2026 and forecasted 2045 growth conditions are shown in Table 4.6-8.

Table 4.6-8: Estimated Vehicle Fuel Consumption Changes (2026 vs. 2045)

Metric	Vehicle Fuel Consumption (Gallons)		
	2026	2045	Change
Total Gasoline Consumption (gal/yr)	122,998	352,644	+229,646
Total Diesel Consumption (gal/yr)	19,366	137,205	+117,839
Total Petroleum Consumption (gal/yr)	142,364	489,849	+347,485
Total Electricity Consumption (kWh/yr)	110,605	2,172,175	+2,061,570
Total Hydrogen Consumption (kg/yr)	835,517	4,225,558	+3,390,041
Service Population	323	1,179	+856
Petroleum Consumption Efficiency (gal/yr/SP)	441	415	-25
Electricity Efficiency (kWh / SP)	342	1842	+1,500
Hydrogen Efficiency (kg /SP)	2587	3584	+997

Source: MIG, 2026 (See Appendix C)

As shown in Table 4.6-8, gasoline and diesel fuel consumption in 2045 with the Specific Plan is anticipated to be approximately 122,998 and 352,644 gallons, respectively, while annual electricity consumption is anticipated to be approximately 2,172,175 kWh. Compared to 2026, this represents approximately 229,646 additional gallons of gasoline fuel consumed annually, approximately 117,839 additional gallons of diesel fuel consumed annually, and approximately 2,061,570 additional kWh of electricity consumed annually.[ix] Hydrogen fuel cell vehicles, which

[ix] These estimates are based on average fuel economy in Los Angeles (SC) sub-area during the 2045 calendar year.

are responsible for only approximately 1% of vehicle miles traveled under both 2026 and 2045 conditions, would consume approximately 836 thousand kilograms of hydrogen in 2026 and approximately four million kilograms of hydrogen in 2045.

On a service population basis, overall petroleum consumption is expected to decrease by approximately 5.7%, from 441 gallons of fuel/yr/SP in 2026 to 415 gallons of fuel/yr/SP in 2045. Although VMT is anticipated to increase over the next approximately 20 years with increased residential development, petroleum fuel consumption per service population would generally decrease as zero-emission vehicle adoption and vehicle fuel efficiency increases. There are numerous regulations in place that require and encourage fuel efficiency. For example, CARB has adopted an approach to passenger vehicles by combining the control of smog-causing pollutants and GHG emissions into a single, coordinated package of standards. The approach also includes efforts to support and accelerate the number of plug-in hybrids and ZEVs in California. Per the requirements identified in SB 375, CARB adopted a regional goal for the SCAG or reducing per-capita GHG emissions from 2005 levels by 8% by 2020 and 19% by 2035 for light-duty passenger vehicles.

Additionally the Specific Plan is located within a Transit Priority Area (TPA), and its proposed land uses includes increased density and mixed use development, which typically generates lower amounts of vehicle trips and associated fuel consumption. The Planning Area consists of a retirement community that is designed to allow residents and employees to travel throughout the Planning Area without the need for a passenger vehicle (e.g., through walking along the network of sidewalks or using a golf cart). The Specific Plan would retain the walkability of the Planning Area and add new pedestrian trails between buildings, open spaces, and parking areas. This design would encourage pedestrian travel within the Planning Area and reduce fuel consumption.

The increase in electricity consumption per service population is associated with the projected increase in EV usage and additional EV infrastructure which is in line with the state's ZEV goals. For example, CARB's EMFAC2025 database shows approximately 9% EVs in the LA-South Coast area increasing to approximately 30% EVs in 2045. The increase in EVs and decrease in petroleum usage would have a beneficial effect in terms of energy consumption as state regulations require an increasing share of renewable and carbon free electricity. Vehicle fuel consumption as part of operation of the proposed Specific Plan would not be considered unnecessary as the Specific Plan would include additional housing and employment. As described above, fuel consumption would become more efficient over time and, as the state transitions to EVs, would utilize renewable or carbon-free energy. Therefore, vehicle fuel consumption would not be inefficient or wasteful.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Renewable Energy

Impact ENG-2 – Would the proposed SPU conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Analysis of Impacts

The Specific Plan would not conflict with nor obstruct a state or local plan adopted for the purposes of increasing renewable energy or energy efficiency. The Title 24 Building Code contains energy efficiency standards for residential and non-residential buildings. The Title 24 Building Code contains energy efficiency standards for residential and non-residential buildings. These standards address electricity and natural gas efficiency in lighting, water, heating, and air conditioning, as well as the effects of the building envelope (e.g., windows, doors, walls, and roofs, etc.) on energy consumption. The latest update to these standards, codified in the 2025 Title 24 Building Code, establishes mandatory renewable energy and energy efficiency standards that apply to various building systems, components, and uses. The City would enforce the 2025 Title 24 Building Code during design review and project approval processes (and over time, any subsequent updates to Title 24). Other state plans, such as increasing the RPS portfolio, and increasing fuel efficiency and the number of electric vehicles on the road, would be implemented at the state level. The Specific Plan would not impede the implementation of any of these actions. On the local level, the Specific Plan would be consistent with the 2012 Energy Action Plan. The Energy Action Plan was adopted to create a long-term plan for energy efficiency, establish energy reduction targets for residential, nonresidential, and municipal energy, and establish policies to accomplish energy efficiency targets. The Energy Action Plan's energy reduction targets had an end timeline of 2020 and is no longer directly applicable to the Specific Plan. The Specific Plan would not conflict with Energy Action Plan policies, and by complying with the requirements in the 2025 Title 24 Building Code, would be consistent with the plan's energy efficiency and energy conservation goals. Since the Specific Plan would comply with applicable State standards and not impede any plan related to increasing renewable energy or energy efficiency, this impact would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Cumulative Impacts

Impact ENG-3 – Would the proposed SPU cause substantial adverse cumulative impacts with respect to energy?

Analysis of Impacts

The proposed Specific Plan would result in new development over time that would consume electricity, natural gas, and transportation fuels during construction and operations (Impact ENG-1). The energy consumption due to development activities would combine with the energy consumption from other past, present, and reasonably foreseeable projects.

- Cumulative Electricity and Natural Gas Impacts: The Specific Plan would not result in the unnecessary, inefficient, or wasteful use of energy resources because future development projects in the Planning Area would be constructed in an orderly, purposeful, and efficient manner in compliance with all applicable design guidelines, design standards, and energy code rules and regulations. Cumulative development projects, at a minimum, would be subject to State energy efficiency standards (e.g., BEES, CalGreen Code) that conserve energy and require solar infrastructure. Therefore, the Project would not result in a cumulative considerable contribution to cumulative energy consumption impacts.
- Transportation Fuel Impacts: The Specific Plan would not result in the unnecessary, inefficient, or wasteful use of transportation fuels because it contains increases residential density and adds mixed-use land uses within a Transit Priority Area (TPA) and contains design elements that discourage transportation fuel usage (e.g., pedestrian connectivity). Cumulative development projects would also consume transportation fuels, but over time, cumulative fuel consumption is expected to decrease due to State regulations pertaining to vehicle emissions standards and fuel content requirements (e.g., LCFS Program). Therefore, the Project would not result in a cumulative considerable contribution to cumulative energy consumption impacts.

As described under Impact ENG-2, the Specific Plan would not conflict with a plan, policy, or regulation, pertaining to renewable energy or energy efficiency in a manner that could result in a significant physical effect on the environment. As such, the Specific Plan would not have the potential to result in a cumulative considerable contribution to conflicts with renewable energy and energy efficiency plans.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

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List of Acronyms, Abbreviations, and Symbols	
Acronym / Abbreviation	**Full Phrase or Description**
AB	Assembly Bill
ACC	Advanced Clean Cars
Btu	British Thermal Unit
CalEEMod	California Emissions Estimator Model
Cal-EPA	California Environmental Protection Agency
CalGreen Code	California Green Building Standards Code
CARB	California Air Resources Board
CAFE	Corporate Average Fuel Economy
CBSC	California Building Standards Commission
CCR	California Code of Regulations
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CI	Carbon Intensity
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
EISA	Energy Independency and Security Act
EO	Executive Order
GHG	Greenhouse Gas
GWh	Gigawatt-hours
IAQ	Indoor Air Quality
HQTA	High Quality Transit Area
KWh	Kilowatt-hours
LCFS	Low Carbon Fuel Standard
LEV	Low-Emissions Vehicle
MMBTUs	Million British Thermal Units
MPO	Metropolitan Planning Organization
NHTSA	National Highway Safety Administration
NMA	Neighborhood Mobility Area
PGA	Priority Growth Area
PV	Photovoltaic
RFS	Renewable Fuel Standards
RPS	Renewable Portfolio Standard
RTP	Regional Transportation Plan
SAFE	Safer Affordable Fuel-Efficient Vehicles Rule
SB	Senate Bill

SCAG	Southern California Association of Governments
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
SoCalGas	Southern California Gas Company
SOI	Sphere of Influence
SP	Service Population
TIA	Traffic Impact Assessment
TPA	Transit Priority Area
U.S.	United States
USEIA	United State Energy Information Administration
U.S. EPA	United States Environmental Protection Agency
VMT	Vehicle Miles Traveled
WGSP	Westminster Garden Specific Plan
Yr	Year
ZEV	Zero Emission Vehicle

4.7 – GEOLOGY AND SOILS

This EIR chapter addresses geology and soils impacts associated with the proposed Specific Plan Update (SPU), including earthquake fault rupture, seismic hazards, liquefaction, landslides, soil erosion and unstable soils.

4.7.1 – ENVIRONMENTAL SETTING

The City of Duarte is subject to flooding, earthquakes, earthquake-induced hazards such as ground shaking and liquefaction, and pollution from hazardous materials. Hazard vulnerability assessment requires the analysis of many factors, including population and property distribution, event frequency, susceptibility, infrastructure, and disaster preparedness.

Seismic Hazards

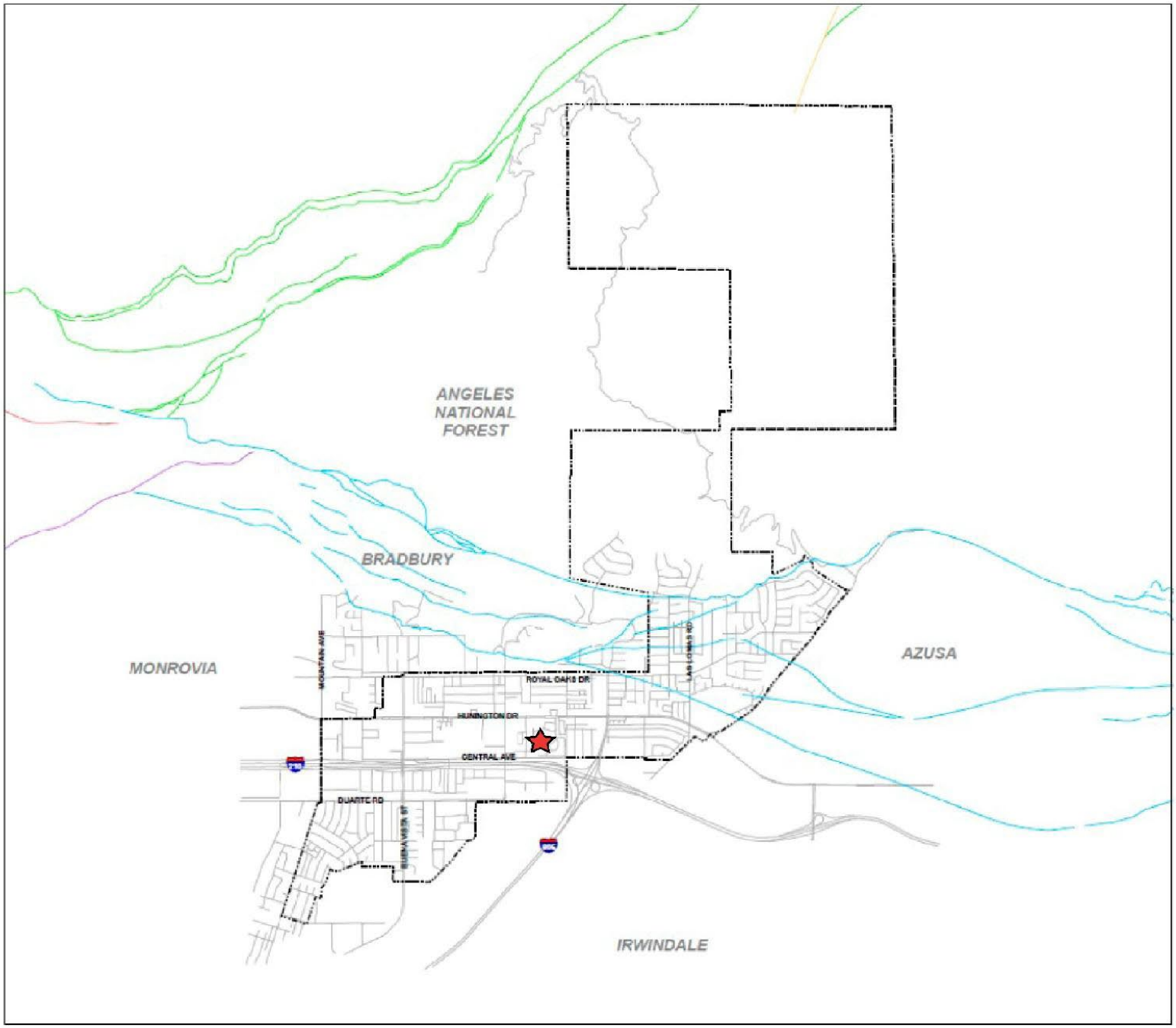
Seismicity is a well-known hazard of Southern California. The region straddles the Earth's two largest tectonic plates: the northwest-moving Pacific plate and southwest-trending North American plate (DOC, 2024a). Movement along this boundary has resulted in many earthquakes from the region's numerous faults. Small tremors generally result in mild ground shaking, with few adverse effects on structures and landforms. However, significant earthquakes can produce wide-scale damage to properties and result in loss of life. Modern building codes have mitigated the level of damage from more recent quakes, however there are older structures located within Westminster Gardens, and more generally the City of Duarte that might not withstand seismic hazards resulting from a major event.

Faults

Multiple fault-lines intersect and run adjacent to the City of Duarte, with the Sierra Madre Fault intersecting the city, and the Raymond Fault, Walnut Creek Fault, Sawpit Canyon Fault, and San Andreas Fault in close proximity to the city (DOC, 2024b). No fault-lines intersect Westminster Gardens, the Sierra Madre fault zone being the closest, is approximately 1.6 miles northeast of the project site. Exhibit 4.7-1 depicts the faults in and around Duarte.

Landslides and Liquefaction

Duarte is located at the foot of the San Gabriel Mountains, with the northeastern portion of the city characterized by mountainous areas generally too steep and unstable for construction. Landslides in the area can be contributed to number of factors, including, steep slopes, unstable terrain, and proximity to earthquake faults. Built-out portions of the city are susceptible to landslides generated from seismic events. Liquefaction is a form of ground failure that occurs when soil transforms from a solid state to liquefied condition due to intense seismic ground shaking. Liquefaction typically occurs in loose granular materials, with saturated silt and clay contents, at shallow groundwater tables less than 50 feet from the surface. Parts of the City of Duarte are susceptible to liquefaction and ground failure from seismically induced ground shaking. According to the Safety Element of the Duarte General Plan, portions of southeastern Duarte are susceptible to liquefaction. Exhibit 4.7-2 depicts liquefaction zones within the city. As shown in Exhibit 4.7-2, Westminster Gardens is not located in a portion of the city susceptible to liquefaction.



★ Project Location

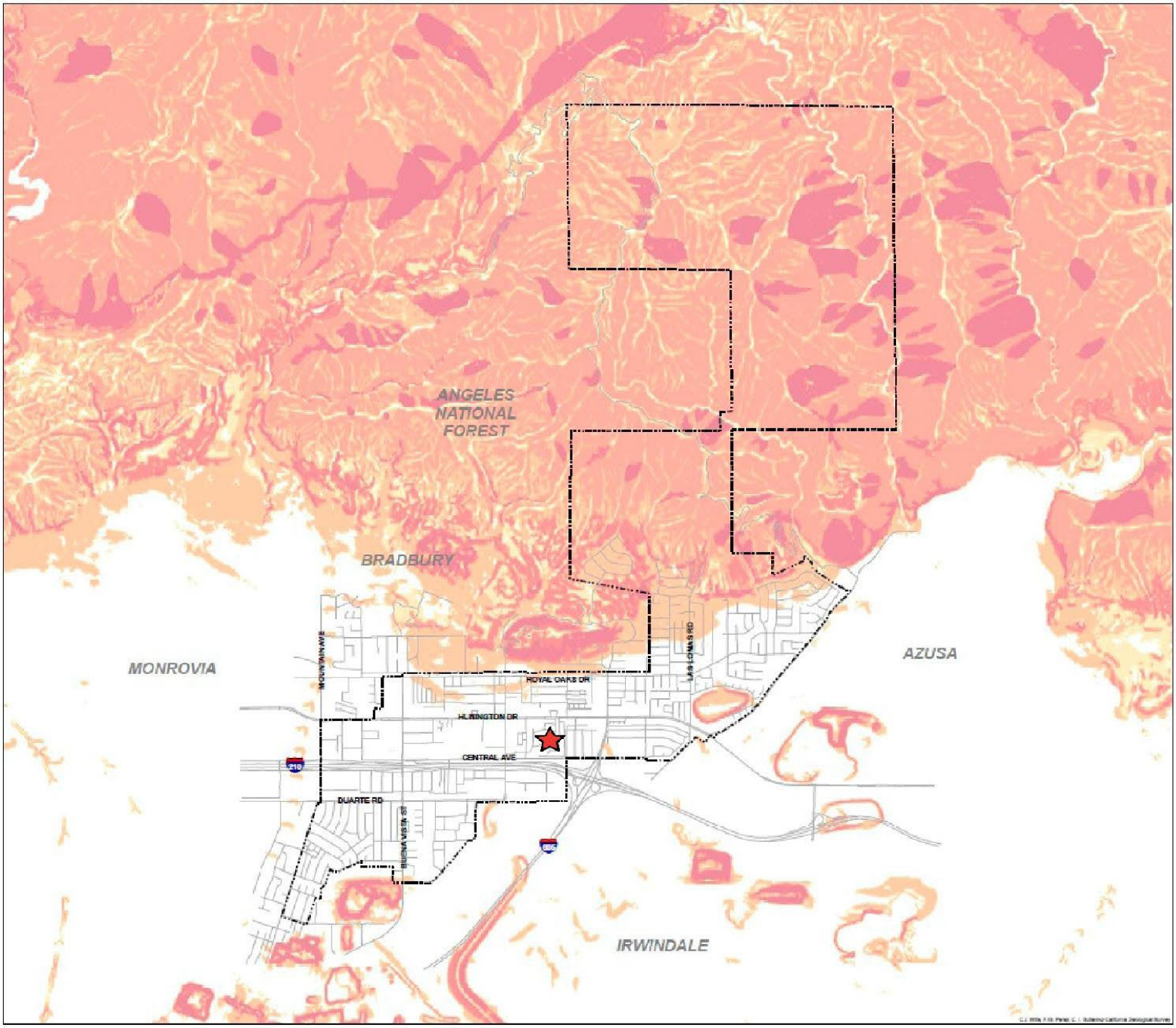
Legend

- Duarte City Limits
- Pine Mountain Fault
- Raymond Fault
- Sierra Madre Fault Zone - Clamshell-Sawpit Section
- Sierra Madre Fault Zone - Sierra Madre C Section
- Sierra Madre Fault Zone, Sierra Madre D Section

Exhibit 4.7-1 Fault Zones

Westminster Gardens Specific Plan Update
Duarte, California

MIG



★ Project Location

Legend

- Duarte City Limits
- Liquefaction Zones

Landslide Susceptiblity Classes

- 0
- III
- V
- VI
- VII
- VIII
- IX
- X

Exhibit 4.7-2 Landslide & Liquefaction Zones

Westminster Gardens Specific Plan Update
Duarte, California

4.7.2 – REGULATORY FRAMEWORK

Federal

National Earthquake Hazards Reduction Program

Established by Congress in 1977, the National Earthquake Hazards Reduction Program (NEHRP) leads the federal government's efforts to reduce the fatalities, injuries, and property losses caused by earthquakes. The four basic NEHRP goals are:

- Develop effective practices and policies for earthquake loss reduction and accelerate their implementation.
- Improve techniques for reducing earthquake vulnerabilities of facilities and systems.
- Improve earthquake hazards identification and risk assessment methods, and their use.
- Improve the understanding of earthquakes and their effects.

In its initial NEHRP authorization, and in subsequent reauthorizations, Congress has recognized that several key federal agencies can contribute to earthquake mitigation efforts.

Federal Antiquities Act of 1906

Protects paleontological resources on federal lands under Subsection 8.16.2.

State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Special Studies Zones Act was signed into law in 1972 (in 1994 it was renamed the Alquist-Priolo Earthquake Fault Zoning Act.) The primary purpose of the Act is to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy across the trace of an active fault. The Act requires the State active faults, and 200 to 300 feet from well-defined minor faults. The act dictates that cities and Geologist delineate "Earthquake Fault Zones" along faults that are "sufficiently active" and "well defined." The boundary of an "Earthquake Fault Zone" is generally about 500 feet from major counties withhold development permits for sites within an Earthquake Fault Zone until geologic investigations demonstrate that the sites are not threatened by surface displacements from future faulting.

Seismic Hazard Mapping Act

The Alquist-Priolo Earthquake Fault Zoning Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards. In 1990 the State passed the Seismic Hazards Mapping Act (SHMA), which addresses non-surface fault rupture earthquake hazards, including strong ground shaking, liquefaction, and seismically induced landslides. The California Geological Survey (CGS) is the principal State agency charged with implementing the Act. Pursuant to the SHMA, the CGS is directed to provide local governments with seismic hazard zone maps that identify areas susceptible to liquefaction, earthquake-induced landslides and other ground failures. The goal is to minimize loss of life and property by identifying and mitigating seismic hazards. The seismic hazard zones delineated by the CGS are referred to as "zones of required investigation." Site-specific geological hazard investigations are required by the SHMA when construction projects fall within these areas.

Natural Hazards Disclosure Act

The Natural Hazards Disclosure Act requires that sellers of real property and their agents provide prospective buyers with a "Natural Hazard Disclosure Statement" when the property being sold lies within one or more State-mapped hazard areas.

California Building Code

The state regulations protecting structures from seismic hazards are contained in the California Code of Regulations, Title 24 (the California Building Code (CBC)), which is updated on a triennial basis. These regulations apply to public and private buildings in the State. Provisions of the CBC address (among other topics) fire safety, access for disabled persons, and seismic-resistant construction design.

California Public Resources Code Chapter 1.7, Section 5097.5 (Stats. 1965, c. 1136, p. 2792)

Defines any unauthorized disturbance or removal of a fossil site or fossil remains on public land as a misdemeanor and specifies that state agencies may undertake surveys, excavations, or other operations as necessary on state lands to preserve or record paleontological resources under Subsection 8.16.2.2

Regional

South Coast Air Quality Management District Rules

Rule 403 requires the implementation of best available dust control measures (BACM) during active operations capable of generating fugitive dust. Rule 403.1 is a supplemental rule to Rule 403 and is applicable to man-made sources of fugitive dust. The purpose of this rule is to reduce fugitive dust and resulting PM_{10} emissions from man-made sources. Rule 403.1 requires a Fugitive Dust Control Plan approved by South Coast AQMD or an authorized local government agency prior to initiating any construction/earth-moving activity. These requirements are only applicable to construction projects with 5,000 or more square feet of surface area disturbance.

Local

City of Duarte General Plan

The City of Duarte General Plan includes the following goals and policies related to geology and soils:

Safety Element

Goal Safe-1: To protect the citizens, their property, and public facilities from natural, man-made, and climate change related hazards.

Policies

Safe-1.1.1 Implement the Multi-Hazard actions listed in the Mitigation Actions Matrix in Part III (Mitigation Strategies) of the City of Duarte Hazard Mitigation Plan which would enable the city to operate in a self-sufficient manner following a natural or man-made disaster.

Safe-1.1.2 Promote the development of community programs or neighborhood disaster relief groups that train volunteers to assist police, fire, and civil defense personnel to perform effectively after the occurrence of a natural or man-made disaster.

Safe-1.1.3 Expand and intensify precautionary measures in high-risk areas, including in disadvantaged communities, to reduce loss from natural or man-made disasters and investigate ways of reducing the likelihood of their occurrence.

Safe-1.1.5: Coordinate with the Los Angeles County Sheriff's Department, Los Angeles County Fire Department, and neighboring cities to ensure that adequate services are ready and available to serve the community in the event of natural or man-made disasters.

Safe-1.1.6: Cooperate with federal, state, and county agencies responsible for the enforcement of all health, safety, and environmental laws.

Safe-1.1.7: Maintain hazard mitigation plans, disaster preparedness and emergency response plans, and update plans at regular intervals and when new information is available.

Safe-1.1.8: Establish designated emergency response and evacuation routes throughout the City, for each climate hazard (e.g. wildfire, storm flooding, etc.), prioritizing the most high-risk and disadvantaged populations.

Safe-1.1.10: Ensure that adequate provisions are made to supply drinking water for an extended period in the event of a major disaster.

Goal Safe-2: To establish, maintain, and develop an awareness on the part of all citizens of Duarte on how to react, protect themselves and each other, as well as how to survive in the event of a natural or man-made disaster or danger.

Policies

Safe-2.1.1: Establish and support all appropriate media for reaching all segments of the community (English-speaking and non-English speaking) to educate residents concerning emergency preparedness and safety, focusing on the most vulnerable communities such as those in the Very High Fire Hazard Severity Zone.

Safe-2.1.2: Present or support an on-going series of community meetings or seminars, and a community handbook on disaster preparedness and procedures. The program should be about minimizing hazards in the home, wildfire mitigation and disaster planning, and developing disaster preparedness and evacuation plans.

Safe-2.1.3: Encourage private businesses to develop disaster preparedness plans for their employees.

Safe-2.1.4: Coordinate emergency planning efforts with building managers of high-occupancy facilities, dependent care centers (nursing homes, day care

centers, etc.) and critical facilities located in the City to facilitate effective emergency response.

Safe-2.1.5: Increase public awareness of City emergency response plans, evacuation routes, and emergency shelters, with a focus on populations at greatest risk and disadvantaged communities.

Safe-2.1.6: Maintain a citizens notification system regarding natural, man-made, or climate change hazards that reaches all populations in the community with a focus on reaching disadvantaged communities.

Goal Safe-4: To minimize the risks to lives and property due to seismic activity and geologic hazards.

Policies

Safe-4.1.1: Implement the Earthquake and Liquefaction actions, and the Multi-Hazard actions listed in the Mitigation Actions Matrix in Part III (Mitigation Strategies) of the City of Duarte Hazard Mitigation Plan.

Safe-4.1.2: Restrict development in areas prone to seismic hazards and other geologic hazards.

Safe-4.1.3: Enforce seismic design provisions of the current California Building Standards Code related to geologic, seismic, and slope hazards for all new construction.

Safe-4.1.4: Require that geotechnical reports include projected changes to slope stability related to climate change impacts on wildfires and erosion, and the development of mitigation strategies for new development projects in areas with the potential for liquefaction or landslide.

4.7.3 – SIGNIFICANCE THRESHOLDS

The methodology used to evaluate potential environmental impacts is described in Section 4.0. As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the General Plan Update could result in a significant impact if it:

A. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:

   i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

   ii) Strong seismic ground shaking.

   iii) Seismic-related ground failure, including liquefaction.

   iv) Landslides.

B. Result in substantial soil erosion or the loss of topsoil.

C. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

D. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial direct or indirect risks to life or property.

E. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

F. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

G. Would the project cause substantial adverse cumulative impacts with respect to Geology and Soils.

4.7.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to geology and soils which could result from the implementation of the project and recommends mitigation measures as needed to reduce significant impacts.

Fault Rupture or Groundshaking Effects

Impact GEO-1 – Would the proposed SPU directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides?

Analysis of Impacts

Westminster Gardens is located in a seismically active region, and as such is susceptible to various forms of seismic activity. Multiple fault-lines intersect and run adjacent to the City of Duarte. As outlined in Exhibit 4.7-1 above, the Sierra Madre Fault intersects the city, with the Raymond Fault, Walnut Creek Fault, Sawpit Canyon Fault, and San Andreas Fault in close proximity to Duarte. However, no fault-lines intersect Westminster Gardens, with the Sierra Madre fault zone being the closest, running approximately 1.6 miles northeast of the project site. The potential for ground-shaking is still severe for all areas of Duarte given the location of fault lines in and around the city. As such, future development of Westminster Gardens would be subject to geologic and seismic constraints which may represent a potentially significant impact on future structures. New developments as proposed in the SPU would adhere to the design and repair requirements adopted from the 2025 California Building Code (CBC), and sufficiently mitigate for any potential impacts.

The City of Duarte is located at the foot of the San Gabriel Mountains, with the northeastern portion of the city characterized by mountainous areas generally too steep and unstable for construction. Unstable terrain and steep slopes, among other factors, contribute to an increased risk of landslides in the area. Liquefaction is another form of ground failure, that occurs when soil transforms from a solid state to liquefied condition due to intense seismic ground shaking. Parts of the City of Duarte are susceptible to liquefaction and ground failure from seismically induced ground shaking. Exhibit 4.7-2 depicts portions of the city susceptible to landslides, as well as

liquefaction zones within the city. As shown in Exhibit 4.7-2, the Planning Area is not located in an area with a high susceptibility to landslides or liquefaction.

Given the project site's location in a seismically active area, structures may be damaged during earthquakes or other forms of strong seismic activity. However, with adherence to State design requirements, damage to structures and their surroundings would be minimized and less than significant. The Safety Element of the current General Plan includes Safety Goal 4, and Policies Safe 4.1.1 through 4.1.4, to minimize the risks to lives and property due to seismic activity and geologic hazards. Policy Safe 4.1.1 requires implementation of the Earthquake and Liquefaction actions, and the Multi-Hazard actions listed in the Mitigation Actions Matrix in Part III (Mitigation Strategies) of the City of Duarte Hazard Mitigation Plan. Policy Safe 4.1.2 restricts development in areas prone to seismic hazards and other geologic hazards. Policy Safe 4.1.3 requires enforcement of seismic design provisions of the current California Building Standards Code related to geologic, seismic, and slope hazards for all new construction Policy Safe 4.1.4 requires that geotechnical reports include projected changes to slope stability related to climate change impacts on wildfires and erosion, and the development of mitigation strategies for new development projects in areas with the potential for liquefaction or landslide.

In addition, Duarte Municipal Code Chapter 19.78.110 requires a soil reconnaissance and investigation report for new development. The Goals and Policies of the General Plan ensure that the information on seismic risks, safe practices, emergency facilities, and evacuation routes are available through public awareness programs, and ensuring safety through seismic rehabilitation of existing structures, avoiding unstable ground for development, and incorporating seismically safe designs into new buildings and structures. The City's Municipal Code requires appropriate assessments of potential geologic and soil constraints for new development.

In addition to the General Plan and Municipal Code, the CBC and Los Angeles County Building Code (LACBC) have guidelines on building design and construction based on seismic constraints and expected ground shaking and ground failure throughout California. Through the City's existing development review process, proposed private projects are evaluated against the seismic design constraints of all pertinent building codes. Adherence to existing plans and regulations would ensure that impacts related to fault rupture and/or strong seismic ground shaking are less than significant.

Level of Significance Before Mitigation

Less than Significant

Mitigation Measures

None required.

Soil Erosion

Impact GEO-2 – Would the proposed SPU Result in substantial soil erosion or the loss of topsoil?

Analysis of Impacts

Topsoil is used to cover surface areas for the establishment and maintenance of vegetation due to its high concentrations of organic matter and microorganisms. While the project is located in

an already developed area of Duarte, Parcel 3 representing the northwest corner of the project site at Santo Domingo Avenue and Huntington Drive, is currently undeveloped. The parcel is characterized by flat compact ground with patches of grass and several mature trees. Westminster Gardens is otherwise fully developed, however there is the potential to expose surface soils to wind and water erosion during construction activities. Wind erosion would be minimized through soil stabilization measures required by SCAQMD Rule 403 (Fugitive Dust), such as daily watering. Water erosion would be prevented through the City's standard erosion control practices required pursuant to the CBC and the National Pollution Discharge Elimination System (NPDES) regulations, such as silt fencing, fiber rolls, or sandbags. The SPU proposes the development of a mixed-use building for Westminster Garden residents on Parcel 3.

Following construction of the proposed future projects, opportunities for substantial soil erosion would be further minimized as the site would be entirely developed. Impacts related to soil erosion would be less than significant with implementation of existing regulations. The Safety Element of the current General Plan includes Safety Goal 4, and Policies Safe 4.1.1 through 4.1.4, to minimize the risks to lives and property due to seismic activity and geologic hazards. Policy Safe 4.1.1 requires implementation of the Earthquake and Liquefaction actions, and the Multi-Hazard actions listed in the Mitigation Actions Matrix in Part III (Mitigation Strategies) of the City of Duarte Hazard Mitigation Plan. Policy Safe 4.1.2 restricts development in areas prone to seismic hazards and other geologic hazards. Policy Safe 4.1.3 requires enforcement of seismic design provisions of the current California Building Standards Code related to geologic, seismic, and slope hazards for all new construction Policy Safe 4.1.4 requires that geotechnical reports include projected changes to slope stability related to climate change impacts on wildfires and erosion, and the development of mitigation strategies for new development projects in areas with the potential for liquefaction or landslide.

In addition, Duarte Municipal Code Chapter 19.78.110 requires a soil reconnaissance and investigation report for new development. The City's Municipal Code requires appropriate assessments of potential geologic and soil constraints for new development. The City's development review process will also evaluate proposed development against established BMPs and other water quality-related guidelines, many of which are designed to control runoff and erosion.

With implementation of General Plan goals and policies, water quality regulatory permitting requirements, and guidelines for erosion control in the Municipal Code, potential impacts related to erosion from future development within the Planning Area would be reduced to less than significant levels.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Unstable Geologic Unit

Impact GEO-3 – Would the proposed SPU be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Analysis of Impacts

Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. The downslope movement is due to a combination of gravity and ground shaking. Lateral spreading has been observed to generally take place toward a free face (i.e., retaining wall, slope, or channel) and to lesser extent on ground surfaces with a very gentle slope. As indicated in Impact GEO-1, Westminster Gardens is in an area with a low susceptibility to liquefaction and landslides, and thus a low potential for lateral spreading to occur on the project site. The project site is located in a flat developed area, and any soil instability on the project site would not be cause for a landslide. However, as Westminster Gardens is located in a seismically active area, seismic-induced conditions could affect structures and their occupants of proposed future development under the SPU.

As indicated in Impact GEO-2, project improvements are required to be in compliance with existing CBC regulations, which limit hazardous impacts that would arise from any unstable soils. Impacts will be less than significant. The Safety Element of the current General Plan includes Safety Goal 4, and Policies Safe 4.1.1 through 4.1.4, to minimize the risks to lives and property due to seismic activity and geologic hazards. Policy Safe 4.1.1 requires implementation of the Earthquake and Liquefaction actions, and the Multi-Hazard actions listed in the Mitigation Actions Matrix in Part III (Mitigation Strategies) of the City of Duarte Hazard Mitigation Plan. Policy Safe 4.1.2 restricts development in areas prone to seismic hazards and other geologic hazards. Policy Safe 4.1.3 requires enforcement of seismic design provisions of the current California Building Standards Code related to geologic, seismic, and slope hazards for all new construction Policy Safe 4.1.4 requires that geotechnical reports include projected changes to slope stability related to climate change impacts on wildfires and erosion, and the development of mitigation strategies for new development projects in areas with the potential for liquefaction or landslide. In addition to the General Plan, the State Building Code (CBC) and Los Angeles County Building Code (LACBC) have guidelines on building design and construction based on onsite soil constraints. During the City's existing development review process, proposed private projects are evaluated in light of actual onsite geologic or soil constraints and all pertinent building codes. With implementation of General Plan goals and policies and all applicable building codes, potential impacts related to seismically induced constraints on future development within the Planning Area would be reduced to less than significant levels.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Expansive Soil

Impact GEO-4– Would the proposed SPU be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial direct or indirect risks to life or property?

Analysis of Impacts

As indicated in the Safety Element of the Duarte General Plan, soils in Westminster Gardens are considered non-expansive as they are not susceptible to liquefaction. As such, there are no

design considerations warranted for expansive soils. The Safety Element of the current General Plan includes Safety Goal 4, and Policies Safe 4.1.1 through 4.1.4, to minimize the risks to lives and property due to seismic activity and geologic hazards. Policy Safe 4.1.1 requires implementation of the Earthquake and Liquefaction actions, and the Multi-Hazard actions listed in the Mitigation Actions Matrix in Part III (Mitigation Strategies) of the City of Duarte Hazard Mitigation Plan. Policy Safe 4.1.2 restricts development in areas prone to seismic hazards and other geologic hazards. Policy Safe 4.1.3 requires enforcement of seismic design provisions of the current California Building Standards Code related to geologic, seismic, and slope hazards for all new construction Policy Safe 4.1.4 requires that geotechnical reports include projected changes to slope stability related to climate change impacts on wildfires and erosion, and the development of mitigation strategies for new development projects in areas with the potential for liquefaction or landslide. In addition to the General Plan, the State Building Code (CBC) and Los Angeles County Building Code (LACBC) have guidelines on building design and construction based on onsite soil constraints. During the City's existing development review process, proposed private projects are evaluated in light of actual onsite geologic or soil constraints and all pertinent building codes. With implementation of the General Plan goals and policies and all applicable building codes, potential impacts related to seismically induced constraints on future development within the Planning Area would be reduced to less than significant levels.

Level of Significance Before Mitigation

No Impact

Mitigation Measures

None required.

Alternative Waste Water Systems

Impact GEO-5 – Would the proposed SPU have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?

Analysis of Impacts

Westminster Gardens is connected to the existing municipal sewer system, and future developments proposed as part of the SPU would connect to this system as well. As indicated in Impacts GEO-3 and GEO-4, any impacts related to unstable or expansive soils are not considered significant. Since septic or other alternative wastewater treatment systems are not allowed in the City, and would not be included as part of the changes proposed under the SPU, no impacts related to septic tanks or alternative wastewater disposal systems relative to future development within the Planning Area would occur.

Level of Significance Before Mitigation

No impact.

Mitigation Measures

None required.

Paleontological Resources

Impact GEO-6 – Would the proposed SPU directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Analysis of Impacts

Westminster Gardens is already developed and located in a highly urbanized and trafficked area, and as such has been highly disturbed during previous earth moving activities. Any buried paleontological resources would likely have already been uncovered or destroyed during these activities. Furthermore, development of the proposed project would require site preparation, grading, and construction operations. Given that the proposed project site has been previously disturbed, it is considered unlikely that paleontological resources (fossil evidence of life from past geologic time frames) would be found. Duarte's development review process would require research and technical analysis to determine if a site contains identified or possible paleontological or unique geologic resources. Because of the low potential for paleontological discovery, the existing General Plan does not contain any goals, policies, or implementation programs relative to paleontological resources. With implementation of the City's existing development review process, potential impacts related to paleontological resources from future development within the Planning Area would remain at less than significant levels.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Cumulative Impacts

Impact GEO-7 – Would the proposed SPU cause substantial adverse cumulative impacts with respect to Geology and Soils?

Analysis of Impacts

Westminster Gardens is subject to ground shaking from regional faults, with portions of the City of Duarte susceptible to seismic-related incidents such as landslides and liquefaction. The project site however is not intersected by a fault-line, and is located in an area of the city that is not susceptible to landslide of liquefaction, and is not considered to be built on unstable or expansive soils. However, given the community's location in a seismically active region, future development in Westminster Gardens is subject to potential seismic constraints which may present a potentially significant impact on future structures. The construction of new structures as proposed in the SPU would be required to be designed and constructed according to CBC guidelines and seismic standards to minimize any risk of damage or harm to structures and residents. Potential cumulative impacts to future development from geologic, seismic, and soil constraints are considered less than significant, and future development in Westminster Gardens proposed under the SPU will not make a significant contribution to any cumulative regional impacts on geologic, seismic, soil, or paleontological resources.

Level of Significance Before Mitigation

Less than significant cumulative impacts.

Mitigation Measures

None required.

4.7.5 – REFERENCES

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4.8 – GREENHOUSE GASES

This EIR chapter addresses greenhouse gas emissions impacts associated with implementation of the proposed Specific Plan Update (SPU). This section describes the existing greenhouse gases (GHG) setting of the Planning Area; identifies associated regulatory requirements; evaluates the potential GHG and climate change impacts of the Specific Plan; and identifies mitigation measures related to implementation of the project. The methodologies and assumptions used in the preparation of this section follow guidance from the South Coast Air Quality Management District (SCAQMD). Information on existing GHG emissions levels and applicable Federal and State regulations were obtained from the U.S. Environmental Protection Agency (U.S. EPA), California Air Resources Board (CARB), and SCAQMD. This GHG analysis has been closely coordinated with the Air Quality and Energy analyses in Sections 4.3 and 4.6 of this EIR. Please refer to Appendix C for detailed air quality and GHG emissions data (MIG, 2026).

4.8.1 – ENVIRONMENTAL SETTING

Climate Change

Climate change is the distinct change in measures of climate for a long period of time. Climate change can result from natural processes and from human activities. Natural changes in the climate can be caused by indirect processes such as changes in the Earth's orbit around the Sun or direct changes within the climate system itself (i.e. changes in ocean circulation). Human activities can affect the atmosphere through emissions of gases and changes to the planet's surface. Emissions affect the atmosphere directly by changing its chemical composition, while changes to the land surface indirectly affect the atmosphere by changing the way the Earth absorbs gases from the atmosphere. The term "climate change" is preferred over the term "global warming" because "climate change" conveys the fact that other changes can occur beyond just average increase in temperatures near the Earth's surface. Elements that indicate that climate change is occurring on Earth include:

- Rising of global surface temperatures by 1.3° Fahrenheit (°F) over the last 100 years
- Changes in precipitation patterns
- Melting ice in the Arctic
- Melting glaciers throughout the world
- Rising ocean temperatures
- Acidification of oceans
- Range shifts in plant and animal species

Climate change is intimately tied to the Earth's greenhouse effect. The greenhouse effect is a natural occurrence that helps regulate the temperature of the planet, and without it, life as we know it on Earth would not exist. Human activities since the beginning of the industrial revolution have been adding to the natural greenhouse effect by increasing the gases in the atmosphere that "trap" energy, thereby contributing to an average increase in the Earth's temperature. Human activities that enhance the greenhouse effect are detailed below.

Greenhouse Gases

Gases that "trap" heat in the atmosphere and affect regulation of the Earth's temperature are known as "greenhouse gases". Many chemical compounds in the Earth's atmosphere exhibit the GHG property. GHG allows sunlight to enter the atmosphere freely. When the sunlight strikes the Earth's surface, it is either absorbed or reflected back toward space. Earth, or materials near the Earth's surface, that have absorbed energy from sunlight warm up during the daytime and emit infrared radiation back toward space during both the daytime and nighttime hours. GHG absorbs this long-wave, infrared radiation and helps keep the energy in the Earth's atmosphere.

GHG that contribute to climate regulation are a different type of pollutant than criteria or hazardous air pollutants because climate regulation is global in scale, both in terms of causes and effects. Some GHG are emitted to the atmosphere naturally by biological and geological processes such as evaporation (water vapor), aerobic respiration (carbon dioxide, or CO_2), and off-gassing from low-oxygen environments such as swamps or exposed permafrost (methane or CH_4). However, GHG emissions from human activities such as fuel combustion (e.g., CO_2) and refrigerants use (e.g., hydrofluorocarbons, or HFCs) significantly contribute to overall GHG concentrations in the atmosphere, climate regulation, and global climate change. Human production of GHG has increased steadily since pre-industrial times (approximately pre-1880), and atmospheric CO_2 concentrations have increased from a pre-industrial value of 280 parts per million (ppm) in the early 1800s to approximately 431 ppm in June 2026 (NOAA, 2026). The effects of increased GHG concentrations in the atmosphere include increasing shifts in temperature and precipitation patterns and amounts, reduced ice and snow cover, sea level rise, and acidification of oceans. These effects in turn will impact food and water supplies, infrastructure, ecosystems, and overall public health and welfare.

The 1997 United Nations' Kyoto Protocol international treaty set targets for reductions in emissions of four specific GHGs—CO_2, CH_4, nitrous oxide (N_2O), and sulfur hexafluoride (SF_6)—and two groups of gases— hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs). These GHG are the primary GHG emitted into the atmosphere by human activities. Water vapor is also a common GHG that regulates the Earth's temperature; however, the amount of water vapor in the atmosphere can change substantially from day to day, whereas other GHG emissions remain in the atmosphere for longer periods of time. Black carbon consists of particles emitted during combustion; although a particle and not a gas, black carbon also acts to trap heat in the Earth's atmosphere. The most common GHG are described below.

- **Carbon Dioxide (CO_2)** is emitted and removed from the atmosphere naturally. Animal and plant respiration involves the release of CO_2 from animals and its absorption by plants in a continuous cycle. The ocean-atmosphere exchange results in the absorption and release of CO_2 at the sea surface. CO_2 is also released from plants during wildfires. Volcanic eruptions release a small amount of CO_2 from the Earth's crust. Human activities that affect CO_2 in the atmosphere include burning of fossil fuels, industrial processes, and product uses. Combustion of fossil fuels used for electricity generation and transportation are the largest source of CO_2 emissions in the United States. When fossil fuels are burned, the carbon stored in them is released into the atmosphere entirely as CO_2. Emissions from industrial activities also emit CO_2 such as cement, metal, and chemical production and use of petroleum produced in plastics, solvents, and lubricants.
- **Methane (CH_4)** is emitted from human activities and natural sources. Natural sources of CH_4 include wetlands, gas hydrates, permafrost, termites, oceans, freshwater bodies, soils, and wildfires. Human activities that cause CH_4 releases include fossil fuel

production, animal digestive processes from farms, manure management, and waste management. It is estimated that 50% of global CH_4 emissions are human generated. Releases from animal digestive processes at agricultural operations are the primary source of human-related CH_4 emissions. CH_4 is produced from landfills as solid waste decomposes. CH_4 is a primary component of natural gas and is emitted during its production, processing, storage, transmission, distribution, and use. Decomposition of organic material in manure stocks or in liquid manure management systems also releases CH_4. Wetlands are the primary natural producers of CH_4 because the habitat is conducive to bacteria that produce CH_4 during decomposition of organic material.

- **Nitrous Oxide (N_2O)** is emitted from human sources such as agricultural soil management, animal manure management, sewage treatment, combustion of fossil fuels, and production of certain acids. N_2O is produced naturally in soil and water, especially in wet, tropical forests. The primary human-related source of N_2O is agricultural soil management due to use of synthetic nitrogen fertilizers and other techniques to boost nitrogen in soils. Combustion of fossil fuels (mobile and stationary) is the second leading source of N_2O, although parts of the world where catalytic converters are used (such as California) have significantly lower levels than those areas that do not.
- **Sulfur Hexafluoride (SF_6)** is commonly used as an electrical insulator in high-voltage electrical transmission and distribution equipment such as circuit breakers, substations, and transmission switchgear. Releases of SF_6 occur during maintenance and servicing as well as from leaks of electrical equipment.
- **Hydrofluorocarbons (HFCs) and Perfluorocarbons (PFCs)** are entirely human made and are mainly generated through various industrial processes. These types of gases are used in aluminum production, semiconductor manufacturing, and magnesium production and processing. HFCs and PFCs are also used as substitutes for ozone-depleting gases like chlorofluorocarbons (CFCs) and halons.

GHG can remain in the atmosphere long after they are emitted. The potential for a particular greenhouse gas to absorb and trap heat in the atmosphere is considered its global warming potential (GWP). The reference gas for measuring GWP is CO_2, which has a GWP of one. By comparison, CH_4 has a GWP of 28, which means that one molecule of CH_4 has 28 times the effect on global warming as one molecule of CO_2. Multiplying the estimated emissions for non-CO_2 GHG by their GWP determines their CO_2 equivalent (CO_2e), which enables a project's combined GWP to be expressed in terms of mass CO_2 emissions. The GWP and estimated atmospheric lifetimes of the common GHG are shown in Table 4.8-1.

Table 4.8-1: Global Warming Potential (GWP) of Common GHG (100-Year Horizon)

GHG	Lifetime (years)	GWP[(A)]
Carbon Dioxide (CO_2)	50-200	1
Methane (CH_4)	12	28
Nitrous Oxide (N_2O)	114	265
HFC-23	270	12,400
HFC-134a	14	1,3,00
HFC-152a	1.4	138
PFC-14	50,000	6,630
PFC-116	10,000	11,100
Sulfur Hexafluoride (SF_6)	3,200	23,500

Source: IPCC 2014
GWPs are based on the United Nations Intergovernmental Panel on Climate Change (IPCC) 5th Assessment Report.

Climate Change and California

The 2009 California Climate Adaptation Strategy prepared by the California Natural Resources Agency (CNRA) identified anticipated impacts to California due to climate change through extensive modeling efforts. General climate changes in California indicate that:

- California is likely to get hotter and drier as climate change occurs with a reduction in winter snow, particularly in the Sierra Nevada Mountain Range.
- Some reduction in precipitation is likely by the middle of the century.
- Sea levels will rise up to an estimated 55 inches.
- Extreme events such as heat waves, wildfires, droughts, and floods will increase.
- Ecological shifts of habitat and animals are already occurring and will continue to occur (CNRA, 2009).

It should be noted that changes are based on the results of several models prepared under different climatic scenarios; therefore, discrepancies occur between the projections and the interpretation. The potential impacts of global climate change in California are detailed below.
In January 2018, the CNRA adopted *Safeguarding California Plan: 2018 Update*, which built on nearly a decade of adaptation strategies to communicate current and needed actions the State government should take to build climate change resiliency. It identified hundreds of ongoing actions and next steps that State agencies are taking to safeguard Californians from climate impacts within a framework of 81 policy principles and recommendations. The 2018 update also had two new chapters and incorporated a feature showcasing the many linkages among policy areas. A new “Climate Justice” chapter highlighted how equity is woven throughout the entire plan (CNRA, 2018).

The CNRA updated Safeguarding California with the 2021 California Climate Adaptation Strategy, which focused on the following six priorities:

- Strengthening protections for climate vulnerable communities
- Bolstering public health and safety to protect against increasing climate risks
- Building a climate resilient economy
- Accelerating nature-based climate solutions and strengthen climate resilience of natural systems
- Making decisions based on the best available climate science; and
- Partnering and collaborating to leverage resources

The 2021 update contained goals and actions to address each priority, and integrated climate actions from statewide climate action plans, sector-based strategies, regionally focused strategies, and state stewardship plans.

The CNRA released the Draft California Climate Adaptation Strategy in May 2024. The Draft update builds on the priorities and actions of the 2021 California Climate Adaptation Strategy, and includes additional new metrics and actions across the six priorities. For example, the 2024 draft contains new actions to analyze and address the effects of extreme heat and new metrics for investing in forest management (CNRA, 2024).

Carbon Sequestration

Carbon sequestration is the process by which plants absorb CO_2 from the atmosphere and store it in biomass like leaves and grasses. Agricultural lands, forests, and grasslands can all sequester carbon dioxide, or emit it. The key is to determine if the land use is emitting CO_2 faster than it is absorbing it. Young, fast-growing trees are particularly good at absorbing more than they release and are known as a sink. Agricultural resources often end up being sources of carbon release because of soil management practices. Deforestation contributes to carbon dioxide emissions by removing trees, or carbon sinks, that would otherwise absorb CO_2. Forests are a crucial part of sequestration in some parts of the world, but not much in the United States. Another form of sequestration is geologic sequestration. This is a manmade process that results in the collection and transport of CO_2 from industrial emitters (i.e. power plants) and injecting it into underground reservoirs.

Statewide GHG Emissions

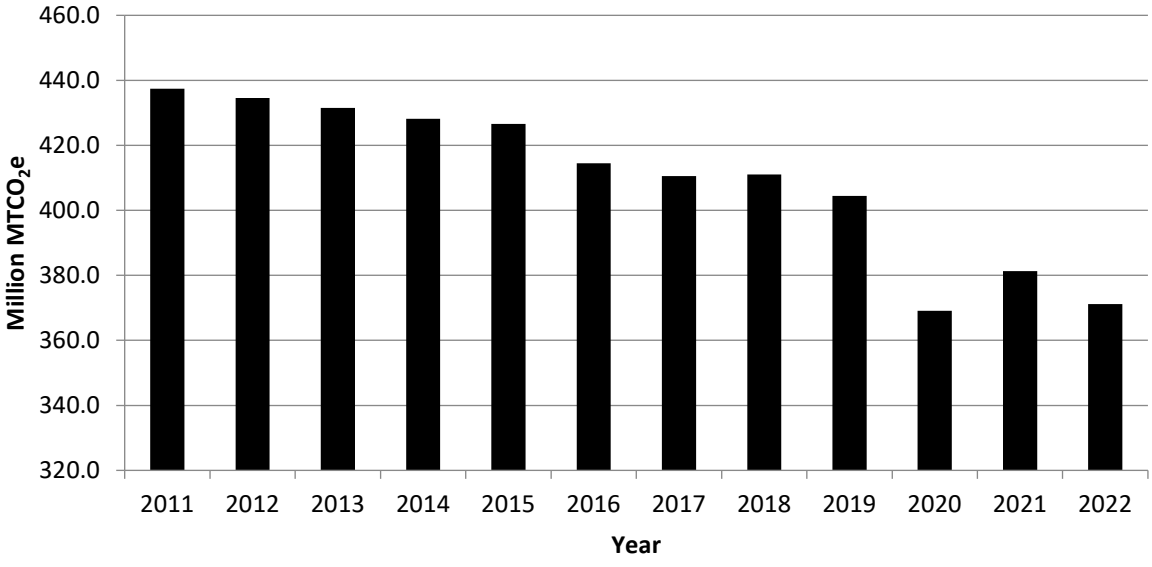
CARB prepares an annual statewide GHG emission inventory using regional, State, and federal data sources, including facility-specific emissions reports prepared pursuant to the State's Mandatory GHG Reporting Program. The statewide GHG emission inventory helps CARB track progress towards meeting the State's Assembly Bill (AB) 32 GHG emissions target of 431 million metric tons of CO_2 equivalents ($MTCO_2e$), as well as establish and understand trends in GHG emissions[i]

Statewide GHG emissions for the 2011 to 2022 period are shown in Table 4.8-2. Statewide GHG emissions have generally decreased over the last decade, with 2021 levels (371 million $MTCO_2e$) approximately 15.1% less than 2011 levels (438 million $MTCO_2e$) and below the State's 2020 reduction target of 431 million $MTCO_2e$. The transportation sector (140 million $MTCO_2e$) accounted for more than one-third (approximately 38%) of the state's total GHG emissions inventory (371 million $MTCO_2e$) in 2022. Statewide GHG emissions for the 2011 to 2022 time period are shown in Table 4.8-2.

Table 4.8-2: 2011-2022 Statewide GHG Emissions (in Million $MTCO_2e$)

Scoping Plan Sector	Year											
	'11	**'12**	**'13**	**'14**	**'15**	**'16**	**'17**	**'18**	**'19**	**'20**	**'21**	**'22**
Agriculture	34	35	34	34	33	32	32	32	31	32	31	30
Commercial/Residential	46	39	39	36	37	38	38	38	41	39	39	40
Electric Power	89	99	94	90	86	71	64	65	60	60	62	60
High GWP	15	16	17	18	19	19	20	21	21	21	21	21
Industrial	86	81	83	85	83	81	81	82	81	73	74	73
Recycling and Waste	8	8	8	8	8	8	8	8	8	9	8	8
Transportation	159	157	157	158	161	165	166	165	162	136	146	140
Total Million $MTCO_2e^{(A)}$	**438**	**436**	**432**	**428**	**427**	**414**	**410**	**411**	**404**	**369**	**381**	**371**

[i] CARB approved use of 431 million $MTCO_2e$ as the state's 2020 GHG emission target in May 2014. Previously, the target had been set at 427 million $MTCO_2e$.



Source: CARB 2022a
(A) Totals may not equal due to rounding. CARB inventory uses GWPs based on the United Nations' IPCC's 4th Assessment Report.

Existing Planning Area GHG Emissions

The existing land uses within the Planning Area contribute to existing city, regional, and statewide GHG emissions. The Planning Area's existing GHG emissions, presented below in Table 4.8-3 (Existing (2026) GHG Emissions in the Planning Area), were estimated using the California Emissions Estimator Model (CalEEMod), Version 2022.1.1. GHG emissions generated within the Planning Area primarily come from the area, energy, and mobile sources described in Section 4.3.1, Air Quality (Environmental Setting), as well as the following additional sources specific to GHG emissions:

- **Energy use and consumption:** Emissions generated from purchased electricity and natural gas. As estimated using CalEEMod, the existing land uses in the Planning Area use and consume approximately 767,579 kilowatt hours (kWh) of electricity per year and 2,572,753 kilo British Thermal Units (kBTU) of natural gas per year.
- **Mobile Sources:** The existing land uses in the Planning Area are estimated to generate approximately 456 total vehicle miles travelled (VMT) per day (LLG 2025) and approximately 3,192,597 VMT per year.
- **Solid waste disposal:** Emissions generated from the transport and disposal of waste generated by land uses. CalEEMod estimates approximately 239 tons of solid waste are generated per year by the people working and living within the Planning Area.
- **Water/wastewater:** Emissions from electricity used to supply water to land uses, and treat the resulting wastewater generated. As estimated in CalEEMod, existing land uses within the Planning Area use approximately 8.6 million gallons of water per year (6.6 million gallons of indoor water and 2.0 million gallons of outdoor water consumption per year).

The Planning Area's existing GHG emissions were estimated using default data assumptions provided by CalEEMod, with the project-specific modifications described in Section 4.3.1. The Planning Area's existing GHG emissions are summarized in Table 4.8-3 (Existing Land Use GHG Emissions Estimates) below. The emissions are shown for two scenarios:

- **Year 2026 (Existing Conditions)**, which are based on Year 2026 vehicle fleet characteristics (e.g., vehicle type, age, emission rates), and represent the emissions levels that existed at the time the Specific Plan was prepared.
- **Year 2045 (Future Conditions)**, which are based on Year 2045 vehicle fleet characteristics and forecast carbon intensities and represent the projected emissions that existing land uses would generate in the future (assuming no change in land uses, or VMT). This scenario provides an estimate of how emissions would change in the Planning Area as a result of regulations that would reduce motor vehicle emissions in the future, and allows for distinguishing the potential change in emissions that would occur from the proposed change in land uses that would occur with implementation and buildout of the Specific Plan in Year 2045, as opposed to a change in emissions that would occur from regulatory requirements that would be in place whether or not the Specific Plan is adopted.

Table 4.8-3: Existing Land Use GHG Emissions Estimates

Source	GHG Emissions (Metric Tons / Year)			
	CO_2	CH_4	N_2O	Total $MTCO_2e$
Existing Land Use Operational Emissions in Year 2026 (Current Conditions)				
Mobile	1,089.7	<0.1	<0.1	1,104.6
Area	34.7	<0.1	<0.1	34.7
Energy	257.0	<0.1	<0.1	258.1
Water	10.8	0.2	<0.1	17.7
Waste	21.3	2.1	0.0	74.7
Refrigerants	--	--	--	0.3
Total Existing GHG(A)	1,413.5	2.4	<0.1	1,490.1
Service Population (SP)(B)				323
Existing GHG Efficiency ($MTCO_2e$ / SP)				4.61
Existing Land Use Operational Emissions in Year 2045 (Future Conditions)				
Mobile	893.8	<0.1	<0.1	903.5
Area	34.7	<0.1	<0.1	34.7
Energy	227.3	<0.1	<0.1	228.4
Water	8.6	0.2	<0.1	15.5
Waste	21.3	2.1	0.0	74.7
Refrigerants	--	--	--	0.3
Total Existing GHG(A)	1,195.8	2.4	<0.1	1,257.1
Service Population (SP)(B)				323
Existing GHG Efficiency ($MTCO_2e$ / SP)				3.89

Source: MIG, 2026 (see Appendix C)
(A) Totals may not equal due to rounding.
(B) Service Population is the sum of the number of residents and number of jobs supported by the Specific Plan.

4.8.2 – REGULATORY FRAMEWORK

This section summarizes key federal, state, and city statutes, regulations, and policies that would apply to the Westminster Gardens Specific Plan Update. Global climate change resulting from GHG emissions is an ongoing environmental concern being discussed at the international, national, and statewide levels. At each level, agencies are considering strategies to control emissions of gases that contribute to global climate change.

International and Federal

International Regulation and the Kyoto Protocol

In 1988, the United Nations established the Intergovernmental Panel on Climate Change to evaluate the impacts of global warming and to develop strategies that nations could implement to curtail global climate change. In 1992, the United States joined other countries around the world in signing the "United Nations' Framework Convention on Climate Change" agreement with the goal of controlling GHG emissions. As a result, the Climate Change Action Plan was developed to address the reduction of GHG in the United States. The plan currently consists of more than 50 voluntary programs for member nations to adopt. In 1997, the United States (U.S.) was a signatory to the Kyoto Protocol; however, the treaty was not sent to Congress for ratification. Thus, while a signatory to the Kyoto Protocol, the U.S. is not an official party to this international agreement and is not subject to any emission reductions goals established pursuant to the Kyoto Protocol. Although the U.S. is not a party to this agreement, the GHG targeted for reduction by the Kyoto Protocol are also targeted under federal and State GHG reporting and emissions reduction programs.

Federal Regulation and the Clean Air Act

On December 7, 2009, the U.S. EPA issued an endangerment finding that current and projected concentrations of the six Kyoto GHGs in the atmosphere (CO_2, CH_4, N_2O, SF_6, HFCs, and PFCs) threaten the public health and welfare of current and future generations. This finding came in response to the Supreme Court ruling in *Massachusetts v. EPA*, which found that GHGs are pollutants under the Federal Clean Air Act. As a result, the U.S. EPA issued its GHG Tailoring Rule in 2010, which applies to facilities that have the potential to emit more than 100,000 $MTCO_2e$. In 2014, the U.S. Supreme Court issued its decision in *Utility Air Regulatory Group v. EPA* (No. 12-1146), finding that the U.S. EPA may not treat GHGs as an air pollutant for purposes of determining whether a source is a "major" source required to obtain a permit pursuant to the "Clean Air Act's Prevention of Significant Deterioration" or "Title V" operating permit programs. The U.S. EPA's Greenhouse Gas Reporting Program requires facilities that emit 25,000 $MTCO_2e$ or more of GHG to report their GHG emissions to the U.S. EPA to inform future policy decision makers. In September 2025, the EPA proposed amending the Greenhouse Gas Reporting Program to remove reporting obligations for most large facilities, and delay reporting requirements for remaining facilities. The proposed reconsideration is currently undergoing the rulemaking process.

In February 2026, the U.S. EPA finalized a rule to rescind the 2009 endangerment finding. Without the endangerment finding, the U.S. EPA does not have the authority to regulate GHG emissions, and therefore the U.S. EPA also rescinded its GHG regulations for light-, medium-, and heavy-duty on-highway vehicles and engines.

Federal Vehicle Standards

In 2009, the National Highway Transportation Safety Administration (NHTSA) issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011 and, in 2010, the U.S. EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016. The legislation was modified in 2010, 2011, 2016, 2018, and 2020. In July 2023, the NHTSA issued a proposal to further update and improve fuel economy standards for passenger cars and light trucks. The standards proposed by NHTSA call for a 2% per year improvement in fuel efficiency for passenger cars and a 4% per year improvement for light trucks. These standards would begin for model year 2027 and ramp up through model year 2032, potentially reaching an average fleet fuel economy of 58 miles per gallon by 2032. NHTSA's proposal also calls for a 10% improvement per year for commercial pickup trucks and work vans (with gross vehicle weight ratings of more than 8,500 pounds and less than 14,001 pounds) beginning in model year 2030 and ramping up through model year 2035. However, in December 2025, NHTSA signed the Safer Affordable Fuel-Efficient (SAFE) Vehicle Rule III for Model Years 2022–2031 Passenger Cars and Light Trucks which proposes to set fuel economy standards that increase from model year 2022 standards at a rate of 0.5 percent through model year 2026, followed by an increase of 0.25 percent per year through model year 2031. With this proposed rule, NHTSA projects an average fleet fuel economy of 34.5 miles per gallon in model year 2031. As of January 2026, the SAFE Vehicle Rule III is in the public comment period. The comment period for the SAFE Vehicle Rule III ended in February 2026, and the rule is currently pending.

State

Assembly Bill 32 (California Global Warming Solutions Act) and Related GHG Goals

In September 2006, Governor Arnold Schwarzenegger signed AB 32, the California Climate Solutions Act of 2006. AB 32 establishes the caps on statewide greenhouse gas emissions proclaimed in Executive Order (EO) S-3-05 and established the timeline for meeting State GHG reduction targets. The deadline for meeting the 2020 reduction target was December 31, 2020.

As part of AB 32, CARB determined 1990 GHG emissions levels and projected a "business-as-usual" (BAU)[ii] estimate for 2020, to determine the amount of GHG emission reductions that would need to be achieved. In 2007, CARB approved a statewide 1990 emissions level and corresponding 2020 GHG emissions limit of 427 million $MTCO_2e$ (CARB 2007). In 2008, CARB adopted its *Climate Change Scoping Plan*, which projects 2020 statewide GHG emissions levels of 596 million $MTCO_2e$ and identifies numerous measures (i.e., mandatory rules and regulations and voluntary measures) that will achieve at least 174 million $MTCO_2e$ of GHG reductions and bring statewide GHG emissions to 1990 levels by 2020 (CARB 2009).

EO B-30-15, 2030 Carbon Target and Adaptation, issued by Governor Brown in April 2015, set a target of reducing GHG emissions by 40 percent below 1990 levels in 2030. To achieve this ambitious target, Governor Brown identified five key goals for reducing GHG emissions in California through 2030:

- Increase renewable electricity to 50 percent.

[ii] BAU is a term used to define emissions levels without considering reductions from future or existing programs or technologies.

- Double energy efficiency savings achieved in existing buildings and make heating fuels cleaner.
- Reduce petroleum use in cars and trucks by up to 50 percent.
- Reduce emissions of short-lived climate pollutants.
- Manage farms, rangelands, forests, and wetlands to increasingly store carbon.

By directing State agencies to take measures consistent with their existing authority to reduce GHG emissions, EO B-30-15 establishes coherence between the 2020 and 2050 GHG reduction goals set by AB 32 and seeks to align California with the scientifically established GHG emissions levels needed to limit global warming below two degrees Celsius.

To reinforce the goals established through EO B-30-15, Governor Brown signed Senate Bill (SB) 32 and AB 197 on September 8, 2016. SB 32 made the GHG reduction target (to reduce GHG emissions by 40 percent below 1990 levels by 2030) a requirement, as opposed to a goal. AB 197 gives the Legislature additional authority over CARB to ensure the most successful strategies for lowering emissions are implemented, and requires CARB to, "protect the State's most impacted and disadvantaged communities …[and] consider the social costs of the emissions of greenhouse gases."

On September 16, 2022, Governor Newson signed into law AB 1279, the California Climate Crisis Act, that codified California's 2045 carbon neutrality goal and established a GHG emission reduction target of 85% below 1990 levels by 2045.

CARB Scoping Plan

The CARB Scoping Plan is the comprehensive plan primarily directed at identifying the measures necessary to reach the GHG reduction targets stipulated in AB 32. The key elements of the 2008 Scoping Plan were to expand and strengthen energy efficiency programs, achieve a statewide renewable energy mix of 33 percent, develop a cap-and-trade program with other partners (including seven states in the United States and four territories in Canada) in the Western Climate Initiative, establish transportation-related targets, and establish fees. CARB estimated that implementation of these measures would achieve at least 174 million $MTCO_2e$ of reductions and reduce statewide GHG emissions to 1990 levels by 2020 (CARB 2009).

The continued implementation of existing plans, policies, and regulations adopted for the purposes of reducing GHG emissions remain critical for achieving the State's 2030 and 2045 GHG reduction goals. For example, the 2022 Scoping Plan identifies a goal of achieving a per capita vehicle miles traveled (VMT) reduction of at least 25 percent below 2019 levels by 2030 and a 30 percent below 2019 levels by 2045, which is related to the implementation of SB 375 and recommendations provided by the Scoping Plan's Environmental Justice Advisory Committee. The most current 2022 Scoping Plan also acknowledges that, "local governments are also frequently the sources of innovative and practical climate solutions that can be replicated in other areas. Their efforts to reduce GHG emissions within their jurisdictions are vital to achieving the state's near-term air quality and long-term climate goals… and can also provide important co-benefits such as improved air quality, local economic benefits, healthier and more sustainable communities, and improved quality of life."

Low Carbon Fuel Standard Regulation

CARB initially approved the Low Carbon Fuel Standard (LCFS) regulation in 2009, identifying it as one of the nine discrete early action measures in the 2008 Scoping Plan to reduce California's GHG emissions. The LCFS regulation is designed to encourage the use of cleaner low-carbon transportation fuels in California, encourage the production of those fuels, and therefore, reduce GHG emissions and decrease petroleum dependence in the transportation sector. The LCFS regulation defines a Carbon Intensity, or "CI," reduction target (or standard) for each year, which the rule refers to as the "compliance schedule."

Senate Bill 375 (Sustainable Communities and Climate Protection Act)

In January 2009, California Senate Bill (SB) 375, known as the Sustainable Communities and Climate Protection Act, went into effect. The objective of SB 375 is to better integrate regional planning of transportation, land use, and housing to reduce sprawl and ultimately reduce GHG emissions and other air pollutants. SB 375 tasks CARB to set GHG reduction targets for each of California's 18 regional Metropolitan Planning Organizations (MPOs). Each MPO is required to prepare a Sustainable Communities Strategy (SCS) as part of their Regional Transportation Plan (RTP). The SCS is a growth strategy in combination with transportation policies that will show how the MPO will meet its GHG reduction target. If the SCS cannot meet the reduction goal, an Alternative Planning Strategy may be adopted that meets the goal through alternative development, infrastructure, and transportation measures or policies. For local implementation, see "Regional – Southern California Association of Governments Connect SoCal Plan" below.

Renewable Portfolio Standard Program

In 2002, California established its Renewables Portfolio Standard (RPS) Program, with the goal of increasing the percentage of renewable energy in the state's electricity mix to 20 percent of retail sales by 2017. The State's RPS program was further strengthened by the passage of SB 100 in 2018 which revised the State's RPS Program to require retail sellers of electricity to serve 50% and 60% of the total kWh sold to retail end-use customers be served by renewable energy sources by 2026 and 2030, respectively, and requires 100% of all electricity supplied come from renewable sources by 2045.

Executive Order B-55-18, AB 1279, and SB 1020

On September 10, 2018, Governor Brown signed Executive Order B-55-18, to achieve carbon neutrality by moving California to 100% clean energy by 2045. This Executive Order also includes specific measures to reduce GHG emissions via clean transportation, energy efficient buildings, directing cap-and-trade funds to disadvantaged communities, and better management of the state's forest land. On September 16, 2022, Governor Newson signed into law AB 1279, the California Climate Crisis Act, and SB 1020, the Clean Energy, Jobs, and Affordability Act of 2022. AB 1279 codified California's 2045 carbon neutrality goal and established a GHG emission reduction target of 85% below 1990 levels. SB 1020 set targets for the retail sale of electricity of 90% clean electricity by 2035 and 95% by 2040, and 100% by 2045. It also set a target for 100% clean electricity for electricity serving state agencies by 2035.

Sustainable Freight Plan

The Sustainable Freight Plan was adopted by CARB in July 2016, and provides a recommendation on a high-level vision and broad direction to the Governor to consider for State

agencies to utilize when developing specific investments, policies, and programs related to the freight transport system that serves our State's transportation, environmental, and economic interests. The Sustainable Freight Plan includes recommendations on a long-term 2050 vision and guiding principles for California's future freight transportation system.

Advanced Clean Trucks Program

The Advanced Clean Trucks (ACT) regulation was approved by CARB on June 25, 2020. The main components of the regulation are manufacturers' ZEV sales requirements and a one-time reporting requirement for large entities and fleets. Promoting the development and use of advanced clean trucks would help CARB achieve its emission reduction strategies as outlined in the SIP, Sustainable Freight Action Plan, SB 350, and AB 32. In 2025, Congress revoked California's waiver needed for the Advanced Clean Trucks regulation.

Advanced Clean Cars Program

In January 2012, CARB approved the Advanced Clean Cars (ACC) Program (formerly known as Pavley II) for model years 2017-2025. The components of the ACC program are the Low-Emission Vehicle (LEV) regulations and the ZEV regulations. The Program combines the control of smog, soot, and global warming gases with requirements for greater numbers of zero-emission vehicles into a single package of standards. By 2025, new automobiles under California's ACC Program will emit 34 percent less global warming gases and 75 percent less smog-forming emissions. In August 2022, CARB approved the Advanced Clean Cars II program, which sets requirements for ZEV sales and codifies the light-duty vehicle goals in EO N-79-20. The regulation requires new light duty vehicle sales will be 35% zero emission or plug in hybrid electric vehicles in 2026, 68% in 2030, and 100% in 2035. In 2025, Congress revoked California's Clean Air Act waiver that allows for the enforcement of the Clean Cars II regulations. In response, in June 2025, Governor Newsom signed Executive Order N-27-25, which reaffirms California's commitment to accelerating zero emission technology consistent with the targets of EO N-79-20. CARB is in the process of developing light-duty vehicle emissions standards consistent with State and federal law.

Advanced Clean Fleets Regulation

On April 28, 2023, CARB approved Advanced Clean Fleets (ACF), a rule that requires fleets of medium- and heavy-duty vehicles to transition to zero-emission vehicles. ACF applies to all drayage trucks, to high priority fleets, (i.e., fleets that have at least $50 million in gross annual revenue or fleets that operate 50 or more medium- and heavy-duty vehicles), and to government fleets; however, in January 2025, CARB withdrew its request for a waiver and authorization to implement the ACF rule, and is no longer enforcing the parts of the regulation that required a federal waiver. As such, the ACF only applies to state and local government fleets, which can choose between two options to meet the zero-emission requirements: a ZEV Milestone schedule or a Model Year Schedule. The ZEV Milestone schedule sets requirements for a percentage of the total fleet to be zero-emission at specified years, depending on the type of vehicle.

Local

City of Duarte General Plan

The City of Duarte General Plan includes the goals and policies that relate to GHG emissions in the Open Space and Conservation Element. Please refer to Section 4.3: Air Quality for policies in the Open Space and Conservation Element related to reducing vehicle miles traveled and reducing emissions from mobile sources.

2012 Duarte Energy Action Plan

In November 2012, the City adopted the Duarte Energy Action Plan (EAP) in order to increase energy efficiency and reduce greenhouse gas (GHG) emissions. The plan contained GHG forecasts and targets for the year 2020. As the EAP does not contain GHG targets for future years, these targets are not considered applicable to the proposed Specific Plan. Please refer to Section 4.6: Energy for policies in the Energy Action Plan.

4.8.3 – SIGNIFICANCE THRESHOLDS

The methodology used to evaluate potential environmental impacts is described in Section 4.0. Per the CEQA Guidelines, implementation of the project would have a significant impact related to GHG emissions if it would:

A. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
B. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?
C. Would the project cause substantial adverse cumulative impacts with respect to greenhouse gases?

In order to provide guidance to local lead agencies on determining the significance of GHG emissions in their CEQA documents, the SCAQMD convened the first GHG Significance Threshold Working Group (Working Group) meeting on April 30, 2008 (SCAQMD 2008). To date, the Working Group has convened a total of 15 times, with the last meeting taking place on September 28, 2010 (SCAQMD 2010). Based on the last Working Group meeting, the SCAQMD identified an interim, tiered approach for evaluating GHG emissions intent on capturing 90 percent of development projects where the SCAQMD is not the lead agency. The following describes the basic structure of the SCAQMD's tiered, interim GHG significance thresholds:

Tier 1 consists of evaluating whether or not the project qualifies for applicable CEQA exemptions.

Tier 2 consists of determining whether or not a project is consistent with a greenhouse gas reduction plan. If a project is consistent with a greenhouse gas reduction plan, it would not have a significant impact.

Tier 3 consists of using screening values at the discretion of the Lead Agency; however, the Lead Agency should be consistent for all projects within its jurisdiction. The following thresholds were proposed for consideration:

a. 3,000 $MTCO_2e$/yr for all land use types; or

b. 3,500 MTCO2e/yr for residential; 1,400 MTCO2e/yr for commercial; 3,000 MTCO2e/yr for mixed use projects.

Tier 4 has three options for projects that exceed the screening values identified in Tier 3:

Option 1: Reduce emissions from business-as-usual by a certain percentage (currently undefined).

Option 2: Early implementation of applicable AB 32 Scoping Measures.

Option 3: For plan-level analyses, analyze a project's emissions against an efficiency value of 6.6 $MTCO_2e$/yr/SP by 2020 and 4.1 $MTCO_2e$/yr/SP by 2035. For project-level analyses, analyze a project's emissions against an efficiency value of 4.8 and 3.0 $MTCO_2e$/yr/SP for the 2020 and 2035 calendar years, respectively.

The Specific Plan plans for growth through 2045, ten years after the SCAQMD's latest Tier 4 interim efficiency target year (2035) identified above. Therefore, to evaluate the Specific Plan's GHG emissions against future GHG reduction goals, the plan-level efficiency target has been adjusted based on the anthropogenic GHG reduction targets of AB 1279, which sets a target of 85% below 1990 levels by 2045. The resulting, interpolated efficiency target for the year 2045 is 1.0 $MTCO_2e$/yr/SP.[iii]

4.8.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to GHG emissions and potential conflicts with a plan, policy, or regulation adopted for the purposes of reducing GHG emissions which could result from the implementation of the project and recommends mitigation measures as needed to reduce significant impacts.

GHG Emissions

Impact GHG-1 – Would the proposed SPU generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Analysis of Impacts

Implementation of the Specific Plan would result in construction and operational activities that would generate GHG emissions. As explained in more detail in Section 4.3, Air Quality, the planned land use changes that could occur under buildout conditions of the Specific Plan would result in an additional 401 dwelling units and 754 residents. The proposed Specific Plan would also increase the amount of non-residential building space by approximately 84,000 square feet

[iii] To remain on track with future GHG reduction goals, it is necessary to identify a potential efficiency target for 2045. Pursuant to existing legislation, all human-caused or influenced GHG emissions are required to be reduced to 85 percent below 1990 levels by 2045. The 1.0 $MTCO_2e$/yr/SP efficiency target was developed by taking the SCAQMD's 6.6 $MTCO_2e$/yr/SP efficiency target for 2020, which was the target to reduce emissions back to 1990 levels, and reducing it by 85% (6.6 $MTCO_2e$/yr/SP * (1-0.85) = 1.0 $MTCO_2e$/yr/SP). This reduction is consistent with the anthropogenic GHG emissions reductions required under AB 1279. The City is not adopting nor proposing to use 1.0 $MTCO_2e$/yr/SP as a CEQA GHG threshold for general use; rather, it is only intended to provide context and information on the magnitude of the proposed Specific Plan's emissions of GHGs.

and accommodate approximately 102 new jobs within the Planning Area (see Table 3-5 in the Project Description).

Construction Impacts. The growth from implementation of the Specific Plan would result in construction activities that would generate GHG emissions primarily from fuel combustion in equipment during demolition, site preparation, grading, building construction, paving, and architectural coating activities and in worker, vendor, and haul trips to and from future development projects. Construction activities would occur within the Planning Area intermittently over the next approximately 20 years. Construction activities would cease to emit GHG upon completion, unlike operational emissions that would be continuous year after year until the project is decommissioned. Accordingly, the SCAQMD recommends amortizing construction GHG emissions over a 30-year period and including them with operational emissions estimates. This normalizes construction emissions so that they can be grouped with operational emissions and compared to appropriate thresholds. MIG estimated the proposed Specific Plan construction GHG emissions using CalEEMod, V. 2022.1.1.45, using the same assumptions and Project-specific modifications discussed in Section 4.3.4 under Impact AQ-2. The Specific Plan's construction emissions are shown in Table 4.8-4 below. Please refer to Appendix C for detailed construction CalEEMod assumptions and modeling results.

Operational Impacts. The proposed land uses envisioned by the Specific Plan would result in operational GHG emissions, primarily from mobile and energy sources. Mobile sources, including vehicle trips to and from land uses within the City, would result primarily in emissions of CO_2, with emissions of CH_4, NO_2, and refrigerants also occurring in minor amounts. In addition to mobile sources, GHG emissions would also be generated from natural gas usage, electricity use, water conveyance and use, wastewater treatment, solid waste disposal, and refrigerants from appliances and HVAC systems. Natural gas use would result in the emission of two GHGs: CH_4 (the major component of natural gas) and CO_2 (from the combustion of natural gas). Electricity use associated with both the physical usage of the development, as well as the energy needed to transport water/wastewater, would result in the production of GHGs if the electricity is generated through non-renewable sources (i.e., combustion of fossil fuels). Solid waste generated by land uses within the Planning Area would contribute to GHG emissions in a variety of ways. Landfilling and other methods of disposal use energy when transporting and managing the waste. In addition, landfilling, the most common waste management practice, results in the release of CH_4 from the decomposition of organic materials.

Potential operational GHG emissions[iv] resulting from operation of the land uses proposed by the Specific Plan were estimated using CalEEMod, Version 2022.1.1.45. The modeling assumes Specific Plan growth consistent with the land use development intensities obtained from Table 3-5 of the Project Description. The modeling is based on default data assumptions contained in CalEEMod, with the project-specific modifications described under Impact AQ-2. The total unmitigated GHG emissions estimated to occur under projected 2045 growth conditions are

[iv] Emissions are modeled for a subset of the Planning Area focusing on the land uses in the Specific Plan that are not currently existing uses.

shown below in Table 4.8-4 and compared against the potential GHG emissions that could exist in 2045 if the Specific Plan were not approved.[v]

As described above, the SCAQMD recommends the use of an efficiency threshold for plan-level analysis in which potential emissions levels are considered in terms of how many GHG emissions would be produced by each resident and employee using a project's facilities. Thus, the adjusted 2045 project-level efficiency target of 1.0 $MTCO_2e$/yr/SP is the primary contextual factor considered in evaluating the significance of the Specific Plan's GHG emissions changes.

As shown in Table 4.8-4 below, the new uses in Specific Plan would emit approximately 5,765.6 $MTCO_2e$ annually by 2045. Dividing through by the service population for the modeled land use changes (1,179 residents and employees) results in an efficiency metric of 4.9 $MTCO_2e$/yr/SP for 2045. This GHG efficiency level is above the adjusted target for 2045 (1.0 $MTCO_2e$/yr/SP), and also above existing and future baseline conditions, as the GHG efficiency occurring under 2045 with the Specific Plan would be approximately 8% more than existing 2025 conditions and 25% more than 2045 conditions without the Specific Plan.

Table 4.8-4: Unmitigated Specific Plan GHG Emissions

Source	GHG Emissions ($MTCO_2e$ / Year)		
	Existing Land Uses (2045)[(A)]	Specific Plan Land Uses (2045)	Net Change
Mobile	903.5	4,388.6	+3,485.10
Area	34.7	128.6	+93.90
Energy	228.4	850.5	+622.10
Water	15.5	57.9	+42.40
Waste	74.7	300.1	+225.40
Refrigeration	0.3	1.8	+1.50
Amortized Construction	--	38.1	+38.1
Total Existing GHG[(B)]	1,257.1	5,765.60	+4,508.5
Service Population (SP)[(C)]	323	1,179	+856
$MTCO_2e$/yr/SP	3.9	4.9	1.0

[v] Although CEQA generally requires an evaluation of impacts associated with project implementation against the conditions that exist at the time the Notice of Preparation (NOP) is published, CEQA Guidelines Section 15125(a)(2) allows a lead agency to, "…use projected future conditions (beyond the date of project operations) baseline as the sole baseline for analysis only if it demonstrates with substantial evidence that use of existing conditions would be either misleading or without informative value to decision makers and the public." Existing conditions GHG emissions for Year 2026 (current baseline conditions) and Year 2045 (future conditions) have been provided in Section 4.8.1. As shown in Table 4.8-3 and described in Section 4.8.1, the existing land uses within the Planning Area would benefit from regulatory actions at the State level (i.e., vehicle and fuel efficiency standards and cleaner electricity), which would continue to reduce emissions over the next approximately 20 years, even if the Specific Plan is not approved or implemented. Therefore, to provide a conservative assessment of emissions associated with implementation of the proposed Specific Plan, GHG emissions associated with operation of the existing land uses in 2045 are compared against the new uses proposed under the Specific Plan in 2045 to paint a more accurate picture of how the land uses proposed by the Specific Plan could change emissions in the Planning Area. This provides a more conservative assessment of emissions because the existing land use GHG emissions in 2026 were greater than those shown for the existing land uses shown in 2045 (see Table 4.8-3).

SCAQMD Tier 4 2035 Plan Level Efficiency Threshold	--	4.1	--
SCAQMD Tier 4 Adjusted 2045 Plan Level Efficiency Threshold	--	1.0	--
Exceeds Threshold?	**--**	**Yes**	**--**

Source: MIG, 2025 (see Appendix C).

(A) See Table 4.8-3 for existing GHG emissions in the Planning Area.

(B) Totals may not equal due to rounding.

(C) Service population values in this table include only the service population associated with the modeled land use changes

The primary source of Specific Plan GHG emissions would be mobile sources, which represent approximately 77% of total annual operational GHG emissions occurring under 2045 growth conditions. The next highest source of Specific Plan GHG emissions would be energy sources, which would represent approximately 15% of total annual operational GHG emissions.

As shown in Table 4.8-4, the Specific Plan's 2045 growth projection would result in GHG emissions that exceed the adjusted SCAQMD derived plan-level efficiency metric. This is considered to be a potentially significant impact.

The Specific Plan includes project design features and characteristics that would reduce VMT and associated GHG emissions. The Specific Plan would result in higher density and mixed-use development within a Transit Priority Area, and would add walking trails to maximize on-site pedestrian connectivity. Although the Specific Plan contains characteristics that would promote efficient and sustainable development, further actions to reduce GHG emissions are required. Accordingly, the City would implement Mitigation Measures GHG-1 to reduce the quantity of GHG emissions generated under implementation of the Specific Plan. Although Mitigation Measure GHG-1 would reduce GHG emissions from energy, water, and mobile sources, it cannot be ensured future development projects would be able to mitigate their emissions in line with state-wide goals. Since the GHG emissions associated with the Specific Plan would not meet the interpolated SCAQMD efficiency metric of 1.0 $MTCO_2e/yr/SP$, this impact would be significant and unavoidable.

Level of Significance Before Mitigation

Potentially significant.

Mitigation Measures

GHG-1: **Reduce Building Energy Consumption and GHG Emissions.** To reduce potential GHG emissions associated with the performance of the building envelope and systems components covered by Title 24 of the California Code of Regulations, all buildings in the Planning Area shall be designed to have a total energy design rating that is at least 5% less than the standard building design for Climate Zone 9. The energy budget for the standard design building and the energy budget for the proposed design building shall be determined in accordance with the definitions and approach set forth in the version of the Building Energy Efficiency Standards (Energy Code) that is in effect at the time of building permit approval, unless the City of Duarte has adopted local requirements that are more stringent than the Energy Code. The requirement to reduce a project's energy

budget by 5% below the standard design building shall not apply if the Energy Code or the city of Duarte has already established a zero net energy requirement for the standard design building.

GHG-2: **Reduce Appliance Energy Consumption and GHG Emissions.** To reduce potential GHG emissions from appliance-related energy consumption, all developer-installed refrigerators, dishwashers, clothes washers and dryers, and room air conditioners shall be Energy Star certified products.

GHG-3: **Increase Water Conservation.** To reduce potential GHG emissions associated with water consumption, U.S. EPA Certified WaterSense labeled or equivalent faucets, toilets, and showerheads.

GHG-4: **Reduce Nonresidential Vehicle Trip Emissions**. To reduce potential nonresidential vehicle trip emissions, all new nonresidential development in the Planning Area, including the nonresidential component of mixed-use development, shall require nonresidential projects to comply with the voluntary Tier 1 EV charging provisions for new construction contained in the version of the California Green Building Code (CalGreen Code) that is in effect at the time of building permit approval, unless the City has adopted local requirements that are more stringent than the CalGreen Code. As of January 1, 2026, the 2025 CalGreen Code sets a requirement for either a specified number of EV capable spaces or a specified total power level for office and retail land uses based on the total number of actual parking spaces (CalGreen Code Table A5.106.5.3.1 and Table A5.106.5.3.2).

Level of Significance After Mitigation

Significant and unavoidable.

Impact GHG-2 – Would the proposed SPU conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases?

The State has numerous plans, policies, and regulations that are intended to directly or indirectly reduce GHG emissions and support attainment of the GHG emissions reduction targets established by AB 32, SB 32, and AB 1279, however, in general, most State programs and regulations intended to directly or indirectly reduce GHG emissions do not apply to the proposed Specific Plan. For example, State regulations for reducing the carbon content of transportation fuels (Low Carbon Fuel Standard, or LCFS) apply to fuel manufacturers and distributors and State regulations for increasing the renewable energy content in retail electric sales (Renewables Portfolio Standard Program, or RPS) apply to retail sellers of electricity. Although these regulations do not apply to the proposed Specific Plan, the Specific Plan would nonetheless benefit from the state's implementation of these regulations. The plans, policies, and regulations that are most relevant to the Specific Plan include the Title 24 Building Energy Efficiency Standards (BEES) and CalGreen Code, and the 2022 Climate Change Scoping Plan.

Title 24 BEES and CALGreen Code. The Title 24 BEES and the CalGreen code both establish mandatory renewable energy and energy efficiency standards that apply to various building systems, components, and uses. Future development projects would comply with all mandatory, applicable BEES and CalGreen Code requirements in effect at the time a building permit

application is submitted. Thus, the Specific Plan would not conflict with the Title 24 BEES or the 2025 CALGreen code.

CARB Scoping Plan. 2022 Climate Change Scoping Plan is a state-level plan intended to integrate policies, programs, and investments to achieve the State's climate change goals.

The plan does not contain any applicable, mandatory policy or requirement that applies to specific, individual projects. Rather, the plan primarily relies upon the ability of State agencies, primarily CARB and the CEC, to uphold and implement existing legislation and develop new plans and strategies to sequester, trap, and store emitted carbon emissions. Once developed, GHG reductions achieved by the State's plans, policies, and regulations would be realized at the local level. Although the plan's framework is statewide in nature, it does discuss potential voluntary actions that could be undertaken at a local level to support the State's climate goals.[vi] The discussion of potential local actions is geared towards the preparation of climate action plans and residential and mixed-use land use plans, such as the proposed Specific Plan. Voluntary standards are not required for a project or plan, nor enforceable. Nonetheless, for information purposes only, the Scoping Plan identifies three specific strategies/areas to address key emissions sectors and align local actions with State climate goals: 1) transportation electrification, 2) VMT reduction, and 3) building decarbonization. As described below, the proposed Specific Plan would be consistent with these strategies and thus would not impede the implementation of the Scoping Plan.

- Transportation electrification: The new land uses that would be developed under the Specific Plan would be required to meet the mandatory EV charging requirements stipulated in the CalGreen Code. Furthermore, Mitigation Measure GHG-4 would further support transportation electrification by requiring office and retail uses to comply with CalGreen Tier 1 EV charging provisions.
- VMT reduction: The Specific Plan would increase density compared to existing conditions, adding residential and mixed-use development to the Planning Area (see Section 3.5.3). Additionally, this development would occur within a Transit Priority Area, with three public transit bus routes providing service to the Planning Area and the Duarte/City of Hope Station for the LA Metro providing light rail transit approximately 0.4 miles from the Planning Area (LLG 2025). Furthermore, the site is designed for on-site pedestrian connectivity, and the Specific Plan would add pedestrian infrastructure, encouraging active transportation.
- Building Decarbonization: The Specific Plan would support building decarbonization, as the Specific Plan would build new development to the 2025 CalGreen Code requirements, or the version of the CalGreen Code that is in effect at the time of permit approval. Complying with these standards would increase energy efficiency in buildings and require renewable energy in new developments.

SCAG 2024 RTP/SCS. As described in Section 4.8.2, Connect SoCal is a growth strategy and transportation plan that demonstrates how the SCAG region will meet its GHG reduction target through the year 2045. Many of the measures included in the RTP/SCS are focused on the expansion of, and access to, mass transit (e.g., light rail, commuter rail, bus rapid transit, etc.), planning growth around livable corridors, and locating new housing and job growth in high quality transit areas. Collectively, these land use plans, in conjunction with measures at the state-level to improve fuel efficiency standards, are designed to meet CARB's SB 375 goal for the SCAG

[vi] This discussion is located in Scoping Plan Appendix D.

region (reducing per capita GHG emissions in the region by 8% by 2020 and 19 percent by 2035, as compared to 2005 levels. The Specific Plan, which supports higher density and mixed use development in a transit priority area, would be consistent with Connect SoCal.

As discussed above, the Specific Plan would not conflict with any applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of GHGs. This impact would be less than significant.

Level of Significance Before Mitigation

Less than Significant.

Mitigation Measures

None required.

Cumulative Impacts

Impact GHG-3 – Would the proposed SPU cause substantial adverse cumulative impacts with respect to greenhouse gases?

Analysis of Impacts

As stated at the beginning of Section 4.8.4, global climate change is the result of GHG emissions worldwide; individual projects do not generate enough GHG emissions to influence global climate change. Thus, the analysis of GHG emissions is by nature a cumulative analysis focused on whether an individual project's contribution to global climate change is cumulatively considerable. As described under Impact GHG-1, the Specific Plan would result in GHG emissions that exceed the GHG efficiency threshold (1.0 $MTCO_2e$/SP/yr) applied in this EIR. Accordingly, the proposed project would result in a cumulatively considerable and significant GHG emissions contribution even after the incorporation of mitigation measures.

Level of Significance Before Mitigation

Potentially significant.

Mitigation Measures

See Mitigation Measures GHG-1, GHG-2, GHG-3, and GHG-4.

Level of Significance After Mitigation

Significant and unavoidable.

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List of Acronyms, Abbreviations, and Symbols	
Acronym, Symbol, Abbreviation	**Description**
AB	Assembly Bill
ACC	Advanced Clean Cars
BAU	Business-As-Usual
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBSC	California Building Standards Commission
CEC	California Energy Commission
CFC	Chlorofluorocarbon
C_H4	Methane
CNRA	California Natural Resources Agency
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
EIR	Environmental Impact Report
EO	Executive Order
EV	Electric Vehicle
GHG	Greenhouse Gases
GWP	Global Warming Potential
HFC	Hydrofluorocarbon
HQTA	High Quality Transit Area
IAQ	Indoor Air Quality
LCFS	Low Carbon Fuel Standard
LEV	Low-Emission Vehicle
NMA	Neighborhood Mobility Area
MMBTU	Million British Thermal Units
MPO	Metropolitan Planning Organization
$MTCO_2e$	metric tons of CO_2 equivalents
MWh	Megawatt-hours
N_2O	Nitrous Oxide
PGA	Priority Growth Area
PFC	Perfluorocarbon
Ppm	parts per million
RPS	Renewable Portfolio Standard

RTP	Regional Transportation Plan
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
SF_6	Sulfur Hexafluoride
SOI	Sphere of Influence
SP	Service Population
TPA	Transit Priority Area
U.S. EPA	United States Environmental Protection Agency
VMT	Vehicle Miles Travelled
WGSP	Westminster Gardens Specific Plan
Working Group	SCAQMD GHG Significance Threshold Working Group
ZEV	Zero Emission Vehicle
°F	Degrees Fahrenheit
%	Percent

4.9 – HAZARDS AND HAZARDOUS MATERIALS

This EIR chapter addresses hazards and hazardous materials impacts associated with the proposed Specific Plan Update (SPU), including the routine transport, use, or disposal of hazardous materials, upset and accident conditions, emissions or handling of hazardous materials, hazardous materials sites, excessive airport noise, impairment of emergency response plans, and risks from wildfire.

4.9.1 – ENVIRONMENTAL SETTING

Hazardous materials (hazmat) are substances or chemicals that are capable of having a harmful effect on human health or the environment. Hazardous materials are used in everyday activities from painting houses to fueling cars. Facilities that transport, generate, or treat hazardous waste must report their activities to the California and U.S. Environmental Protection Agency (EPA) and comply with waste management standards.

Contaminated Sites

The federal Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), informally known as Superfund, allows the EPA to clean up contaminated sites by assigning liability and ensuring responsible parties either remediate the site or reimburse the government for EPA-led efforts. When no viable responsible party can be identified, Superfund allocates the public funds to the EPA for remedial action of contaminated sites. Contaminated sites pose serious health risks for adjacent populations, with threats of harmful elements infiltrating air, water, and soil. Superfund sites refer to areas where hazardous waste has been dumped, stored improperly, or otherwise ill-managed. These sites may include manufacturing facilities, processing plants, landfills, and mining sites. A brownfield is a land area that has a presence or potential presence of a hazardous substance, pollutant, or contaminate. Because of this, the land is harder and more expensive to develop and often requires more complicated procedures to ensure the health and safety of future occupants/users. According to the California Department of Toxic Substances *EnviroStor* tracking system, there are no contaminated sites located within the Planning Area (DTSC, 2024a). The nearest contaminated site to the Planning Area is the former GE Aviation Systems site located at 1700 Business Center, approximately 0.25 miles to the southwest; however, this site is listed as a voluntary cleanup site with no further action required.

Leaking Underground Storage Tanks

Underground storage tanks are used to store petroleum and other hazardous materials. Leaking underground storage tanks (LUST) can contaminate surrounding soil, groundwater, or surface waters. Once the leak is registered and confirmed, immediate response actions must be taken to minimize or eliminate the source of the release and to reduce the potential harm to human health, public safety, and the environment. The U.S. EPA monitors underground storage tank systems (UST). Until the mid-1980s, most USTs were made of bare steel and thus were likely to corrode over time, allowing content to leak into the surrounding environment. Tanks may store hazardous materials like petroleum or harmful chemicals, which pose major concerns for potential groundwater contamination. In addition to affecting drinking water, a leaking UST poses fire and explosion risk depending on the contents. According to the California Department

of Toxic Substances *Cortese List Data Sources*, and GeoTracker data management system for sites that impact water quality, there are no LUST cleanup sites within the Planning Area. The nearest LUST cleanup site to the Planning Area is the former Lerner Gas Station located at 2107 Huntington Drive, approximately 0.10 miles to the northeast; however, this site is listed as Completed – Case Closed with no further action required.

Hazardous Waste and Toxic Release

Hazardous waste includes large quantity waste generators, transfer facilities which temporarily store waste, and transporters which move hazardous waste from one site to another. These sites are typically found in industrial areas and along transportation corridors. Waste byproducts might contain harmful chemicals, which could further contaminate air, water, and soil in proximate areas. Studies have found that such facilities are often located near poorer neighborhoods and communities of color. The South Coast Air Quality Management District (SCAQMD) collects emissions data from stationary sources of pollutants through the Air Toxics Hot Spots program. This identifies facilities having localized impacts, to ascertain health risks, to notify nearby residents of significant risks, and to reduce those significant risks to acceptable levels. The Air Toxic Hot Spots program quantifies criterial and toxic pollutants. Criteria air pollutants are air pollutants for which acceptable levels of exposure can be determined and for which an ambient air quality standard has been set. Examples include ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, and PM_{10} and $PM_{2.5}$. Toxic air pollutants (TAPs) are those pollutants that are known or suspected to cause cancer or other serious health effects, such as reproductive effects or birth defects, or to cause adverse environmental effects.

Hazardous Waste and Substances Site List

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies, and developers to comply with the CEQA requirements in providing information about the location of hazardous materials release sites. Government Code section 65962.5 requires the California Environmental Protection Agency (Cal EPA) to develop at least annually an updated Cortese List. The California Department of Toxic Substances Control (DTSC), the State Water Resources Control Board (SWRCB) and other State and local government agencies are responsible for the information contained in the Cortese List. The Cortese list consists of:

- List of Hazardous Waste and Substances sites from Department of Toxic Substances Control (DTSC) EnviroStor database;
- List of Leaking Underground Storage Tank Sites from the State Water Board's GeoTracker database;
- List of solid waste disposal sites identified by Water Board with waste constituents above hazardous waste levels outside the waste management unit;
- List of "active" Cease and Desist Orders and Cleanup and Abatement Orders; and,
- List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by DTSC.

Westminster Gardens is not located on any of the above lists (DTSC, 2024b). The City of Duarte does not contain any Hazardous Waste and Substances sites, solid waste sites identified by the Water Board, active CDOs and CAOs, or hazardous waste facilities subject to corrective action as identified by DTSC. There are multiple LUST sites located within the City of Duarte; however, none are located within the Planning Area. The nearest LUST site to the

Planning Area to is located across the street from the project site at 2107 E Huntington Drive, and has a "Completed – Case Closed" status as of September 14, 2006.

Airport Hazards

There are no airports located within the City of Duarte. The nearest airport to the Planning Area, the San Gabriel Valley airport, is located approximately 7.5 miles southwest of the project site.

Wildfire Hazards

Duarte's location at the base of the San Gabriel Mountains creates an urban/wildland interface that makes Duarte more susceptible to wildfires than cities that do not border the foothills. The California Department of Forestry and Fire Protection (CalFire) ranks fire hazard of wildland areas of the state using four main criteria: fuels, weather, assets at risk, and level of service. According to Cal Fire's Fire Hazard Severity Zone map, the entire northern portion of Duarte is located in a Very High Fire Hazard Severity Zone (VHFHSZ). The majority of this area is located in the undeveloped foothills of the San Gabriel Mountains; however, there are some developed portions of the City located within the VHFHSZ. Additionally, areas along the San Gabriel River, including part of City of Hope, are designated as being within a VHFHSZ. According to the Safety Element of the Duarte General Plan, residents living north of Royal Oaks Drive are at substantial risk of a wildland fire. However, Westminster Gardens is located south of this street, in an urbanized portion of the city, and is not within an area designated as a VHFHSZ.

4.9.2 – REGULATORY FRAMEWORK

Federal

U.S. Environmental Protection Agency (EPA)

Regulates chemical and hazardous materials use, storage, treatment, handling, transport, and disposal practices; protects workers and the community (along with CalOSHA, see below) and integrates the Federal Clean Water Act and Clean Air Act into California Legislation.

Comprehensive Environmental Response, Compensation and Liability Act (CERCLA)

Adopted in 1980, CERCLA was developed to remove contamination of water, air, and land resources from past chemical disposal practices. Also known as the "Superfund Act," CERCLA contains a list of sites referred to as Superfund sites, where there is an imminent threat to human health. CERCLA collects taxes from the chemical and petroleum industries to clean abandoned or uncontrolled hazardous sites using short term and long-term techniques.

The Resources Conservation and Recovery Act (RCRA)

Federal law that regulates hazardous wastes from a 'cradle-to-grave' approach, meaning that all hazardous wastes are tracked and strictly regulated from generation to disposal, and waste generators are required to report use or transport of hazardous wastes to the EPA. Hazardous waste generators range from small producers such as dry cleaners and automobile repair facilities to larger producers such as hospitals and manufacturing operations. The EPA categorizes Small Quantity Generators (SQG) as those facilities that produce between 100 and 1,000 kilograms (kg) of hazardous waste per month. Facilities producing less than 100 kg of hazardous waste per month are not subject to RCRA. Large Quantity Generators (LQG)

produce 1,000 kg or more hazardous waste per month. LQG and SQG facilities are subject to the storage and transportation requirements of RCRA.

The Federal Emergency Planning and Community Right-To-Know Act (EPCRA)

Enacted to inform communities and residents of chemical hazards in their area, this Act requires the US EPA maintain and publish a list of toxic chemical releases, known as the Toxic Release Inventory (TRI). Facilities required to report include industrial uses that manufacture, process, or use significant amounts of chemicals. Reporting includes types and amounts of chemicals that are released each year into the air, water, and land or transferred off-site. Listing as a TRI facility doesn't necessarily mean that releases are harmful to humans or the environment.

Federal Occupational Safety and Health Administration (OSHA)

Establishes and enforces Federal regulations related to health and safety of workers exposed to toxic and hazardous materials. OSHA also sets health and safety guidelines for construction activities and manufacturing facility operations.

U.S. Department of Transportation (DOT)

Regulates the shipment of hazardous material. DOT also administers the Hazardous Materials Transportation Uniform Safety Act (HMTUSA) to clarify conflicting state, local, and federal regulations. HMTUSA requires the Secretary of Transportation to promulgate regulations for the safe transport of hazardous material in intrastate, interstate, and foreign commerce. The Secretary also retains authority to designate materials as hazardous (along with EPA) when they pose unreasonable risks to health, safety, or property.

Standardized Emergency Management System and National Incident Management System (SEMS)

According to the State's SEMS, local agencies have primary authority regarding rescue and treatment of casualties and making decisions regarding protective actions for the community. When a major incident occurs the first few moments are critical in terms of reducing loss of life and property. First responders must be sufficiently trained to understand the nature and the gravity of the event to minimize the confusion that inevitably follows catastrophic situations. This on-scene authority rests with the local emergency services organization and the incident commander.

State

California Occupational Safety and Health Administration (CalOSHA)

Responsible for promulgating and enforcing State health and safety standards and implementing Federal OSHA Laws. For example, CalOSHA's regulatory scope includes provisions to minimize the potential for release of asbestos and lead during construction and demolition activities.

California Environmental Protection Agency (Cal EPA)

The Cal EPA implements and enforces a statewide hazardous materials program known as the Certified Unified Program Agency (CUPA) established by Senate Bill 1802 to enable counties

and local government to enforce the administrative requirements, permits, inspections, and enforcement activities for the following environmental and emergency management programs for hazardous materials:

- Hazardous Materials Release Response Plans and Inventories (Business Plans)
- California Accidental Release Prevention Program
- Underground Storage Tank Program
- Aboveground Petroleum Storage Act Requirements for Spill Prevention, Control, and Countermeasure Plans
- Hazardous Waste Generator and On-site Hazardous Waste Treatment Programs
- California Uniform Fire Code, Hazardous Materials Management Plans, and Hazardous Material Inventory Statements

CUPAs are accountable for carrying out responsibilities previously handled by approximately 1,300 different state and local agencies.

CalEPA Office of Emergency Services (CalEPA/OES)

Cal/EPA establishes regulations governing the use of hazardous materials in the State to protect air, water, and soil. OES coordinates State and local agencies and resources for educating, planning, and warning citizens of hazardous materials and related emergencies, including organized response efforts in case of emergencies.

CALFIRE, Office of the State Fire Marshal (CAL FIRE-OSFM)

The Office of the State Fire Marshal evaluates and provides technical assistance for the Hazardous Material Management Plan (HMMP), the Hazardous Materials Inventory Statement (HMIS) and the Aboveground Petroleum Storage Act (APSA) Programs. The HMMP and HMIS Program are closely tied to the Business Plan Program.

California Fire Code

The city has adopted the most current version of the California Fire Code, with amendments to address specific local conditions and needs. These provisions include construction standards and fire hydrant requirements, road widths and configurations designed to accommodate the passage of fire trucks and engines, and requirements for minimum fire flow rates for water mains. specifications for exterior materials and construction methods for structures located in the wildland-urban interface (WUI). These regulations pertain to any new building located within a Local Agency ‘Very High Fire Hazard Severity Zone’ or within a State Responsible ‘Moderate’, ‘High’, or ‘Very High Fire Hazard Severity Zone’.

California Hazardous Waste Control Law

The California Hazardous Waste Control Law is administered by the California EPA to regulate hazardous wastes. Although the Hazardous Waste Control Law is generally more stringent than RCRA, until the federal EPA approves the California Hazardous Waste Control Program (which is charged with regulating the generation, treatment, storage, and disposal of hazardous waste), both the state and federal laws apply in California. The Hazardous Waste Control Law lists 791 chemicals and approximately 300 common materials that may be hazardous; establishes criteria for identifying, packaging, and labeling hazardous wastes; prescribes management controls; establishes permit requirements for treatment, storage, disposal, and transportation;

and identifies some wastes that cannot be disposed of in landfills. The California Code of Regulations (CCR) 22 CCR Section 66261.10 provides that waste has "hazardous" characteristics if it has the following effects: [a](1) a waste that exhibits the characteristics may: (A) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (B) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported, or disposed or otherwise managed.

According to 22 CCR (Article 11, Chapter 3), substances having a characteristic of toxicity, ignitability, corrosivity, or reactivity are considered hazardous waste. Hazardous wastes are hazardous substances that no longer have a practical use, such as material that has been abandoned, discarded, spilled, contaminated, or are being stored prior to proper disposal. Toxic substances may cause short-term or long-lasting health effects, ranging from temporary effects to permanent disability or death. For example, toxic substances can cause eye or skin irritation, disorientation, headache, nausea, allergic reactions, acute poisoning, chronic illness, or other adverse health effects if human exposure exceeds certain levels (the level depends on the substance involved). Carcinogens (substances known to cause cancer) are a special class of toxic substances. Examples of toxic substances include most heavy metals, pesticides, and benzene (a carcinogenic component of gasoline). Ignitable substances (e.g., gasoline, hexane, and natural gas) are hazardous because of their flammable properties. Corrosive substances (e.g., strong acids and bases such as sulfuric (battery) acid or lye) are chemically active and can damage other materials or cause severe burns upon contact. Reactive substances (e.g., explosives, pressurized canisters, and pure sodium metal, which reacts violently with water) may cause explosions or generate gases or fumes.

Other types of hazardous materials include radioactive and biohazardous materials. Radioactive materials and wastes contain radioisotopes, which are atoms with unstable nuclei that emit ionizing radiation to increase their stability. Radioactive waste mixed with chemical hazardous waste is referred to as "mixed wastes." Biohazardous materials and wastes include anything derived from living organisms. They may be contaminated with disease-causing agents, such as bacteria or viruses (22 CCR 66251.1 et seq.).

California Department of Toxic Substances Control (DTSC)

DTSC regulates hazardous substances and wastes, oversees remedial investigations, protects drinking water from toxic contamination, and warns the public that could potentially be exposed to listed carcinogens. DTSC evaluates and provides technical assistance for the Hazardous Waste Generator Program, including Onsite Treatment (Tiered Permitting) and the Resource Conservation Recovery Act (RCRA). In addition, EnviroStor is DTSC's data management system for tracking cleanup, permitting, enforcement and investigation efforts at hazardous waste facilities and sites with known contamination or sites where there may be reasons to investigate further. There are no open investigations in the planning area (DTSC EnviroStor).

Underground Tank Regulations

Title 23, Division 3, Chapter 16 (Underground Tank Regulations) of the California Code of Regulations identifies the regulations applicable to new and existing underground storage tanks. These regulations establish monitoring, maintenance, reporting, abatement, and closure procedures for all underground storage tanks in the state. These regulations are administered by the Los Angeles Regional Water Quality Control Board.

California Highway Patrol (CHP)

The CHP has primary regulatory responsibility for the transportation of hazardous wastes and materials.

Cortese List

California Government Code Section 65962.5 established the "Cortese List", which requires state agencies to compile a list of all properties affected by hazardous waste and develop a framework for how they will continue to be monitored and addressed by the State. A site's presence on the list has bearing on the local permitting process as well as on compliance with the California Environmental Quality Act (CEQA). This statute was enacted over 20 years ago, and some of the provisions refer to agency activities that are no longer being implemented and in some cases the information to be included in the Cortese List does not exist.

California Porter Cologne Water Quality Control Act

Division 7 of the California Water Code (Water Code) identifies the enforcement and implementation rights of the Regional Water Quality Control Board to remedy discharges to surface waters or groundwater that would or could violate water quality standards. Standard remedies include issuance of Cease and Desist Orders and cleanup and abatement procedures.

Code of Regulations Title 22

Title 22 of the California Code of Regulations contains all applicable State and Federal laws governing hazardous wastes in the State. Title 22 is more stringent and broader in its coverage of wastes than Federal law. Chapter 51 (Site Remediation) identifies the minimum standards of performance for site investigations and response actions performed by the private sector in site cleanup efforts.

Hazardous waste is any waste with properties that make it potentially dangerous or harmful to human health or the environment. Hazardous waste is defined in one of two ways. Waste is considered hazardous if it appears on one of the five lists created pursuant to the Federal Resource Conservation Recovery Act (RCRA). The lists are known as the F-, K-, P-/U-, and M-lists and reflect non-specific source waste, source-specific waste, discarded commercial chemical products, discarded mercury-containing products, respectively. A waste may also be categorized as hazardous if it exhibits one of the four characteristics of hazardous materials: ignitibility, corrosivity, reactivity, and toxicity. Because of its toxicity, solid wastes containing certain levels of lead are considered hazardous and must be handled, transported, and disposed of in accordance with Federal and State law. In California, two thresholds have been established by State regulation to determine if a waste is hazardous due to its lead content. The Total Threshold Limit Concentration (TTLC) establishes a threshold of 1,000 milligrams (mg) of lead per one kilogram (kg) of waste. The Soluble Threshold Limit Concentration (STLC) establishes a threshold of 5 mg of lead per liter (L) of waste extract solution. Hazardous Waste must be disposed of at Class I landfills that are specifically designed to accept hazardous waste.

California Asbestos Standards in Construction

The California Division of Occupational Safety and Health (Cal/OSHA) enforces the California Asbestos Standards in Construction (8 CCR Section 1529). These standards regulate exposure

to asbestos in all construction work including demolition of structures. These regulations establish entry and exit procedures after working in asbestos contaminated areas and establish specific control measures designed to protect workers depending on the type of asbestos they are handling. Such procedures include minimum air circulations, use of respirators, wetting of materials, clothing laundering, construction and demolition equipment requirements, and shielding specifications. Notification procedures are also in place that require building owner and employee noticing as well as external and internal hazard signage. All asbestos workers are required to complete training programs and register as an asbestos contractor, depending on the type of asbestos being removed. Medical examination requirements are also required to monitor worker health, generally on an annual basis.

California Construction Safety Orders for Lead

Title 8, Section 1532.2 (Lead) of the California Code of Regulations establishes the requirements for any construction worker who may be exposed to lead during demolition or salvage, removal or encapsulation, new construction, and cleanup activities. The construction safety orders establish an action level of 30 micrograms of lead per cubic meter ($\mu g/cm^3$) of air calculated over an 8-hour time-weighted average without regard for the use of a respirator, meaning this is the limit where safety protocols must be initiated, such as use of a respirator. Under no circumstance may a worker be exposed to 50 $\mu g/cm^3$ over an 8-hour weighted period. These regulations require implementation of engineering and work practice controls such as respiratory protection, protective clothing, housekeeping, hygiene practices, and signage requirements to meet worker exposure limits. Medical monitoring and training requirements are also identified.

Assembly Bill 2948

In response to the growing statewide concern of hazardous waste management, State Assembly Bill 2948 (Tanner 1986) enacted legislation authorizing local governments to develop comprehensive hazardous waste management plans. The intent of each plan is to ensure that adequate treatment and disposal capacity is available to manage the hazardous wastes generated within its jurisdiction.

Hazardous Materials Business Plan (CERS Annual Submittal)

In 1986, the California Governor's Office of Emergency Services (Cal OES) established the Hazardous Materials Business Plan (HMBP) Program, which prevents or minimizes damage to the public and the environment from a release of hazardous materials. Under the Program, California businesses that handle hazardous materials were required to submit an HMBP each year. Assembly Bill 1429, which was passed on July 9, 2019, requires a business with a facility that is not required to submit Tier II information pursuant to the above-mentioned federal provision and is not subject to the provisions governing those aboveground storage tanks to submit its business plan once every three years, instead of annually. However, the Los Angeles County Code of Ordinance, Section 12.64.030 still requires all hazardous materials handlers operating under the jurisdiction of Los Angeles County must electronically certify, or submit an updated HMBP, including the hazardous materials inventory, site map, contingency plan, and the employee training plan information via the Statewide information management system which is also known as the California Environmental Reporting System (CERS).

Emergency Services Act

Under the Emergency Services Act, the State of California developed an Emergency Response Plan to coordinate emergency services provided by federal, state, and local agencies. Rapid response to incidents involving hazardous materials or hazardous waste is an integral part of the plan, which is administered by the Governor's Office of Emergency Services. The Office of Emergency Services coordinates the responses of other agencies, including the EPA, California Highway Patrol, Regional Water Quality Control Boards, Air Quality Management Districts, and county disaster response offices.

The Emergency Planning Community Right-to-Know Act

The Emergency Planning Community Right-to-Know Act requires facilities to disclose to the State and Local Emergency Planning Committee the quantities and type of toxic chemicals stored. To avoid multiple reports to various agencies, the California Health and Safety Code requires notification of chemical inventory to the Administering Agency (DTSC). Notification of chemical inventory is accomplished through completion of a Hazardous Materials Business Plan and inventory.

Regional

Regional Water Quality Control Board (RWQCB)

One of nine regional boards in the State, the Los Angeles Regional Water Quality Control Board (RWQCB) protects surface and groundwater quality from pollutants discharged or threatened to be discharged to the Waters of the State. The RWQCB issues and enforces National Pollutant Discharge Elimination System (NPDES) permits and regulates leaking underground storage tanks and other sources of groundwater contamination.

Los Angeles County Airport Land Use Commission.

The main goal of the Airport Land Use Commission (ALUC) is to protect the public health, safety and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to extensive noise and safety hazards within areas around airports.

South Coast Air Quality Management District (SCAQMD)

The SCAQMD regulates the demolition of buildings and structures that may contain asbestos. The SCAQMD is vested with the authority to regulate airborne pollutants through both inspection and law enforcement and shall be notified 10 days in advance of any proposed demolition or abatement work.

South Coast Air Quality Management District Rule 1403

Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities) specifies work practices to limit asbestos emissions from building demolition and renovation activities including the removal and disturbance of asbestos containing material (ACM). This rule is generally designed to protect uses surrounding demolition or renovation activities from exposure to asbestos emissions. Rule 1403 requires any facility being demolished or renovated for the presence of all

friable and Class I and Class II non-friable ACM. Rule 1403 also establishes notification procedures, removal procedures, handling operations, and warning label requirements.

Environmental Site Assessment (ESA) Procedures

A Phase I ESA is the initial investigation phase of a process established by the American Society for Testing and Materials Standards (ASTM), as adequate due diligence by new purchasers of properties or their lenders prior to site development. Phase I ESAs must be completed prior to property development by private parties to establish that the buyer has exercised due diligence in purchasing the site. If a Phase I ESA indicates evidence of site contamination, a Phase II ESA would be required prior to site development. The Phase II ESA includes collection of original samples of soil, groundwater, or building materials to measure and analyze quantities of various contaminants. The most frequent substances tested for are petroleum hydrocarbons, heavy metals, pesticides, solvents, asbestos, and mold. Appropriate cleanup levels for each contaminant, based on current and planned land use, would be determined in accordance with professional procedures adopted by the lead agency (e.g., DTSC, RWQCB, SCAQMD, CUPA).

County

Los Angeles County Fire Department (LACFD), Certified Unified Program Agency (CUPA)

The LACFD Health Hazardous Materials Department is a CUPA under the state that administers the following programs within Los Angeles County; the Hazardous Waste Generator Program, the Hazardous Materials Release Response Plans and Inventory Program, the California Accidental Release Prevention Program (Cal-ARP), the Aboveground Storage Tank Program and the Underground Storage Tank Program. CUPAs and Program Agencies (PAs) throughout the state created a partnership and formed the California CUPA Forum. Together, members of the California CUPA Forum and representatives of local, state and federal agencies established the Unified Program Administration and Advisory Group (UPAAG) to effectively address policy decisions, training and problem solving. The UPAAG's goals and objectives are listed in the UPAAG Strategic Plan. The Unified Program consolidates the administration, permit, inspection, and enforcement activities of the following environmental and emergency management programs:

- Aboveground Petroleum Storage Act (APSA) Program
- Area Plans for Hazardous Materials Emergencies
- California Accidental Release Prevention (CalARP) Program
- Hazardous Materials Release Response Plans and Inventories (Business Plans)
- Hazardous Material Management Plan (HMMP) and Hazardous Material Inventory Statements (HMIS) (California Fire Code)
- Hazardous Waste Generator and Onsite Hazardous Waste Treatment (tiered permitting) Programs
- Underground Storage Tank Program

State agency partners involved in the implementation of the Unified Program are responsible for setting program element standards, working with CalEPA to ensure program consistency and providing technical assistance to CUPAs and PAs.

Multi-Hazard Functional Plan

The County's Multi-Hazard Functional Plan addresses the planned response to extraordinary emergency situations associated with natural and human caused disasters, technological incidents, and national security operations. Individuals and departments assigned emergency responsibilities within this plan will have prepared appropriate supporting plans and related Standard Operating Procedures.

Health Hazardous Materials Division

In May 1982, the Los Angeles County Board of Supervisors established the Hazardous Materials Control Program in the Department of Health Services. The program focuses on inspection of businesses that generate hazardous waste, hazardous materials inspections, criminal investigations, site mitigation oversight, and emergency response operations. On July 1, 1991, the program was transferred to the Fire Department's Health Hazardous Materials Division (HHMD). The HHMD's mission is to protect the public health and the environment throughout Los Angeles County from accidental releases and improper handling, storage, transportation, and disposal of hazardous materials and wastes through coordinated efforts of inspections, emergency response, enforcement, and site mitigation oversight.

Unified Hazardous Waste and Hazardous Materials Management Regulatory Program

The Los Angeles County Fire HHMD administers the Unified Hazardous Waste and Hazardous Materials Management Regulatory Program for the City of Santa Fe Springs. Senate Bill 1082 (1993) established the "Unified Hazardous Waste and Hazardous Materials Management Regulatory Program." The Unified Program consolidates, coordinates, and standardizes the following hazardous materials and hazardous waste programs (Program Elements):

- Hazardous Waste Generation (including onsite treatment under Tiered Permitting);
- Aboveground Petroleum Storage Tanks (only the Spill Prevention Control and Countermeasure Plan or "SPCC");
- Underground Storage Tanks (USTs);
- Hazardous Material Release Response Plans and Inventories;
- California Accidental Release Prevention Program (Cal ARP); and
- Uniform Fire Code Hazardous Material Management Plans and Inventories.

Household Hazardous and E-Waste Program

The Sanitation Districts of Los Angeles County have established the Household Hazardous and Electronic Waste (E-Waste) Collection Program to provide County residents a legal and cost-free way to dispose of unwanted household chemicals that cannot be disposed of in the regular trash. The Household Hazardous and E-Waste Program allows residents to dispose of the following household chemicals and E-Waste.

- Household Chemicals
- Motor oil, oil filters, brake fluid
- Used antifreeze
- Paint, paint thinner, turpentine
- Cleaners with acid or lye
- Pesticides or herbicides
- Household batteries or car batteries

- Pool chemicals
- CRTs, old TVs, misc. electronics
- Mercury thermometers or thermostats
- Fluorescent light bulbs
- Used needles or sharps (In a Sharps container or sturdy box labeled "SHARPS")
- Unwanted or expired prescriptions

LA Sanitation (LASAN) has established permanent collection sites throughout the County known as S.A.F.E. Centers (Solvents/Automotive/Flammables/Electronics).

Local

City of Duarte General Plan

The City of Duarte General Plan includes the following goals and policies related to hazards and hazardous materials:

Safety Element

Goal Safe-1: To protect the citizens, their property, and public facilities from natural, man-made, and climate change related hazards.

Policies

Safe-1.1.1 Implement the Multi-Hazard actions listed in the Mitigation Actions Matrix in Part III (Mitigation Strategies) of the City of Duarte Hazard Mitigation Plan which would enable the city to operate in a self-sufficient manner following a natural or man-made disaster.

Safe-1.1.5 Coordinate with the Los Angeles County Sheriff's Department, Los Angeles County Fire Department, and neighboring cities to ensure that adequate services are ready and available to serve the community in the event of natural or man-made disasters.

Safe-1.1.6 Cooperate with federal, state, and county agencies responsible for the enforcement of all health, safety, and environmental laws.

Safe-1.1.7 Maintain hazard mitigation plans, disaster preparedness and emergency response plans, and update plans at regular intervals and when new information is available.

Safe-1.1.8 Establish designated emergency response and evacuation routes throughout the City, for each climate hazard (e.g. wildfire, storm flooding, etc.), prioritizing the most high-risk and disadvantaged populations.

Goal Safe-2: To establish, maintain, and develop an awareness on the part of all citizens of Duarte on how to react, protect themselves and each other, as well as how to survive in the event of a natural or man-made disaster or danger.

Policies

Safe-2.1.1: Establish and support all appropriate media for reaching all segments of the community (English-speaking and non-English speaking) to educate residents concerning emergency preparedness and safety, focusing on the most vulnerable communities such as those in the Very High Fire Hazard Severity Zone.

Safe-2.1.2: Present or support an on-going series of community meetings or seminars, and a community handbook on disaster preparedness and procedures. The program should be about minimizing hazards in the home, wildfire mitigation and disaster planning, and developing disaster preparedness and evacuation plans.

Safe-2.1.3: Encourage private businesses to develop disaster preparedness plans for their employees.

Safe-2.1.4: Coordinate emergency planning efforts with building managers of high-occupancy facilities, dependent care centers (nursing homes, day care centers, etc.) and critical facilities located in the City to facilitate effective emergency response.

Safe-2.1.5: Increase public awareness of City emergency response plans, evacuation routes, and emergency shelters, with a focus on populations at greatest risk and disadvantaged communities.

Safe-2.1.6: Maintain a citizens notification system regarding natural, man-made, or climate change hazards that reaches all populations in the community with a focus on reaching disadvantaged communities.

Safe-2.1.7: Incorporate information for potential health threats due to climate change hazards, such as heat-illness, illnesses complicated by low air quality, and risks during heavy precipitation events, into early warning systems.

Safe-2.1.8: The City will work closely with adjacent cities, Department of Fish and Wildlife, County Animal Control, and Sheriff's Department, and monitor, inform, and communicate to residents and schools the presence of wild animals in human habitat areas (including bear, coyote, and mountain lion).

Goal Safe-5: To minimize the risk to lives and property due to fire hazards.

Policies

Safe-5.1.1: Implement the Wildfire actions and the Multi-Hazard actions listed in the Mitigation Actions Matrix in Part III (Mitigation Strategies) of the City of Duarte Hazard Mitigation Plan.

Safe-5.1.2: Continue to support "mutual assistance" agreements between the fire departments of the local cities, Los Angeles County, and the U.S. Government.

Safe-5.1.3: Continue to support programs to reduce fire hazards of vegetation in areas of extreme to high fire risk. Such programs may take a variety of forms, but may include weed and brush removal and control and use of fire-resistant plantings.

Safe-5.1.4: Provide an adequate level of fire equipment, peak load water supply, and personnel to protect the community.

Safe-5.1.5: Require all new development and re-development in the VHFSZ to comply with the following standards, codes, and regulations:

- Title 14, CCR, division 1.5, chapter 7, subchapter 3, article 3 (commencing with section 1299.01) (Fire Hazard Reduction Around Buildings and Structured Regulations) for SRAs and VHFSZ, and with the California Government Codes 51175-57789 (Very High Fire Severity Zones),
- The latest fire-safe standards,
- The Board of Forestry and Fire Protection Fire Safe Regulations; and,
- The most current version of the California Building Codes and California Fire Code.

Safe-5.1.6: Require all new development in the VHFSZ to develop site-specific fire management plans addressing fuel modification or incorporating open space and other defensible space areas, as well as multiple points of ingress and egress for evacuation and emergency vehicle access before approval.

Safe-5.1.7: Identify areas with inadequate access/evacuation routes and develop mitigation measures or improvement plans for these areas.

Safe-5.1.8: Minimize new development in the Very High Fire Hazard Severity Zone, and, when feasible, locate all new essential public facilities outside of the Very High Fire Hazard Severity Zone.

Safe-5.1.9: Minimize risks to existing development in Very High Fire Hazard Severity Zones by identifying existing nonconforming development to contemporary fire safe standards, in terms of road standards and vegetative hazard, and requiring all development to meet or exceed the City of Duarte Title 15 – Fire under the Duarte Municipal Code and applicable updates.

Safe-5.1.10: Work with California American Water Company (water provider) to identify, maintain, and ensure the long-term integrity of future water supply for fire suppression needs, and ensure that water supply infrastructure adequately supports existing and future development and redevelopment, and provides adequate water flow to combat structural and wildland fires, including during peak domestic demand periods.

Safe-5.1.11: Establish and Maintain community fire breaks and fuel modification/reduction zones, including public and private road clearance as described in the Duarte Hazard Mitigation Plan.

Safe-5.1.12: Require that all homes and businesses have visible street addressing and signage.

Safe-5.1.13: Evaluate evacuation route capacity, safety, and viability under a range of emergency scenarios to facilitate fire, police, and ambulance access and resident egress, as part of the next update to the City of Duarte Local Hazard Mitigation Plan.

Goal Safe-6: To minimize the risks to lives and property due to the use and storage of hazardous materials.

Policies

Safe-6.1.1: Implement the Hazardous Materials actions listed in the Mitigation Actions Matrix in Part III (Mitigation Strategies) of the City of Duarte Hazard Mitigation Plan.

Safe-6.1.2: Monitor to the greatest extent possible the location of hazardous materials that could adversely impact Duarte residents, and businesses, and include information on soil contamination and storage of hazardous materials in the City's Geographic Information System.

Safe-6.1.3: Regulate the delivery, use, and storage of hazardous materials within the city limits according to regulations and guidelines set forth by the Los Angeles County Fire Department.

Safe-6.1.4: Provide community members with information on the proper storage and disposal of hazardous materials and e-waste.

4.9.3 – SIGNIFICANCE THRESHOLDS

The methodology used to evaluate potential environmental impacts is described in Section 4.0. As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the Specific Plan Update could result in a significant impact if it would:

A. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
B. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
C. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
D. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would create a significant hazard to the public or the environment.
E. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area.

F. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

G. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

H. Would the project cause substantial adverse cumulative impacts with respect to hazards and hazardous materials.

4.9.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to hazards and hazardous materials which could result from the implementation of the Specific Plan Update and recommends mitigation measures as needed to reduce significant impacts.

Transport, Use, and Disposal Hazards

Impact HAZMAT-1 – Would the SPU create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Analysis of Impacts

Implementation of the proposed SPU would result in an increase in residential dwelling units within the Planning Area. Construction associated with implementation of the Specific Plan would likely involve the use and disposal of chemical agents, solvents, paints, and other hazardous materials associated with construction activities. The amount of these chemicals present during construction would be limited, would comply with existing government regulations, and would not be considered a significant hazard. Hazardous materials associated with new residential uses could include, for example, liquid chemical products (e.g., household cleaners), used motor oil, building maintenance supplies, paints and solvents, pesticides, or other similar materials. The limited quantity of such products would not generate significant hazardous emissions or involve the use of acutely hazardous materials that could pose a significant threat to the environment.

The U.S. and California Departments of Transportation regulate the designation of routes appropriate for the transportation of hazardous materials/wastes. In addition, the Duarte General Plan Safety Element includes Goal 6 and its Policies, Safe 6.1.1 through Safe 6.1.4, which are intended to minimize the risks to lives and property due to the use and storage of hazardous materials. Additionally, the transportation of hazardous materials is regulated by the issuance of permits to the transporter. Such permits are issued by the California Department of Health Services, through the County of Los Angeles Health Department. The City would require all new development to follow applicable federal, state, regional, county, and local regulations and guidelines regarding the storage, handling and disposal of hazardous waste. In addition, all hazardous materials are required to be stored and handled according to manufacturer's directions and local, state, and federal regulations.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Hazardous Materials

Impact HAZMAT-2 – Would the SPU create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Analysis of Impacts

As previously stated, there are no Hazardous Waste Generators, oil wells, Superfund sites, LUST sites, or other contaminated sites located within or in close proximity to the Planning Area. Therefore, development under the proposed SPU would not risk reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment from any of these types of sites.

Demolition of existing structures in the Planning Area would involve removal and disposal of existing building materials, which could result in the release of hazardous materials such as asbestos containing materials (ACM) or lead based paint (LBP) into the environment. ACM were used on a widespread basis in building construction prior to and into the 1980s; therefore, ACM could be present on the project site and may need to be handled following specific regulations/guidelines described below. Asbestos generally does not pose a threat when it remains intact. When asbestos is disturbed it becomes airborne and can be inhaled. SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities) requires work practices that limit asbestos emissions from building demolition and renovation activities, including the removal and disturbance of ACM (SCAQMD, 2024). This rule is designed to protect uses and persons adjacent to demolition or renovation activity from exposure to asbestos emissions. Rule 1403 requires a certified inspector to survey any facility being demolished or renovated for the presence of all friable and Class I and Class II non-friable ACM. The applicant must also notify SCAQMD of their intent to perform demolition or renovation of any buildings that may contain asbestos prior to demolition and requires that all ACM is removed prior to any demolition. Rule 1403 also establishes notification procedures, removal procedures, handling and clean-up procedures, storage, disposal, landfilling requirements, and warning label requirements, including high efficiency particulate air (HEPA) filtration, the “glovebag” method, wetting, and some methods of dry removal that must be implemented when disturbing appreciable amounts of ACM (more than 100 square feet of surface area). All ACM would be disposed of at a waste disposal site operated in accordance with Rule 1403. The applicant would also ensure the safety of construction workers involved in the ACM removal by complying with all California Asbestos Standards in Construction, including, but not limited to minimum air circulations, use of respirators, wetting of materials, clothing laundering, construction and demolition equipment requirements, and shielding specifications. Adherence to SCAQMD Rule 1403 would ensure that impacts related to the potential release of ACM are less than significant.

Similar to exposure to asbestos, exposure of construction workers to lead-based paint during demolition activities is also of concern. Exposure of surrounding land uses to lead from demolition activities is generally not a concern because demolition activities do not result in appreciable emissions of lead (DTSC, 2024c). The primary emitters of lead are industrial processes. Any lead-based paint utilized on the exterior and interior of the existing light industrial buildings would generally remain inside the structures or close to the exterior of the buildings and would be removed during demolition. Improper disposal of lead-based paint could contaminate soil and subsurface groundwater in and under landfills not properly equipped to

handle hazardous levels of this material. Due to the age of the buildings it is possible that lead-based paint is present. Therefore, 8 CCR Section 1532.1 (California Construction Safety Orders for Lead) must be followed for the demolition of all existing structures requiring exposure assessment and compliance measures to keep worker exposure below action levels. The project is also subject to Title 22 requirements for the disposal of solid waste contaminated with excessive levels of lead. Testing, monitoring, containment, and disposal of lead-based materials would comply with all Cal/OSHA standards and regulations under California Construction Safety Orders for Lead section 1532. Adherence to standard regulations would ensure that impacts related to the release of lead based paints would be less than significant.

The potential for accidental contamination would also be addressed through the continued application of existing General Plan Safety Element Goal 6 as well as General Plan Safety Element Policies 6.1.1 through 6.1.4. The City's review process would also continue to ensure that a Phase 1 Environmental Site Assessment (ESA) would be prepared where appropriate. By following applicable Phase 1 ESA requirements, adhering to the requirements of the General Plan Safety Element, and complying with established local, State and federal environmental site assessment procedures, laws, and regulations; potential risks to human health or the environment due to existing hazardous materials contamination would be reduced to less than significant levels.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Emit Hazardous Emissions

Impact HAZMAT-3 – Would the SPU emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Analysis of Impacts

There are two school within one-quarter mile of the Planning Area: Foothill Oaks Academy, located approximately 0.21 miles northeast of the Planning Area at 822 Bradbourne Avenue in the City of Duarte; and the California School of the Arts, located approximately 0.25 miles west of the Planning Area at 1401 Highland Avenue in the City of Durate.

New development projects within the Planning Area could use and dispose of chemical agents, solvents, paints, and other hazardous materials associated with construction activities. The amount of these chemicals present during construction would be limited, would comply with existing government regulations, and would not be considered a significant hazard. In addition, individual discretionary development applications would be required to undergo a project-specific CEQA review which would include an evaluation of a project's potential impacts on schools.

The potential for accidental contamination would also be addressed through continued application of General Plan Safety Element Goal 6 and General Plan Safety Element Policies

6.1.1 through 6.1.4, which aim to minimize the risks to lives and property due to the use and storage of hazardous materials. Application of existing Safety Element of the General Plan goals and policies would ensure future development under the proposed SPU would not result in significant environmental impacts regarding hazardous materials.

New development within the Planning Area is expected to be primarily residential and community uses; these uses are not expected to emit hazardous materials affecting school sites. Hazardous materials associated with new residential and community uses could include, for example, liquid chemical products (e.g., household cleaners), used motor oil, building maintenance supplies, paints and solvents, and pesticides. The limited quantity of such products would not generate significant hazardous air emissions or involve the use of acutely hazardous materials that could pose a significant threat to nearby schools.

The City's review process would also ensure that a Phase 1 ESA will be prepared where appropriate. By following applicable Phase 1 ESA requirements, adhering to the requirements of the General Plan Safety Element, and complying with established local, State and federal environmental site assessment procedures, laws, and regulations; potential risks associated with hazardous emissions or handling of hazardous materials would be reduced to less than significant levels.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Hazardous Material Sites

Impact HAZMAT-4 – Would the SPU be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Analysis of Impacts

While the City of Duarte contains numerous sites that are included on the Cortese list required by Government Code Section 65962.5 for various reasons, the vast majority of these sites are now closed following remediation and cleanup, and none of the sites is located within the Westminster Gardens Specific Plan Area. Future development under the proposed SPU would be contained entirely within the Specific Plan area and would, therefore, not result in impacts related to hazardous materials sites.

Level of Significance Before Mitigation

No impact.

Mitigation Measures

None required.

Airports

Impact HAZMAT-5 – For a SPU located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the GPU result in a safety hazard or excessive noise for people residing or working in the GPU area?

Analysis of Impacts

The nearest airport to the Planning Area, the San Gabriel Valley airport, is located approximately 7.5 miles southwest of the project site. Since there are no aircraft influence areas that affect the Planning Area, no impacts related to an airport or private airstrip are anticipated as a result of implementation of the proposed SPU.

Level of Significance Before Mitigation

No impact.

Mitigation Measures

None required.

Adopted Response and/or Evacuation Plans

Impact HAZMAT-6 – Would the SPU impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Analysis of Impacts

As shown in the Los Angeles County Department of Public Works Disaster Route Maps, several major public streets serve as principal evacuation routes including: Huntington Drive, Interstate 210 (I-210), and Interstate 605 (I-605) (Los Angeles County Department of Public Works, 2008). These principal access ways are all well-maintained and would continue to support an evacuation function for occupants of the Planning Area. In any disaster warranting evacuation, the exact emergency routes used would depend on a number of variables, including the type, scope, and location of the incident.

The existing Safety Element of the General Plan contains Safety Goal 1, and its accompanying policies Safe 1.1.1 through Safe 1.1.10, to protect the citizens, their property, and public facilities from natural, man-made, and climate change related hazards. In addition, the existing Safety Element of the General Plan contains Safety Goal 2, and its accompanying policies Safe 2.1.1 through 2.1.8, to establish, maintain, and develop an awareness on the part of all citizens of Duarte on how to react, protect themselves and each other, as well as how to survive in the event of a natural or man-made disaster or danger. Finally, Safety Element policy Safe 5.1.7 aims to identify areas with inadequate access/evacuation routes and develop mitigation measures or improvement plans for these areas, while policy Safe 5.1.13 requires evaluation of evacuation route capacity, safety, and viability under a range of emergency scenarios to facilitate fire, police, and ambulance access and resident egress, as part of the next update to the City of Duarte Local Hazard Mitigation Plan.

While it is possible that there may be temporary and limited circulation changes required during discrete periods of time associated with specific construction projects, these changes would be temporary and would be of a nature that still allows for evacuation in the event of an emergency. Emergency access would be maintained to all properties within the project limits and the surrounding vicinity during construction. Therefore, impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Wildland Fires

Impact HAZMAT-7 – Would the SPU expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Analysis of Impacts

Generally, the greatest potential for wildfire hazards occurs in areas adjacent to abundant natural vegetation. While the northern portion of Duarte is located within a Very High Fire Hazard Severity Zone, the Planning Area is not mapped by CALFIRE as being located in an area of high fire threat. Therefore, the Planning Area is at less risk of wildfire impacts compared to portions of the city that are closer to the San Gabriel Mountains. In addition, the Safety Element of the existing General Plan includes Safety Goal 5, and its accompanying policies Safe 5.1.1 through 5.1.13, to minimize the risk to lives and property due to fire hazards. The Planning Area is located in a highly urbanized area and would not include development within or adjacent to areas of abundant natural vegetation. Therefore, the SPU would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Impacts related to wildfire will be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Cumulative Impacts

Impact HAZMAT-8 – Would the SPU cause substantial adverse cumulative impacts with respect to hazards and hazardous materials?

Analysis of Impacts

Some impacts related to hazards and hazardous materials are often site specific and not cumulative in nature because each project area has unique considerations that would be subject to uniform site development and construction standards. Exceptions to this include

impacts that have the potential to contaminate the wider environment, such as water basins, or impacts that increase the potential of wildfire, or decrease the ability to evacuate an area.

The routine use, handling, and transport of hazardous materials is regulated at a State, federal, and local level, and frequently site specific. Following these regulations, and mitigations set down at a project level would ensure there is no cumulative impact to the public, or to schools within the Planning Area.

There are no sites within the Planning Area that are included in the Cortese list. Therefore, development within the Planning Area would not have the potential to cause a release of hazardous material into the environment, which could have a significant cumulative impact.

Since there are no aircraft influence areas in the City, there would be no cumulative impact associated with a safety hazard or excessive noise for people residing or working in the SPU area.

There is the potential that multiple projects could be located along emergency routes, each slowing or interfering with an emergency response plan or emergency evacuation plan that, when considered together, create a significant impact. In addition to the individual CEQA analysis, the City will ensure as part of its development review process, that projects along emergency routes do not have the potential to have a cumulative effect and will not permit projects with this potential to occur simultaneously and will stagger the projects as necessary in order to allow emergency routes to flow freely.

Despite the northern portion of the City being located within a Very High Fire Hazard Severity Zone, there is limited potential for wildland fires within the Planning Area. There are no areas of wildland within or adjacent to the Planning Area, and so projects would not be able to have a cumulative impact to wildland fires.

The existing Safety Element of the General Plan contained Goals Safety 1, Safety 2, Safety 5, and Safety 6 and their accompanying policies to assure future development would not result in significant environmental impacts regarding hazards and hazardous materials. In addition, it is assumed other surrounding jurisdictions have similar General Plan goals and policies as they generally reflect compliance with state laws regarding various hazards and hazardous materials.

Compliance with the requirements of the General Plan Safety Element, compliance with existing State, federal, and local laws and regulations, and ensuring that projects with the capacity for cumulative impacts are mitigated on a project level if ongoing simultaneously, would result in a less than significant cumulative impact related to hazards and hazardous materials. Therefore, implementation of the proposed SPU would not result in a cumulatively considerable impact.

Level of Significance Before Mitigation

Less than significant cumulative impact.

Mitigation Measures

None required.

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4.10 – HYDROLOGY AND WATER QUALITY

This EIR chapter addresses the potential for water quality, hydrology, flooding, erosion, and siltation impacts that could result from implementation of the proposed Specific Plan Update (SPU). Some of the information in this chapter is taken from the *Final Water Supply Assessment* prepared for the proposed project by California American Water and dated January 2025 (see Appendix E).

4.10.1 – ENVIRONMENTAL SETTING

Watershed

The City of Duarte is located within the Los Angeles Regional Water Quality Control Board (RWQCB). The Los Angeles RWQCB is a 5,600-square-mile area that encompasses all coastal drainages flowing to the Pacific Ocean between Rincon Point on the coast of western Ventura County and the eastern Los Angeles County line. The City of Duarte is located in the San Gabriel Valley Hydrologic area of the San Gabriel River Watershed which is bounded by the San Gabriel Mountains to the north, San Bernardino and Orange counties to the east, the Los Angeles River to the west, and the Pacific Ocean to the south. The San Gabriel River Regional Monitoring Program (SGRMP) was developed by multiple stakeholders in the watershed in cooperation with the Regional Board and United States Environmental Protection Agency staff as well as the major dischargers in the watershed in order to monitor water quality.

The Planning Area is primarily located in the Upper San Gabriel River sub-watershed area. The San Gabriel River receives drainage from 640 square miles of eastern Los Angeles County; its headwaters originate in the San Gabriel Mountains. The watershed is hydraulically connected to the Los Angeles River through the Whittier Narrows Reservoir though normally only during high storm flows. The lower part of the river flows through a concrete-line channel in a heavily urbanized portion of the County before becoming a soft-bottom channel once again near the ocean in the City of Long Beach. Pollutants from dense clusters of residential and commercial activities have impaired water quality in the middle and lower watershed.

Groundwater

Duarte is located over the Main San Gabriel groundwater Basin (Main Basin). The Main Basin is located in the San Gabriel Valley, and is bounded on the north by the San Gabriel Mountains; on the west by the San Rafael and Merced Hills, on the south by the Puente Hills and the San Jose Hills, and on the east by a low divide between the San Gabriel River system and the Upper Santa Ana River system. The Main Basin is administered by the Main Basin Watermaster, a nine-member board appointed by the Los Angeles County Superior Court. Since 1973, the agency manages water resources and enforces water rights within the Main Basin. The Main Basin is a large groundwater basin replenished by stream runoff from the adjacent mountains and hills, by rainfall directly on the surface of the valley floor, subsurface inflow from the neighboring Raymond and Puente Basins, return flow from water applied for overlying uses, as well as replenished with imported water. The Upper District overlays the Main Basin along with the San Gabriel Municipal Water District (SGVMWD) and the Three Valleys Municipal Water District (TVMWD).

The Main Basin has a total freshwater storage capacity of approximately 9.5 million acre-feet. There is no limit to the amount of water that can produced from the Main Basin, however, production in excess of a water right is subject to a Replacement Water Assessment (as overseen by the Watermaster). The Watermaster maintains records of each producer's water rights and annual production. The Watermaster then uses funds collected from the producer's overproduction to purchase imported water. The Upper District obtains imported water via the Metropolitan Water District of Southern California (Metropolitan). The Watermaster coordinates the purchase and delivery of imported water for groundwater replenishment, offsetting any overproduction, and ensuring adequate water supplies for residents and consumers.

Wastewater

The City of Duarte contracts with the Los Angeles County Public Works Sewer Maintenance Division for maintenance of its sewer system. Duarte is among 37 cities and unincorporated communities that belong to the Consolidated Sewer Maintenance District (CSMD). The collection system consists of over 4,600 miles of gravity sewer lines and a total of 159 pump stations. The City of Duarte does not have a sewer maintenance agreement with the CSMD, and is responsible for the upkeep of sewer lines within the City. The Duarte Public Works and Engineering Division is responsible for the City's sewer collection system, which consists of 45.6 miles of gravity sewer lines and zero pump stations. Flows from the City's sewer system discharge into the County Whittier Narrows and San Jose Creek Water Reclamation plants for treatment and disposal. The CSMD maintains a sewer main along Huntington Drive, Bradbourne Avenue, Central Avenue, and Santo Domingo Avenue. There is one existing 15"- inch sewer main on Huntington Drive, one 8-inch sewer main on Brabourne Avenue, one 10- inch sewer main on Central Avenue, and one 15-inch sewer man on Santo Domingo Avenue. There are several existing sewer manholes fronting the project's property line. There are six sewer manholes on Huntington Drive, two on Bradbourne Avenue, six on Central Avenue, and five on Santo Domingo Avenue.

The sewer main along Huntington Drive is approximately 1,300 feet long (from the start of sewer main at the intersection of Amberwood Drive and Huntington Drive to the main line along Santo Domingo Avenue) and flows east to west. The sewer main along Bradbourne Avenue is approximately 1,000 feet long (from the start of sewer main at the intersection of Oakwood Lane and Bradbourne Avenue to the main line along Central Avenue) and flows north to south. The sewer main along Central Avenue is approximately 1,600 feet long (from Bradbourne Avenue to the main line along Santo Domingo Avenue) and flows east to west. The sewer main along Santo Domingo Avenue is approximately 1,700 feet long (from the start of the sewer main at Huntington Drive to the end of the main line along Central Avenue) and flows north to south. There are existing sewer connections that connect to the main lines along Central Avenue and Santo Domingo Avenue. Additionally, there are existing sewer facilities located onsite that service the residential and amenity buildings. There are existing 6-inch and 8-inch sewer lines, sanity sewer cleanouts, and sewer manholes located onsite throughout the project site (Duarte, 2024).

Stormwater

The Los Angeles County Department of Public Works (LACDPW) orchestrates stormwater capture and replenishment for approximately 85 cities within the county. The storm drain system in Duarte is maintained by the Los Angeles County Flood Control District (LACFCD) which conveys stormwater through a network of mains and catch basins until it is eventually discharged in the Pacific Ocean via the San Gabriel River and its tributaries. In 2012, Los Angeles County adopted the Municipal Separate Storm Sewer Permit (MS4 Permit), which allows permittees within the county to develop Watershed Management Programs (WMPs). WMPs implement

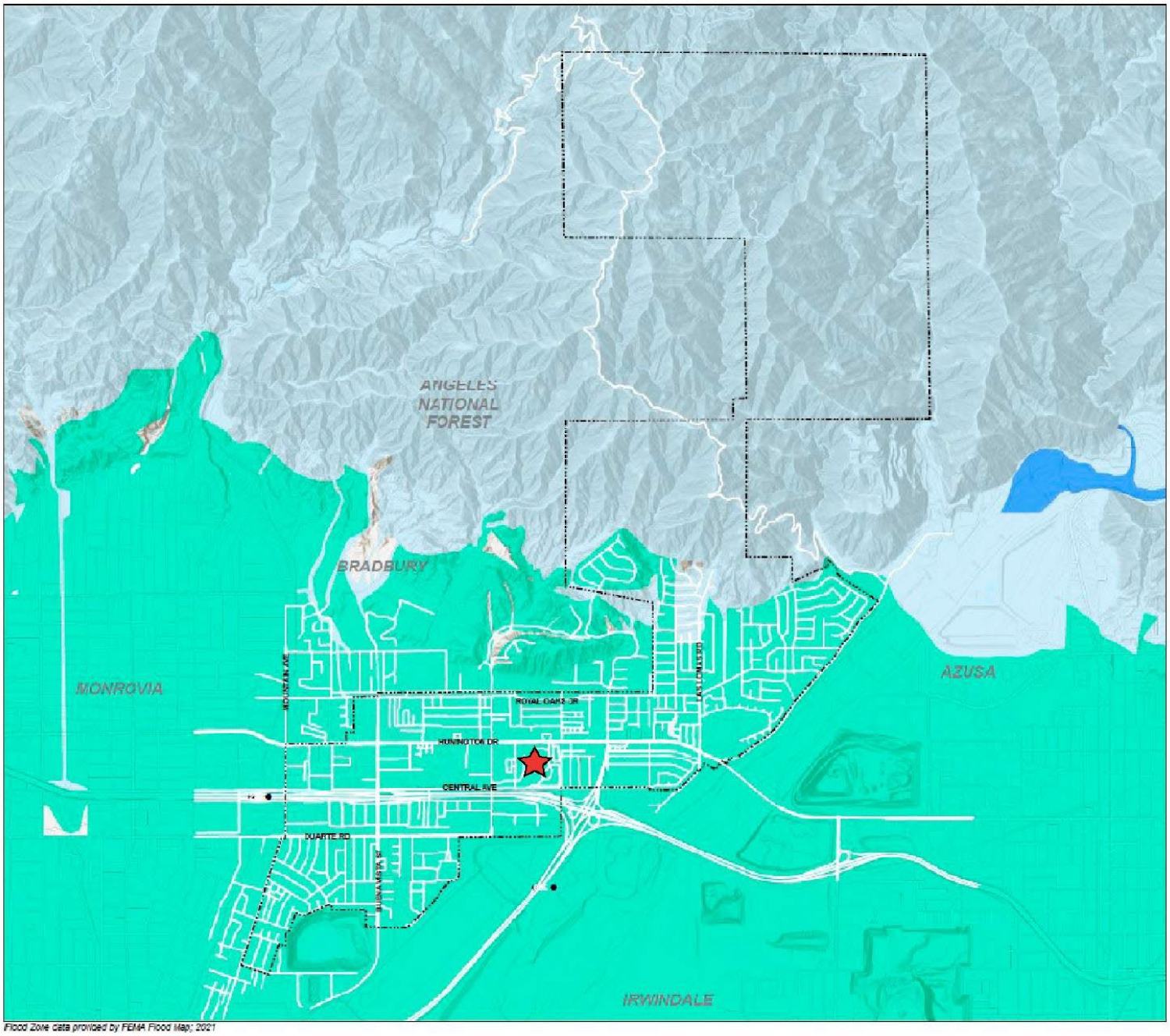
requirements of the MS4 permit on a local scale through various strategies, measures, and best management practices (BMPs). The City of Duarte, along with the cities of Arcadia, Bradbury, Monrovia, and Sierra Madre, belongs to the Rio Hondo/San Gabriel River Water Management Joint Powers Authority (JPA), a city-coalition that implements the Rio Hondo/San Gabriel River Revised WMP. Participation in the MS4 Permit serves as a National Pollutant Discharge Elimination System (NPDES) Permit, and fulfills waste discharge requirements under State law.

The City of Duarte maintains two reinforced concrete storm drain pipes in Huntington Drive, a 18-inch line and a 20-inch to 30-inch line, both with varying depths along the project. These two storm drain structures are adjacent to the project site. Additionally, the City maintains an existing 4'-0" Wide x 1'-6" High Reinforcing Concrete Box at the intersection of Huntington Drive and Santo Domingo Avenue. The 18-inch storm drain in Huntington Drive is located 38 feet north of the centerline and the 20 to 30-inch storm drain in Huntington Drive is located 42 feet south of the centerline. There are five immediate off-site catch basins located along the curbs fronting the project site. Three are located on Huntington Drive, one on Central Avenue, and the other is on Santo Domingo Avenue. There are a couple of catch basins located north of the project on the other side of Huntington Drive and on the other side of Central Avenue. There are existing gutters located onsite. Additionally, there are also a couple of downdrains located on some of the existing buildings that collect roof drainage. These flows ultimately infiltrate into the ground or flow through the existing gutters that ultimately lead into the concrete channel. The concrete channel crosses through the entire project site vertically, from the northern property line to the southern property line. Run-off from the project site sheet flows into the concrete channel.

Flooding and Dam Inundation

The terms "100-year flood zone" and "500-year flood zone" refer to the statistical probability of a severe flood condition occurring during a period of extreme rainfall or runoff once every 100 or 500 years. A 100-year flood event refers to a flood that has a 1 in 100 chance of occurring with the same or greater intensity in any given year. Contrary to its name, a 100-year flood can occur any year. According to flood maps prepared by the Federal Emergency Management Agency (FEMA), the project area, as well as the majority of the City of Duarte, is located in zone X, outside of the 500-year flood plain, an area with minimal chances of flooding. Exhibit 4.10-1 illustrates flood zones as classified by FEMA.

The San Gabriel River is controlled by a network of carefully planned dams and flood control measures that has protected the City of Duarte from any serious flooding events in the past. There are three major dams in the upper watershed of the San Gabriel River that provide flood protection for the City of Duarte: the Cogswell Dam, the Morris Dam, and the San Gabriel Dam. The Cogswell Dam is located approximately 7.25 miles north of the Planning Area, the San Gabriel Dam is located approximately 7.3 miles northeast of the Planning Area, and the Morris Dam is located approximately 5.2 miles northeast of the Planning Area. The natural water cycle and flow of the San Gabriel River in these areas are significantly altered to protect the adjacent communities from flood damage and to better use local water resources for urban and agricultural water supplies. However, a major earthquake could cause sudden failure of one or more of these dams resulting in inundation. Exhibit 4.10-2 outlines the areas of the City that would be impacted in the event of dam failure.



Flood Zone data provided by FEMA Flood Map; 2021

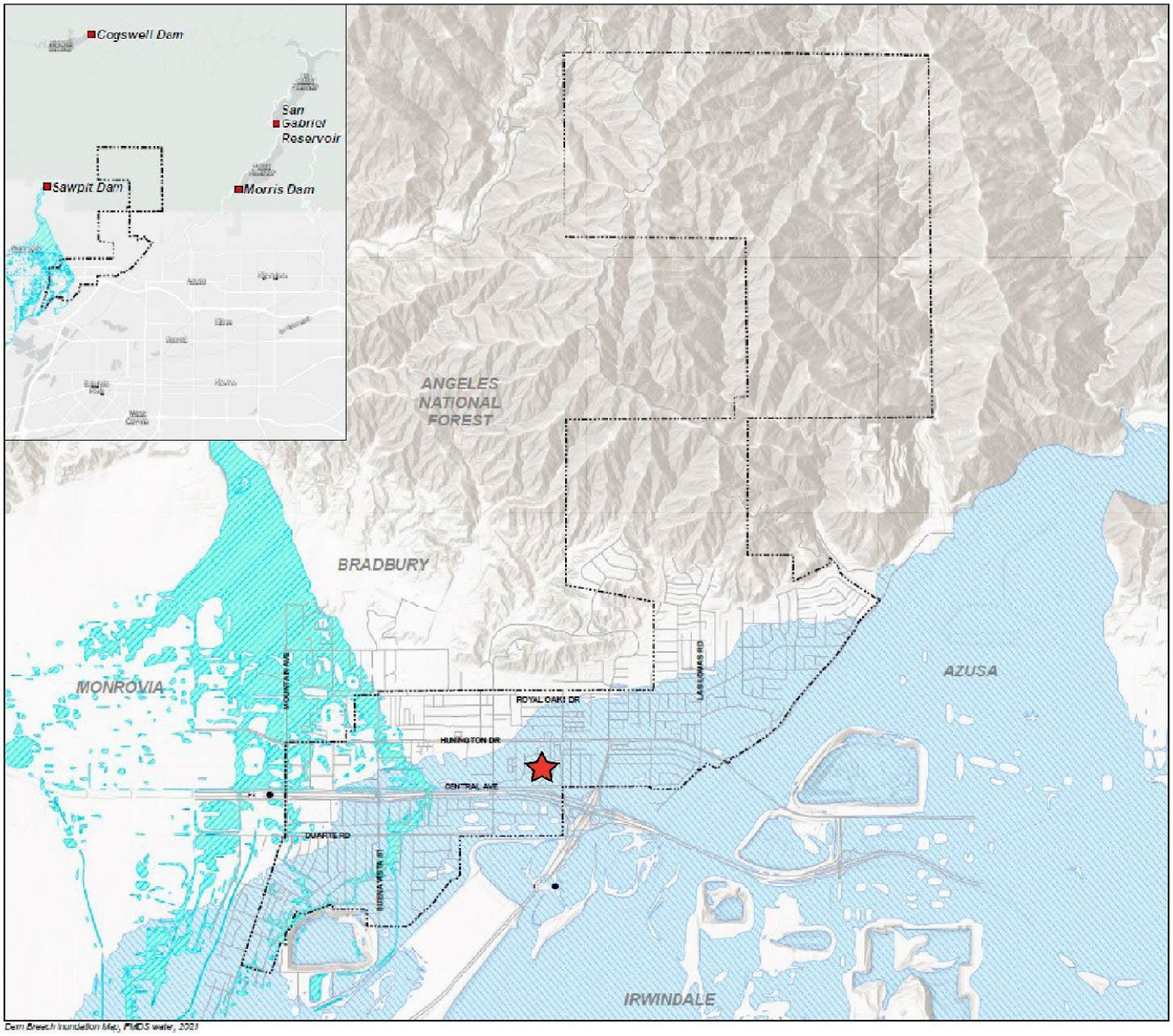
★ Project Location

Legend

- Duarte City Limits
- Zone D (Flood Hazards Possible but Undetermined)
- Zone X (Outside 500 year Floodplain)
- Zone A (area subject to inundation by the 1 percent annual chance flood event)

Exhibit 4.10-1 FEMA Flood Zones

Westminster Gardens Specific Plan Update
Duarte, California



Dam Breach Inundation Map, FMDS water, 2021

★ Project Location

Legend

- Duarte City Limits
- Sawpit Reservoir Dam Failure Inundation Area
- San Gabriel Dam Failure Inundation Area

Downstream Hazard

- Extremely High

Exhibit 4.10-2 Dam Inundation

Westminster Gardens Specific Plan Update
Duarte, California

MIG

4.10.2 – REGULATORY FRAMEWORK

Federal

Clean Water Act Section 404

The United States Clean Water Act (CWA) is the primary federal law that protects the quality of the nation's surface waters, including lakes, rivers, aquifers, and coastal areas. The CWA focuses on the protection of surface water, but certain sections also apply to groundwater. Under the CWA, the United States Environmental Protection Agency (EPA) sets national standards and effluent limitations, and delegates many regulatory responsibilities to the California State Water Resources Control Board (SWRCB).

The CWA authorizes the EPA to regulate water quality in California by controlling the discharge of pollutants to water bodies from point and non-point sources through the National Pollution Discharge Elimination System (NPDES). In Los Angeles County NPDES permits are administered by the Los Angeles Regional Water Quality Control Board (RWQCB Region 4), a division of the State Water Resources Control Board (SWRCB). The Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Water Board 2020) is the master policy document that drives the management of water quality and NPDES permits.

NPDES permits are adopted to address the water quality and flow-related impacts of stormwater runoff. It is a comprehensive permit, which regulates activities related to construction sites, industrial sites, illegal discharges and illicit connections, new development, and municipal operations. It also requires a public education program, implementing targeted pollutant reduction strategies, and a monitoring program to help characterize local water quality conditions and to begin evaluating the overall effectiveness of the permit's implementation.
Stormwater Water Discharge for Construction Sites

Dischargers whose projects disturb one (1) or more acres of soil are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ.

Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling or excavation but does not include regular maintenance activities. The Construction General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP), identifying potential sources of pollution and specifying runoff controls during construction for the purpose of minimizing the discharge of pollutants in stormwater from the construction area. The SWPPP must list best management practices (BMPs) the discharger will use to protect stormwater runoff and the placement of those BMPs. Construction-related BMPs are a set of specific guidelines for reducing pollutants (including sedimentation and turbidity) in stormwater discharges and runoff both during construction and post-construction.

Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. The permit also includes post-construction standards with the requirement for all construction sites to match pre-project hydrology to ensure that the physical and biological integrity of aquatic ecosystems is maintained. This "runoff reduction" approach is analogous in principle to Low Impact Development (LID) and serves to protect related watersheds and water bodies from both hydrologic-based and pollution impacts associated with the post-construction landscape. Section

404 of the CWA requires a permit before dredged or fill material may be discharged into waters of the United States, unless the activity is exempt from Section 404 regulation (e.g., certain farming and forestry activities).

Federal Emergency Management Agency

The Federal Emergency Management Agency (FEMA) creates maps classifying levels of flood risk or flood zones for designated areas. The maps are called Flood Insurance Rate Maps (FIRMs) and are utilized to determine the need and rate of flood insurance. Flood zones are determined based on historical data on the likelihood of flood inundation. The 100-year flood zone, also classified as Zones A, AO and AE, is the area of flooding expected to occur every 100 years.

NPDES Program

The National Pollutant Discharge Elimination System (NPDES) program requires permitting for activities that discharge pollutants into waters of the United States. This includes discharges from municipal, industrial, and construction sources. Generally, these permits are issued and monitored under the oversight of the State Water Resources Control Board (SWRCB) and administered by each regional water quality control board. A brief discussion of these permit types is presented below:

Municipal Permits. Municipal separate storm sewer systems (MS4) are issued permits based on the size of the municipality. MS4 permit requirements include reduction of pollutant discharges to the 'maximum extent practicable' and protection of water quality. Requirements also include identification of major outfalls and pollutant loads and control of discharges from new development and redevelopment. To address these objectives, municipalities are required to prepare stormwater management plans. Although the NPDES program does not regulate nonpoint sources of pollution, the Los Angeles Basin RWQCB has other programs in place to address nonpoint sources.

Industrial Permits: The State Water Resources Control Board issues the Industrial General Permit that regulates discharges from 10 broad categories of industrial activities. The permit requires preparation of a Storm Water Pollution Prevention Plan (SWPPP) and monitoring program to implement water quality objectives through use of the best available technology economically achievable (BAT) and best conventional pollutant control technology (BCT).

Construction Permits: Construction activities that disturb one acre or more (whether a single project or part of a larger development) are required to obtain coverage under the State's General Permit for Discharges of Storm Water Associated with Construction Activity. The activities covered under the Construction General Permit include clearing, grading, and other disturbances. The permit requires preparation of a SWPPP and implementation of Best Management Practices (BMPs) with a monitoring program.

Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403)

Section 10 of the Rivers and Harbors Act of 1899 states, "That the creation of any obstruction not affirmatively authorized by Congress, to the navigable capacity of any of the waters of the United States is hereby prohibited; and it shall not be lawful to build or commence the building of any wharf, pier, dolphin, boom, weir, breakwater, bulkhead, jetty, or other structures in any port, roadstead, haven, harbor, canal, navigable river, or other water of the United States, outside established harbor lines, or where no harbor lines have been established, except on plans

recommended by the Chief of Engineers and authorized by the Secretary of War; and it shall not be lawful to excavate or fill, or in any manner to alter or modify the course, location, condition, or capacity of, any port, roadstead, haven, harbor, canal, lake, harbor of refuge, or enclosure within the limits of any breakwater, or of the channel of any navigable water of the United States, unless the work has been recommended by the Chief of Engineers and authorized by the Secretary of War prior to beginning the same" (EPA 2020).

State

Porter-Cologne Act (California)

Under the Porter-Cologne Water Quality Control Act (Porter-Cologne) the State Water Resources Control Board (SWRCB) has authority over State water rights and water quality policy. Porter-Cologne also established nine RWQCBs to oversee water quality on a day-to-day basis at the local/regional level. RWQCBs engage in a number of water quality functions in their respective regions.

Sustainable Groundwater Management Act

On September 16, 2014, Governor Jerry Brown signed into law a three-bill legislative package collectively known as the Sustainable Groundwater Management Act (SGMA). SGMA requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. For critically over-drafted basins, that will be 2040. For the remaining high and medium priority basins, 2042 is the deadline. SGMA empowers local agencies to form Groundwater Sustainability Agencies (GSAs) to manage basins sustainably and requires those GSAs to adopt Groundwater Sustainability Plans (GSPs) for crucial groundwater basins in California.

NPDES Regulations

The federal Clean Water Act allows individual States to operate their own NPDES programs provided such programs meet minimum Federal requirements. The Los Angeles Regional Water Quality Control Board issues the municipal stormwater National Pollutant Discharge Elimination System permit, MS4, which encompasses the City of Duarte. The objective of Order No. 01-182 is to protect the beneficial uses of receiving waters in Los Angeles County. To meet this objective, the Order requires that the Los Angeles Countywide Stormwater Quality Management Plan (SQMP) specify Best Management Practices (BMPs) that would be implemented to reduce the discharge of pollutants in stormwater to the maximum extent practicable. Permittees are to required assure that stormwater discharges from the MS4 shall neither cause nor contribute to the exceedance of water quality, standards and objectives nor create conditions of nuisance in the receiving waters, and that the discharge of non-storm water to the MS4 has been effectively prohibited. Further, Permit No. CAS004001 requires implementation of a Stormwater Quality Management Plan, which provides specific guidelines to control, reduce and monitor discharges of waste to storm drain systems. The emphasis of the Stormwater Quality Management Plan is pollution prevention through education, public outreach, planning and implementation as source control BMPs first and structural and treatment control BMPs second.

Standard Urban Stormwater Mitigation Plan

The Standard Urban Stormwater Mitigation Plan (SUSMP) was developed as part of the Los Angeles Regional Water Quality Control Board's Municipal Stormwater Program. The Standard Urban Stormwater Mitigation Plan addresses stormwater pollution from certain types of new development and redevelopment. The Standard Urban Stormwater Mitigation Plan specifies the minimum required Best Management Practices (BMPs) that must be used for a designated project. Additional BMPs may be required on certain targeted categories of projects based on these regulations at the discretion of the City. Applicable project applicants are required to incorporate appropriate Standard Urban Stormwater Mitigation Plan requirements into their development plans.

California Water Plan

Required by the California Water Code Section 10005(a), the California Water Plan, prepared by the State Department of Water Resources (DWR), is the state government's strategic plan for managing and developing water resources statewide for current and future generations and provides a framework for water managers, legislators, and the public to consider options and make decisions regarding California's water future. The California Water Plan, which is updated every five years, presents basic data and information on California's water resources, including water supply evaluations and assessments of agricultural, urban, and environmental water uses to quantify the gap between water supplies and uses. The California Water Plan also identifies and evaluates existing and proposed statewide demand management and water supply augmentation programs and projects to address the state's water needs. The goal for the California Water Plan Update is to meet California Water Code requirements, while receiving broad support among those participating in California's water planning, and serving as a useful document for the public, water planners throughout the state, legislators, and other decision-makers.

Colbey-Alquist Floodplain Management Act

The Colbey-Alquist Floodplain Management Act encourages local governments to plan, adopt and enforce land use regulations for floodplain management, in order to protect people and property from flooding hazards. This act also identifies requirements which jurisdictions must meet in order to receive state financial assistance for flood control.

State Resolution No. W-4976

In recent years, the State of California has been experiencing dry weather conditions due to less rainfall in the area, thus, causing a statewide drought emergency. In an effort to promote water conservation efforts, Resolution No. W-4976 was adopted by the California Public Utilities Commission on February 27, 2014 to establish procedures for water conservation measures in order to ensure a reduction in consumption. Since many water utility agencies or companies secure their water supply from multiple sources, including water wholesalers, surface water and/or groundwater; the adoption of this mandate has affected how water utility districts plan their service distribution while encountering various levels of water supply adjustments within each service area.

California Green Building Standards Code

The California Green Building Standards Code (CALGreen Code), Part 11 of the California Building Standards Code (Title 24) is designed to improve public health, safety, and general welfare by utilizing design and construction methods that reduce the negative environmental impact of development and to encourage sustainable construction practices. The CALGreen Code provides mandatory direction to developers of all new construction and renovations of residential and non-residential structures with regard to all aspects of design and construction, including, but not limited to, site drainage design, stormwater management, and water use efficiency. Required measures are accompanied by a set of voluntary standards designed to encourage developers and cities to aim for a higher standard of development.

Low Impact Development

The State of California adopted sustainability as a core value for all California Water Boards' activities and programs on January 20, 2005. Low Impact Development (LID) practices benefit water supply and contribute to water quality protection by taking a different approach to development and using site design and storm water management to maintain the site's pre-development runoff rates and volumes. The amount of impervious surface, infiltration, water quality, and infrastructure costs can all be addressed by LID techniques, tools, and materials. LID practices include: bioretention facilities or rain gardens, grass swales and channels, vegetated rooftops, rain barrels, cisterns, vegetated filter strips, and permeable pavements.

Regional

Los Angeles Regional Basin Plan

The California legislature has assigned the primary responsibility to administer and enforce statutes for the protection and enhancement of water quality, including the Porter–Cologne Act and portions of the CWA, to the SWRCB and its nine RWQCBs. The SWRCB provides state-level coordination of the water quality control program by establishing statewide policies and plans for implementation of state and federal regulations. The nine RWQCBs throughout California adopt and implement Basin Plans that recognize the unique characteristics of each region with regard to natural water quality, actual and potential beneficial uses, and water quality problems. The Los Angeles RWQCB is responsible for the protection of the beneficial uses of waters within the coastal watersheds of Los Angeles and Ventura counties, including the Project area. The Water Quality Control Plan for the Los Angeles Region, and Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan) designate beneficial uses, establish water quality objectives, and contain implementation programs and policies to achieve those objectives for all waters addressed through the plan (California Water Code Sections 13240–13247). The Los Angeles RWQCB Basin Plan must conform to the policies set forth in the Porter-Cologne Act as established by the SWRCB in its state-wide water policies. The Porter-Cologne Act also provides the RWQCBs with authority to include within their basin plan water discharge prohibitions applicable to particular conditions, areas, or types of waste.

More specifically, the Basin Plan: (i) identifies beneficial uses for surface and ground waters, (ii) includes narrative and numerical water quality objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy, and (iii) describes implementation programs and other actions that are necessary to achieve the water quality objectives established in the Basin Plan.

The Basin Plan is continually being updated to include amendments related to implementation of TMDLs of potential pollutants or water quality stressors, revisions of programs and policies within the Los Angeles RWQCB region, and changes to beneficial use designations and associated water quality objectives.

Construction General Permit (SWRCB Order 2009-0009-DWQ, as amended)

For stormwater discharges associated with construction activity in the State of California, the SWRCB has adopted the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit) to avoid and minimize water quality impacts attributable to such activities. The Construction General Permit applies to all projects in which construction activity disturbs one acre or more of soil. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground, such as stockpiling and excavation. The Construction General Permit requires the development and implementation of a stormwater pollution prevention plan (SWPPP), which would include and specify water quality BMPs designed to prevent pollutants from contacting stormwater and keep all products of erosion from moving off site into receiving waters. Routine inspection of all BMPs is required under the provisions of the Construction General Permit, and the SWPPP must be prepared and implemented by qualified individuals as defined by the SWRCB.

Activities that disturb over half an acre of land require coverage under the Construction General Permit. Waste Discharge Requirements for the Discharge of Groundwater from Construction and Project Dewatering to Surface Waters in the Coastal Watersheds of Los Angeles and Ventura County (Los Angeles RWQCB Order no. R4-2018-0125). This general order is intended to authorize discharges of treated or untreated groundwater generated from permanent or temporary dewatering operations or other applicable wastewater discharges not specifically covered in other general or individual NPDES permits. Discharges from facilities to waters of the United States that do not cause, have the reasonable potential to cause, or contribute to an in-stream excursion above any applicable state or federal water quality objectives/criteria or cause acute or chronic toxicity in the receiving water are authorized discharges in accordance with the conditions set forth in this Order. To demonstrate coverage under the order, dischargers must submit documentation to show that the discharge would not cause or contribute to a violation of any applicable water quality objective/criteria for the receiving waters, or any other discharge prohibition listed in the order. In addition, discharges must perform reasonable potential analysis using a representative sample of groundwater or wastewater to be discharged. The sample shall be analyzed, and the data compared to the water quality screening criteria for the constituents listed in the order, and if results show exceedance of water quality screening criteria, the discharge will be required to treat the wastewater to acceptable standards prior to discharge.

Local

City of Duarte General Plan

The City of Duarte General Plan includes the following goals and policies related to hydrology and water quality:

Open Space and Conservation Element

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

Policies

OSC-2.1.1: Work to conserve current water supplies and seek new sources of water.

OSC-2.1.2: Maintain groundwater recharge areas to protect water quality and ensure continued recharge of groundwater basins.

OSC-2.1.3: Require the use of native and other drought-resistant plants to reduce the amount of water used for landscaping.

OSC-2.1.4: Require the installation of water saving irrigation systems for all new development.

OSC-2.1.5: Reduce the amount of impervious surfaces through the use of porous ground cover materials.

OSC-2.1.6: Encourage water conservation in residential, commercial, and industrial development.

City of Duarte 2020 Urban Water Management Plan

The Upper San Gabriel Valley Municipal Water District (Upper District) is the special district operating as the wholesale water provider for 26 water retailers within its 18 city, 144 square mile service area. The City of Duarte receives 100% of its water from local groundwater wells within the San Gabriel Basin. The Upper District does not produce groundwater from the Basin, as such, the California American Water Company (CAW) as member agency of the Upper District, produces, treats, and distributes groundwater for residential, commercial, and industrial uses. CAW's customer cities include Duarte and Bradbury, as well as portions of neighboring Azusa, Irwindale, Monrovia, and some unincorporated areas of Los Angeles County. Acting as the City's water supplier, the Upper District is required to prepare an Urban Water Management Plan (UWMP) in accordance with the Urban Water Management Planning Act established in 1983. The UWMP Act is included in the California Water Code (CWC) under Sections 10610 through 10656. The UWMP Act requires water agencies to develop UWMPs which provide a framework for long-term water planning and information regarding long-term resource planning to ensure sufficient water supplies are available to meet existing and future demands. Urban water suppliers are required to report, describe, and evaluate water deliveries and uses, water supply sources, efficient water uses, demand management measures, and water shortage contingency planning.

Municipal Code

"Title 6 – Health and Sanitation", of the City's Municipal Code, addresses stormwater and runoff pollution control measures, including the following parameters:

- Chapter 6.12 – Sewage Disposal
- Chapter 6.13 – Onsite Wastewater Treatment Systems
- Chapter 6.15 – Stormwater and Urban Runoff Pollution Control

4.10.3 – SIGNIFICANCE THRESHOLDS

The methodology used to evaluate potential environmental impacts is described in Section 4.0. As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the General Plan Update could result in a significant impact if it would:

A. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

B. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

C. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would; (i) result in substantial erosion or siltation on-or off-site; (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or offsite; (iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

D. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.

E. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

F. Cause substantial adverse cumulative impacts with respect to hydrology or water quality.

4.10.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to biological resources which could result from the implementation of the project and recommends mitigation measures as needed to reduce significant impacts to less than significant levels.

Degrade Surface or Groundwater Quality

Impact HYD-1 - Would the SPU violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Analysis of Impacts

A project normally would have an impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Water Code Section 13050, or that cause regulatory standards to be violated as defined in the applicable National Pollutant Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. A significant impact could occur if the proposed project would discharge water that does not meet the quality standards of the agencies that regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts could also occur if the project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include preparation of a Stormwater Pollution Prevention Plan (SWPPP) to reduce potential water quality impacts during construction activity and the implementation of post-

construction best management practices (BMPs) such as detention basins, infiltration ponds, porous pavement, sand and organic filters, etc.

Construction Impacts. All new development projects within the Specific Plan area equal to one acre or more would be subject to Los Angeles County NPDES Permit No. CAS004001. In addition, pursuant to Municipal Code Section 6.15.050 (Pollution Discharge Control), a Storm Water Pollution Prevention Plan (SWPPP) would be required to be prepared and submitted for all future projects. All construction projects must apply Best Management Practices (BMPs) that include drainage controls such as detention ponds, dikes, filter berms, and down drains to prevent runoff, and utilizing plastic covering to prevent erosion. Compliance with existing county and City discharge requirements would ensure that construction of the project would not violate any water quality standards or discharge requirements, or otherwise substantially degrade water quality.

Operational Impacts. Future residential and non-residential development proposals that would occur over the life of the proposed Specific Plan would not individually result in wastewater treatment violations because these types of projects would not discharge sufficient discharge volumes or constituents such that the wastewater treatment plant would require modified wastewater discharge requirements. The proposed SPU would also not significantly impact existing City of Duarte water quality as no land uses are allowed in the Planning Area that would be permitted to discharge waste or be permitted to violate water quality standards. Additionally, individual developments within the Planning Area would be subject to federal, state, and local water discharge regulations. Finally, stormwater management programs are required to address illicit discharges into the MS4 system. According to the California Water Boards Los Angeles R4 San Gabriel River Watershed Non-stormwater permits database, there are no facilities within the City of Duarte with an open or active permit to discharge non-stormwater. Therefore, compliance with existing water quality and stormwater discharge regulations would ensure that project operation would not violate any water quality standards or discharge requirements, or otherwise substantially degrade water quality.

In addition, the City of Duarte and California American Water Company (CAW) are also required to comply with the requirements of the Sustainable Groundwater Management Act (SGMA), which was signed into law in 2014. The SGMA requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. For critically over-drafted basins, that would be 2040. For the remaining high and medium priority basins, 2042 is the deadline. SGMA empowers local agencies to form Groundwater Sustainability Agencies (GSAs) to manage basins sustainably and requires those GSAs to adopt Groundwater Sustainability Plans (GSPs) for crucial groundwater basins in California.

Finally, the Open Space and Conservation Element of the proposed SPU includes Goal OSC-2 and its policies, which seek to protect and maintain the local water supply to ensure that the City's growing demand for water can be met. Policy OSC-2.1.1 aims to work to conserve current water supplies and seek new sources of water. Policy OSC-2.1.2 seeks to maintain groundwater recharge areas to protect water quality and ensure continued recharge of groundwater basins. Further, Policy OSC-2.1.3 requires the use of native and other drought-resistant plants to reduce the amount of water used for landscaping and Policy OSC-2.1.4 requires the installation of water saving irrigation systems for all new development. Policy OSC-2.1.5 seeks to reduce the amount of impervious surfaces through the use of porous ground cover materials. Lastly, Policy OSC-2.1.6 encourages water conservation in residential, commercial, and industrial development. With implementation of General Plan goals and policies, as described above, and continued regulatory

compliance with existing state and regional water quality standards or discharge requirements, development within the Planning Area under the proposed Specific Plan would result in less than significant impacts related to surface or groundwater quality.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Impacts to Groundwater Supply and Recharge

Impact HYD-2 – Would the SPU substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Analysis of Impacts

According to the City's 2020 Urban Water Management Plan (UWMP), the City is estimated to provide water service to an area with a 2025 population of approximately 28,398. The UWMP also estimated the City was projected to have a population of approximately 30,108 by 2045 – an estimated increase of 1,710 persons over the life of the Specific Plan. The estimated future population for the City's service area was based on projections obtained from the Southern California Association of Governments (SCAG). The SCAG data incorporates demographic trends, existing land use, general plan land use policies, and input and projections from the Department of Finance (DOF) and the US Census Bureau at the time those documents were prepared (circa 2020). The UWMP indicated these population estimates were used to prepare its water consumption estimates (p. 3-8, CAW, 2021). In addition, the SPU was included in Cal Am's Comprehensive Planning Study projections, which were used for the 2025 UWMP.

Table 3-5 in Chapter 3, Project Description, shows the anticipated growth in both the residential and non-residential components beyond existing conditions within the WGSP area. As shown in Table 3-5, it is anticipated that buildout of the proposed Specific Plan would result in approximately 754 additional permanent residents within the Duarte water service area by 2045, which is within the estimated increase of 1,710 persons for the UWMP service area. Since most of the City's water supply comes from groundwater sources, the growth represented by the proposed Specific Plan would not exceed that upon which the UWMP was developed.

Furthermore, the Water Supply Assessment (WSA) that was prepared for the proposed SPU concludes that CAW's total projected water supplies available during average, single dry, and multiple dry water years will meet the projected water demand for all phases of the project, in addition to CAW's existing and planned future uses (CAW, 2024) (see Appendix E). It was also concluded that CAW will be able to offset an increase in groundwater pumping from the Main San Gabriel Basin (MSGB) due to the project by paying for replacement water from the MSGB Watermaster. As stated in Sections 5.1.2 and 5.5 of the WSA, there is no limit on the quantity of groundwater that CAW can extract from the MSGB if CAW purchases the equivalent amount of replacement water. It is assumed the Upper San Gabriel Valley Municipal Water District (UGVMWD) will continue to be able to meet demands for replacement water. While not foreseen at this time, if extreme drought conditions occur that cannot be fully mitigated with the range of

actions and tools described above, it is possible that in the future the MSGB Watermaster may have to institute mandatory water conservation measures in order to manage the aquifer. If that occurs, CAW would likely need to pass similar measures on to its customers, including the Planning Area, in accordance with its Water Shortage Contingency Plan in effect at that time. Under such circumstances, water needed to meet human health and safety needs would be prioritized, and outdoor water use would typically be the most restricted. Additionally, the City would coordinate with CAW to pursue access of these supplies and necessary infrastructure upgrades. Therefore, impacts to groundwater supply, recharge, and management from the potential population increase that could result from implementation of the proposed Specific Plan would be less than significant.

Future development within the Planning Area under the proposed SPU may also result in increased runoff and pollutant contributions to local groundwater supplies. However, as stated in Impact HYD-1 above, the continued implementation of several regulatory/agency mechanisms by which water quality, waste discharge, surface water, and groundwater is protected by law and policy, including the Sustainable Groundwater Management Act and the Construction General Permit, would ensure that future development under the GPU would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

In addition, by helping remediate existing groundwater contamination through implementation of General Plan goals and policies, the City would continue to help secure the local basin's groundwater supply into the future. This includes Open Space and Conservation Element Goal OSC-2 and its policies, which seek to protect and maintain the local water supply to ensure that the City's growing demand for water can be met. Policy OSC-2.1.1 aims to work to conserve current water supplies and seek new sources of water. Policy OSC-2.1.2 seeks to maintain groundwater recharge areas to protect water quality and ensure continued recharge of groundwater basins. Further, Policy OSC-2.1.3 requires the use of native and other drought-resistant plants to reduce the amount of water used for landscaping and Policy OSC-2.1.4 requires the installation of water saving irrigation systems for all new development. Policy OSC-2.1.5 seeks to reduce the amount of impervious surfaces through the use of porous ground cover materials. Finally, Policy OSC-2.1.6 encourages water conservation in residential, commercial, and industrial development.

Finally, future projects under the proposed SPU would be required to comply with Title 6 (Health and Sanitation) of the City's Municipal Code, which addresses stormwater and runoff pollution control measures, including the following parameters: Chapter 6.12 (Sewage Disposal), Chapter 6.13 (Onsite Wastewater Treatment Systems), and Chapter 6.15 (Stormwater and Urban Runoff Pollution Control).

Compliance with existing state and regional regulatory requirements; the City's development review process; General Plan goals and policies regarding water supply and quality; and City Municipal Code requirements would ensure that future development under the proposed SPU would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Impacts to Drainage Patterns, Erosion, Siltation, or Water Quality

Impact HYD-3 – Would the SPU substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would; (i) result in substantial erosion or siltation on-or off-site; (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or offsite; (iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Analysis of Impacts

The Planning Area is generally flat and developed with buildings, interior roadways, and surface parking lots. The remainder of the Planning Area that is not developed is impermeable, open/green space and landscaping around the buildings and between the interior roadways and surface parking lots. Stormwater in the Planning Area is collected via a network of pipes, drains, inlets, catch basins, and other components that work together to collect and direct stormwater into the municipal stormwater conveyance system. There are no natural streams or rivers that traverse the Planning Area. Therefore, there is no significant anticipated risk of erosion resulting from steep slopes or from wind and rain in areas of exposed soils within the Planning Area. Additionally, the proposed SPU does not include any specific development or project that would substantially alter existing drainage patterns in the Planning Area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces.

The Regional Water Quality Control Board (RWQCB) regulates the discharge of stormwater from municipalities and activities within their jurisdiction including construction activities. The City is a signatory of the Los Angeles County Waste Discharge Requirements for Municipal Storm Water and Urban Runoff Discharge. The requirements include guidance and regulations for construction related erosion control, including the preparation of a Stormwater Pollution Prevention Plan (SWPPP) for projects which would disturb one or more acres. The requirements also include appropriate best management practices (BMPs) that should be included to help prevent substantial soil erosion or the loss of topsoil. Typical construction BMPs to prevent soil erosion include: covering exposed soil with mulch or temporary vegetation (like hydroseeding); installing silt fences along perimeters; diverting stormwater runoff with drainage channels; grading slopes to reduce steepness; using erosion control blankets on slopes; and establishing permanent vegetation once construction is complete. All of these BMPs are aimed at minimizing soil disturbance and protecting exposed areas from rain impact and water flow during construction activities.

Future development resulting from implementation of the proposed SPU has the potential to expose surficial soils during construction and, as a result, local soils may be subject to erosion or loss of topsoil during development. Development may also increase downstream runoff by increasing impervious surfaces on specific sites. Future projects developed within the Planning Area under the proposed SPU would be assessed on a site-specific basis, and potential impacts would be required to be analyzed in subsequent project-level CEQA documentation, wherein any potentially significant impacts would be required to be mitigated to less than significant levels, or otherwise compensate for any unavoidable impacts. Future development projects would also be

required to adhere to local, state, and federal laws and policies regulating impacts to streams, rivers, and drainage patterns through the area that may also lead to an increase in impervious surfaces.

In addition, the City's Municipal Code, Chapter 6.15 (Stormwater and Urban Water Runoff Control), requires the City to review all project plans and impose conditions as required to safeguard water quality and erosion control prior to the issuance of either a building permit or grading plan approval. Municipal Code Chapter 6.15 seeks to protect and improve water quality receiving waters by: reducing illicit discharges to the municipal stormwater system to the maximum extent practicable; eliminating illicit connections to the municipal stormwater system; eliminating spillage, dumping, and disposal of pollutant materials into the municipal stormwater system; and reducing pollutant loads in stormwater and urban runoff, from land uses and activities identified in the municipal NPDES permit. The City's development review process would evaluate proposed development against established BMPs and other water quality-related guidelines, many of which are designed to control runoff and erosion. In addition, the City's development review process would examine potential increases in runoff from development sites and require post-development runoff to not exceed pre-development levels through project design such as the use of detention/retention basins, pipes, swales, etc.

With continued regulatory compliance with state and regional water quality standards, and guidelines for erosion control in the Municipal Code, development within the Planning Area under the proposed SPU would not result in significant impacts related to drainage patterns, erosion, siltation, flooding, stormwater drainage capacity, or polluted runoff.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Pollutant Risk from Site Inundation

Impact HYD-4 – Would the SPU risk release of pollutants due to project inundation from flooding, tsunami, or seiche?

Analysis of Impacts

As outlined in Section 4.10.1, according to flood maps prepared by the Federal Emergency Management Agency (FEMA), the project area, as well as the majority of the City of Duarte, is located in zone X, outside of the 500-year flood plain, an area with minimal chances of flooding. Therefore, the Planning Area is not susceptible to inundation from a flood plain. According to the City's 2020 Local Hazard Mitigation Plan, all the City's critical facilities and populated areas are located within dam failure inundation areas for the San Gabriel, Cogswell, and Morris Dams (Duarte, 2020). However, according to the Safety Element of the Duarte General Plan, there is a low possibility for flooding within the City due to failure of these dams (Duarte, 2007). Future development must follow the City's Municipal Code standards requiring permits to be reviewed by the Floodplain Administrator prior to construction and all new buildings in the flood hazard area to be constructed with materials resistant to flood damage. Equipment and other service facilities

must also be designed to prevent water from entering or accumulating in their components during a flood.

In addition, the proposed SPU does not propose any land uses that utilize or store pollutants. As such, in the unlikely event of failure of one or more of these dams, the proposed SPU would not risk release of pollutants into the environment. At its closest point, the City of Duarte is approximately 31 miles from the Pacific Ocean and at an elevation of at least 500 feet above mean sea level. As such, the Planning Area is not susceptible to flooding from tsunami. Finally, there are no major isolated waterbodies within the City; therefore, the Planning Area is not at risk of seiche. For these reasons, no significant impacts to pollutant discharge in flood, tsunami, or seiche inundation zones are anticipated from the implementation of the proposed SPU.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Project Compliance with Water Quality and Groundwater Management Plans

Impact HYD-5 – Would the SPU conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Analysis of Impacts

Surface Water Quality Plan. The Los Angeles Regional Water Quality Control Board (RWQCB) is responsible for the protection of the beneficial uses of waters within the coastal watersheds of Los Angeles and Ventura counties, including the City of Duarte. The Water Quality Control Plan for the Los Angeles Region (Basin Plan) designates beneficial uses, establishes water quality objectives, and contains implementation programs and policies to achieve those objectives for all waters addressed through the Basin Plan. The RWQCB can prohibit or limit water discharges based on particular conditions, areas, or types of waste. The Basin Plan: (i) identifies beneficial uses for surface and ground waters, (ii) includes narrative and numerical water quality objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy, and (iii) describes implementation programs and other actions that are necessary to achieve the water quality objectives established in the Basin Plan.

Construction General Permit. For stormwater discharges associated with construction activities in the state, the State Water Resources Control Board (SWRCB) has adopted the Construction General Permit[i] (CGP) to avoid and minimize water quality impacts from such activities. The CGP requires the development and implementation of a stormwater pollution prevention plan (SWPPP) which would include and specify water quality Best Management Practices (BMPs) to prevent pollutants from contacting stormwater and keep erosion from moving off site into receiving waters.

Through the City's development review process, future development in the Planning Area under the proposed SPU must comply with the various requirements of the Basin Plan and the CGP. In

[i] SWRCB Order 2009-0009-DWQ, as amended

this way, future development in the Planning Area would have less than significant impacts on surface water management plans.

Groundwater Management Plan. The Water Replenishment District of Southern California (WRD) was formed in 1959 to protect local groundwater supply and quality. The Central Basin is within the WRD and managed by the Central Basin Watermaster. In addition, the City is a member of a 41-city group called the Foothill Water Coalition (FWC). SEWC's mission is to prevent the contamination of the Central Groundwater Basin from migrating contaminated groundwater and to encourage good governance of water policies to ensure the availability of reliable, quality, and affordable water. Through the City's development review process, future development in the Planning Area must comply with the various requirements of the Central Basin Watermaster and the FWC. In this way, future development in the Planning Area would have less than significant impacts on groundwater management plans.

In addition, the Open Space and Conservation Element of the General Plan contains Goal OSC-2 which strives to protect and maintain the local water supply to ensure that the city's growing demand for water can be met. In support of that goal, Policy OSC-2.1.2 requires the City to maintain groundwater recharge areas to protect water quality and ensure continued recharge of groundwater basins.

Therefore, with continued implementation of General Plan goals and policies and compliance with existing statutory regulations, no impact to implementation of water quality control plans or sustainable groundwater management plans would occur as a result of the implementation of the proposed SPU within the Planning Area.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Cumulative Impacts

Impact HYD-6 - Would the SPU cause substantial adverse cumulative impacts with respect to hydrology and water quality?

Analysis of Impacts

The Planning Area and surrounding communities contain water-related hazards and surface and groundwater resources that must be protected. State law requires that the Safety Elements of city general plans, including Duarte, address potential flooding, erosion, changing drainage patterns, and other water-related hazards. In addition, the General Plan Open Space and Conservation Element identifies ways the City will coordinate with other agencies to protect surface and groundwater supplies. The Safety Element also contains goals and policies which acknowledge these potential risks and require structures and infrastructure to provide adequate levels of safety for the community. In addition, the General Plans for the surrounding cities and the County General Plan are all required to identify goals and policies intended to preserve water resources and protect water quality. These goals and policies are intended to be consistent with state law and are similar to those of the City's General Plan. In addition to local general plans, various state

laws including CEQA require the City as a lead agency to identify potential water-related hazards related to new development and protect important water resources as development occurs in the future. Local water districts must prepare Urban Water Management Plans and Groundwater Sustainability Plans are required to provide long-term protection for both surface and groundwater supplies for the region. In these ways, potential cumulative impacts to future development from flooding and water-related hazards would be minimized, and the protection of important regional water resources would be protected. Therefore, future development in the Planning Area under the proposed SPU not make a significant contribution to any cumulative regional impacts on flooding or other water-related hazards and protect surface and groundwater resources in the future.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

4.10.5 – REFERENCES

California American Water Company – Los Angeles County District (CAW), 2020. *2020 Urban Water Management Plan*. June 2021.

CAW, 2024. *Draft Westminster Gardens Water Supply Assessment*. September 2024.

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

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United States Environmental Protection Agency (USEPA), 2020. Section 10 of the Rivers and Harbors Appropriation Act of 1899. Web: https://www.epa.gov/cwa-404/section-10-rivers-and-harbors-appropriation-act-1899 [Accessed February 2026].

4.11 – LAND USE AND PLANNING

This EIR chapter addresses land use and planning impacts associated with the proposed Specific Plan Update (SPU). Issues of interest are land use and planning impacts identified by the CEQA Guidelines: whether the SPU will physically divide an established community or cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

4.11.1 – ENVIRONMENTAL SETTING

Westminster Gardens is surrounded by residential uses to the north, east, and west: single- and multi-family residences are located immediately to the west; apartment buildings are located immediately to the north; and a single-family residential tract development is located immediately to the east. The property is bounded by Interstate 210 (I-210) to the south, and is located on the eastern edge of the Town Center Specific Plan area, in proximity to the Gold Line Station and the Duarte Station Specific Plan area.

Existing Land Uses

Existing land use and development plans and regulations provide a starting point for understanding past planning efforts that have shaped and continue to shape the city of Duarte. Relevant documents include the General Plan, Zoning Code, and specific plans. Existing land use reflects the current condition of the built environment in a city, which may not always align with the zoning code and map. The city is approximately 4,350 acres in size, with the project site constituting 32.1 acres of the city. The Duarte General Plan Land Use Map designates the project site Specific Plan. According to the General Plan Land Use Element, the City has prepared and adopted 20 specific plans for various areas within the City. Each of these plans were in compliance with the respective General Plan land use designation at the time they were adopted. The Westminster Gardens Specific Plan was adopted November 27th, 1990 and updated in 1998, and is established as a senior community with a combined total capacity of 147 Independent and Assisted Living Units, at a density of 7.8 residents per acre.

Residential Uses and Housing Density

After Open Space and Park land uses, Duarte is predominantly made up of residential uses, with approximately 886 acres of the city devoted to residential use. The city has four residential land use designations which provide for a variety of housing types; Very Low, Low, Medium, and High. As indicated in Table 4.11-1 below, the majority of residences located throughout the city are made up of low density residences, the designation allowing for a maximum density of 6 dwelling units per acre (du/ac). The approximately 32-acre project site is designated as Specific Plan both in the city's General Plan and Municipal Code. Westminster Gardens is currently used as a Life Plan Community (LPC,) providing three senior housing types on site: Independent Living Units, Assisted Living Units and Memory Care Units. The Independent Living Units are dispersed in multiple buildings throughout the site. The Memory Care building is located on the northeastern corner of the site adjacent to the Huntington Drive Entry and the Assisted Living buildings are in the center adjacent to the common amenities. The buildings range from individual single-story cottage units, single story multi-unit buildings, two-story administrative offices (Morrison House, currently scheduled for interior remodel work to convert to administration) and supporting facilities such as a recreation center and dining hall.

Table 4.11-1: Existing Land Uses		
Existing Land Uses		**City of Duarte Acres**
Residential Uses	Very Low Density	120
	Low Density	645
	Medium Density	89
	High Density	52
Commercial Uses	Neighborhood Commercial	3
	General Commercial	92
	Administrative Professional	4
Hospital Uses	Hospital	78
	Research and Development	15
Industrial Uses	Industrial	53
Public/ Quasi-Public	Public Schools	80
	City-owned Facilities	12
	County-owned Facilities	2
	Utility Easements	95
	Streets / Freeway	478
Open Spaces	Parks	39
	Wilderness Area	422
	National Forest	1,909
Specific Plan and Planned Communities	Planned Communities	131
	Town Center Mixed Use Area	75
	Duarte Station TOD Area	20
	City of Hope Area	116
	Total	**4,350**
Source: Land Use Element of the Duarte General Plan – March, 2018		

Commercial, Hospital, and Industrial Land Uses

As shown in Table 4.11-1, commercial uses make up 99 acres of the City of Duarte. Commercial uses within the city are primarily located at the western edge of the city, as well as along the city's primary arterial, Huntington Drive, just northeast of the project area. General Commercial uses allowed in Duarte generally include expanded retail and service uses from the neighborhood commercial designation, as well specific uses including but not limited to: auto sales and service; building supplies; department stores; furniture stores, sporting goods, printing and restaurants. The neighborhood commercial use is intended to provide local retail, service, and office needs to residents of the city, without impacting the character of adjoining residential properties. The Administrative Professional land use designation applies to two areas located along Huntington Drive and Buena Vista Street, and allows for administrative, clinics, laboratories, and research uses. The Hospital and Research and Development land uses constitute 93 acres of the city, and are isolated in the southern portion of the city. Industrial land uses within the city are located centrally within the city, with the largest concentration located just south of the project area, on the other side of the I-210 freeway. Other industrial uses within the city are located at the eastern and western edges of the city.

Public Facilities

Public and Quasi-public facilities within the City of Duarte include public schools, city- and county-owned facilities, utility easements, and streets and highways. City-owned facilities include the teen center and city hall complex that includes a community center, swimming pool and senior center, which are included within the Town Center Specific Plan. County-owned facilities within the city include the fire station, library, and the sheriff sub-station.

Open Space Uses

Open space uses make up the majority of the City of Duarte, with 2,370 acres of the city devoted to parks, wilderness areas, and national forest. The largest source of open space within the city is the Angeles National Forest, taking up 1,909 acres of the northern portion of the city. The Open Space uses also includes all City-owned parks, not including those leased from the Duarte Unified School District, and the executive golf-course.

4.11.2 – REGULATORY FRAMEWORK

Federal

Clean Air Act

The Federal Clean Air Act was enacted to protect and enhance air quality and promote the health and welfare of the public. The United States Environmental Protection Agency (EPA) has established ambient air quality standards for certain criteria pollutants, which are generally implemented by state and local agencies.

Clean Water Action (Section 404)

Section 404(b) of the Federal Clean Water Act was established to preserve water quality and discourages the alteration or destruction of wetlands. This act requires that the United States Army Corps of Engineers (Army Corps) evaluate the impacts of discharge of dredged or fill materials into any water of the United States (U.S.). The Army Corps Wetlands Policy requires the implementation of mitigation measures for any impacts to designated wetland areas.

National Pollutant Discharge Elimination System Permit Program

The National Pollutant Discharge Elimination System (NPDES) program requires the owner or operator of any facility, or person responsible for any activity that discharges waste into the surface waters of the U.S. to obtain a NPDES permit from the Regional Water Quality Control Board, as mandated by the National Clean Water Act. The existing NPDES (Phase 1) stormwater program requires municipalities serving greater than 100,000 persons to obtain a NPDES storm water permit for construction projects greater than five acres. Phase II of the NPDES storm water regulations expanded the national program to smaller municipalities with populations of 10,000 or more and construction sites that disturb greater than one acre of land.

Federal Endangered Species Act

The Federal Endangered Species Act (ESA) was passed in 1973 and is administered by the U.S. Department of Fish and Wildlife Service. The ESA provides a process for listing species as endangered or threatened and establishes requirements for the protection of all listed species.

State

California Wetlands Policy

The State Wetlands Policy, administered by the California Department of Fish and Wildlife under Fish and Game Code Sections 1601 to 1606, protects marshlands and other designated wetland areas, and requires mitigation for disturbance of wetland areas.

California Endangered Species Act

Similar to the Federal ESA, the California Endangered Species Act (CESA) was created to protect rare, threatened, and endangered species in California. The CESA was enacted in 1984 and is administered by the California Department of Fish and Wildlife.

Regional

A number of regional plans influence land use planning in the city of Compton. Regional plans/policies created by planning agencies such as the Southern California Association of Governments (SCAG) are discussed below.

Southern California Association of Governments (SCAG) Regional Plans and Policies

The Southern California Association of Governments (SCAG) is responsible for regional planning in the southern California area. SCAG provides a framework to coordinate local and regional decisions regarding future growth and development and prepares future growth forecasts for the region. As the designated Metropolitan Planning Organization (MPO) for the area, SCAG is mandated by the Federal government to research and develop plans for transportation, growth management, hazardous waste management, and air quality based on the regional growth projections. SCAG is responsible for the production of a Regional Comprehensive Plan and Guide, a Regional Transportation Plan/Sustainable Communities Strategy, Regional Transportation Improvement Plan, and Growth Vision Report. In February of 2020, SCAG's Regional Council adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS or Plan). The Plan is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals (see below). As SCAG is the largest MPO in the United States, it has sub-regional councils of government to provide for the subregions' land use and transportation planning at a more local level. The sub-regional council for Duarte is the Gateway Cities Council of Governments (GCCOG).

2020-2045 Regional Transportation Plan/Sustainable Communities Strategy

The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS) is a long-term vision of how the region will address regional transportation and land use challenges and opportunities. The 2020 RTP/SCS identifies goals, which are intended to help carry out the vision for improved mobility, a strong economy, and sustainability. The guiding policies for the 2020 RTP/SCS are intended to help focus future investments on the best-performing projects and strategies to preserve, maintain, and optimize the performance of the existing transportation system.

Local

City of Duarte General Plan

The City of Duarte General Plan includes the following goals and policies related to land use:

Land Use Element

Goal LU-1: Improve on Duarte's Balance of uses.

Policies

LU-1.1.2: Encourage the development of a mix of housing types and densities to ensure a variety of housing to accommodate a range of tastes and incomes.

LU-1.1.3: Encourage high-quality design for infill development, and continue to support new high-quality uses.

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

Policies

LU-2.1.1: New infill residential development should be compatible in design, bulk, and height with existing nearby residential development as referenced in Duarte's Architectural Design Guidelines and applicable Specific Plans.

LU-2.1.2: Permitted uses along Huntington Drive should accurately reflect economic market conditions and incompatible uses and activities should be eliminated.

LU-2.1.3: Provide for the shopping and service needs of residents by conveniently clustering commercial establishments in such a way to encourage "one-stop" shopping.

LU-2.1.4: Provide and encourage industrial development involved in research and development-oriented uses to help achieve a jobs housing balance.

LU-2.1.5: Restrict development in areas prone to seismic and other safety hazards.

LU-2.1.7: Make every effort to ensure that industry and residences, where located in close proximity, will be compatible neighbors with non-industrial uses located nearby, and with neighboring cities as well. This policy shall be pursued with special attention to residences located near industrial uses in disadvantaged communities and neighborhoods with populations most affected by pollution burdens.

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

Policies

LU-3.1.1: Develop and promote Specific Plan areas that provide the flexibility needed to make these places unique.

LU-3.1.6: Promote the use of mixed land use techniques and construction methods to provide more housing and minimize housing costs without compromising basic health, safety and aesthetic qualities.

Circulation Element

Goal Circ-1: To provide a sustainable, convenient, efficient, and cost effective circulation system to serve the present and future transportation needs of the Duarte community.

Policies

Circ-1.1.1: Develop, implement, and refine local east/west traffic flow elements to allow traffic to move through and within Duarte in an expeditious manner including improving the Huntington Drive bridge over the San Gabriel River.

Circ-1.1.2: Implement the roadway plan provided in the Circulation Element to meet the transportation needs of all citizens , including community members of all ages, abilities, incomes, and those from disadvantaged communities..

Circ-1.1.3: Widen substandard streets and alleys to meet the city standards where feasible, including in disadvantaged communities.

Circ-1.1.4: Evaluate the traffic impacts of new development and require developers to employ appropriate mitigation measures to reduce traffic or improve roadway and traffic conditions. Enforce this policy equitably throughout the city.

Circ-1.1.5: Evaluate the traffic impacts from development projects in adjacent cities and work cooperatively with these cities to develop mitigation measures that will improve traffic conditions in Duarte.

Circ-1.1.6: Pursue and provide adequate right-of-way to accommodate future circulation system improvements.

Goal Circ-2: To protect local residential neighborhoods from the impacts of through traffic and trucks.

Policies

Circ-2.1.1: Discourage through traffic on local streets that are located in residential neighborhoods, including neighborhoods in disadvantaged communities.

Circ-2.1.2: Restrict heavy duty truck traffic to arterial roadways.

Circ-2.1.3: Continue the practice of responding to resident complaints and requests regarding residential street traffic problems. Respond to complaints in an equitable and timely manner.

Circ-2.1.4: Discourage non-resident motorists from traveling through residential neighborhoods , including neighborhoods in disadvantaged communities.

Circ-2.1.5: Appropriate mitigation measures should be implemented to ensure that the adverse impacts from trucks and employee traffic can be reduced.

Municipal Code

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

4.11.3 – SIGNIFICANCE THRESHOLDS

As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the SPU could result in a significant impact if it:

A. Physically divides an established community.
B. Causes a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.
C. Causes substantial adverse cumulative impacts with respect to land use and planning.

4.11.4 – Impacts and Mitigation Measures

This section describes potential impacts related to land use and planning that could result from the implementation of the SPU and recommends mitigation measures as needed to reduce significant impacts.

Established Communities

Impact LAND-1 – Would the SPU physically divide an established community?

Analysis of Impacts

The physical division of an established community typically refers to the construction of a physical feature (such as a new freeway, railway, or other large transportation projects) or the removal of a means of access (such as a bridge) that would impede or restrict movements within a community. It also may refer to policies that limit or preclude access between adjacent areas or neighborhoods within a city. The SPU is a policy document tailored to the specific needs of the Westminster Gardens senior living community. As such, standards, guidelines, and regulations in the SPU are designed to guide long-term growth within the project site and do not propose major circulation changes that would restrict access to any particular areas of the community, nor the City at large.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Plan Conflicts

Impact LAND-2 – Would the SPU cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Analysis of Impacts

This section includes a discussion of potential conflicts between the SPU and applicable planning documents, which are described in Section 4.11.2 above. It should be noted that policy conflicts do not, in and of themselves, constitute a significant environmental impact. However, policy inconsistency is considered to be a significant adverse environmental impact when it is related to a policy adopted for the purpose of avoiding or mitigating an environmental effect and it is anticipated that the inconsistency would result in a significant adverse *physical* impact. Please note that planning documents that pertain to specific technical topics (e.g., Air Quality) are discussed in those topical sections of this Draft EIR. The Draft General Plan Land Use Map is included with the Project Description (Section 3.0).

The project site will continue to be identified as Specific Plan land use as part of Duarte's General Plan, with the SPU establishing new standards for development within its existing boundaries. These standards allow for an expanded range of housing and care services for the community's senior population.

2020-2045 Regional Transportation Plan/Sustainable Communities Strategy. The SCAG Regional Council adopted the 2020-2045 RTP/SCS in February 2020 and in May 2020 with slight revisions. The long-range visioning plan identifies several goals which are intended to help carry out the vision for improved mobility, a strong economy, and sustainability. These 2020-2045 RTP/SCS goals, and the SPU's relationship to these goals, are presented in Table 4.11-2 (2020-2045 RTP/SCS Consistency Analysis). As shown in Table 4.11-2, the implementation of the SPU would not cause a significant environmental impact due to a conflict with any regional (SCAG) land use-related policies adopted for the purpose of avoiding or mitigating an environmental effect.

The 2020-2045 RTP/SCS also includes growth projections for cities and counties within the region. Population growth associated with the SPU would not exceed the projected population growth forecast from the SCAG. Please also see Section 4.14, Population and Housing, for an analysis of potential population and housing impacts.

Table 4.11-2: 2020-2045 RTP/SCS Consistency Analysis	
2020-2045 RTP/SCS	**Consistency Analysis**
RTP/SCS G1: Align the plan investments and policies with improving regional economic development and competitiveness.	**Consistent.** Implementation of the SPU would result in the development of approximately 600 new residential housing units, as well as 105,000 square feet of new amenities, retail, and administrative office space within the existing boundaries of Westminster Gardens. Along with internal improvements to Westminster Gardens, the SPU proposes several new entrances, roadways, and pedestrian pathways throughout the project site to promote more connectiveness for residents and the wider Duarte community.
RTP/SCS G2: Maximize mobility and access for all people and goods in the region.	**Consistent.** The SPU proposes the development and relocation of several entrances to Westminster Gardens, as well as the expansion of the existing roadways and pedestrian walkways within the community. Additional connections to the surrounding streets, as well as improved internal avenues will improve the mobility of residents in and around Westminster Gardens.
RTP/SCS G3: Ensure travel safety and reliability for all people and goods in the region.	**Consistent.** The SPU includes parking and setback standards, edge condition standards, and various design guidelines for primary-, secondary streets, and pedestrian walkways to ensure compliance with City's standards, as well as facilitate the safe movement of residents.
RTP/SCS G4: Preserve and ensure a sustainable regional transportation system.	**Consistent.** Residents of Westminster Gardens will continue to have access to the regional transit system as it currently exists and operates within Duarte. Implementation of the SPU will not degrade the existing regional transportation system.
RTP/SCS G5: Maximize the productivity of our transportation system.	This goal is not applicable to the SPU.
RTP/SCS G6: Protect the environment and health for our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).	**Consistent.** Implementation of the SPU includes the development of a robust pedestrian trail network throughout the project site to connect residents, and promote a more active lifestyle for the senior community. Additionally, the SPU proposes the development of an expanded park and open space area in the northern portion of the project site. The expansion of green spaces, as well the promotion of pedestrian activity within the community are effective strategies in protecting residents' health and encouraging active transportation.

RTP/SCS G7: Actively encourage and create incentives for energy efficiency, where possible.	**Consistent.** New developments as proposed in the SPU will be built in compliance with the latest California Building Code Standards as adopted by the City, as well as in compliance with the City's General Plan and Municipal Code.
RTP/SCS G8: Encourage land use and growth patterns that facilitate transit and active transportation.	**Consistent.** Implementation of the SPU includes the development of a robust pedestrian trail network throughout the project site to connect residents, and promote a more active lifestyle for the senior community. Additionally, the SPU proposes the development of an expanded park and open space area in the northern portion of the project site. The expansion of green spaces, as well the promotion of pedestrian activity within the community are effective strategies in protecting residents' health and encouraging active transportation.
RTP/SCS G9: Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	This goal is not applicable to the SPU.

City of Duarte General Plan and Municipal Code

The project site will continue to be identified as a Specific Plan (SP) land use in Duarte's General Plan, and as the Westminster Gardens Specific Plan (WG-SP) designation in the City's Zoning Code. The SPU establishes new development standards within its current boundaries. The City's General Plan is the long-term policy guide for the development of the City, reflecting the ever-changing economic and physical needs of the community, while in keeping with its core values. The SPU implements the goals and policies of the City's General Plan in a specific direction to reflect the unique conditions of the project site. The SPU is consistent with the City's General Plan.

The City of Duarte Municipal Code is one of the primary tools for implementing the General Plan. Compliance with the Municipal Code will be required in tandem with the General Plan and amended Specific Plan for the construction of new developments as proposed in the SPU. In instances where there is a conflict between the Municipal Code and SPU, the SPU will supersede the requirements of the code. However, in instances where the SPU is silent, the Zoning Ordinance's regulations will prevail. The SPU will therefore be in compliance with the City's Municipal Code and zoning.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Cumulative Impacts

Impact LAND-3 – Would the SPU cause substantial adverse cumulative impacts with respect to land use and planning?

Analysis of Impacts

The proposed SPU would not physically divide an established community, as implementation of the document will be restricted to the existing boundaries of the Westminster Gardens community. The SPU would not cause a significant environmental impact due to a conflict with a land use plan, policy, or regulation. The SPU is compliant with the growth expectations of the region as estimated in the 2020-2045 RTP/SCS, and is consistent with the City's current General Plan and Municipal Code. Implementation of the SPU will therefore not cause substantial adverse cumulative impacts with respect to land use and planning.

Level of Significance Before Mitigation

Less Than Significant.

Mitigation Measures

No mitigation is required.

4.11.5 – References

City of Duarte, 2026. *Westminster Gardens Specific Plan - Draft.* May 2026.

4.12 – MINERAL RESOURCES

This EIR chapter addresses mineral resources impacts associated with the proposed Specific Plan Update (SPU). Issues of interest are mineral resources impacts identified by the CEQA Guidelines: whether the SPU will result in the loss of availability of a known mineral resource or result in the loss of availability of a locally-important mineral resource recovery site.

4.12.1 – ENVIRONMENTAL SETTING

Mineral Resource Zones

Minerals refer to aggregate resources, or rock, sand, and gravel, energy-producing fields, including oil, gas, and geothermal substances, and related mining operations. The California Department of Conservation (DOC) classifies land in the state into mineral resource zones based on the known or inferred mineral resource potential of that land (DOC, 2023a). The Planning Area is located in the San Gabriel Valley Production-Consumption (P-C) Region of the greater Los Angeles metropolitan area (DOC, 2023b). Land in the region has been classified by the California Division of Mines and Geology (CDMG) according to the presence or absence of significant sand and gravel deposits (suitable for use in construction-grade aggregate). The land classification is presented in the form of maps showing Mineral Resource Zones (MRZ). There are four MRZ classifications, MRZ-1 through MRZ-4 as described below:

- MRZ-1 are areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- MRZ-2 are areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists.
- MRZ-3 are areas containing mineral deposits the significance of which cannot be evaluated from available data.
- MRZ-4 are areas where availability information is inadequate for assignment to any other MRZ-zone.

According to the DOC, portions of the City of Duarte are classified as MRZ-2, indicating that significant mineral deposits are likely to be present (DOC, 2023b). The project area, however, is not located in an area designated by the State Mining and Geology Board, containing regionally significant PCC-grade aggregate resources. There are no areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists within the project area.

4.12.2 – REGULATORY FRAMEWORK

State

Surface Mining and Reclamation Act of 1975

The Surface Mining and Reclamation Act of 1975 (SMARA) was enacted by the California legislature to promote the conservation of the State's mineral resources and to ensure adequate reclamation of mined lands. Among other provisions, SMARA requires the State Geologist to

classify land in California into Mineral Resource Zones (MRZ), according to the known or inferred mineral potential of the land. The process is based solely on geology, without regard to existing land use or land ownership. Upon completion of each study, the State Geologist submits the mineral land classification report to the State Mining and Geology Board, which transmits the information to appropriate local governments that maintain jurisdictional authority in mining, reclamation, and related land-use activities. Local governments are required to incorporate the report and maps into their general plans and consider the information when making land use decisions.

SMARA addresses the need for a continuing supply of mineral resources and to prevent or minimize the negative impacts of surface mining to public health, property and the environment. The Act applies to anyone, including government agencies, engaged in surface mining operations in California, including federally managed lands that disturb more than one acre or remove more than 1,000 cubic yards of material cumulatively from one site. Regulated mining activities include prospecting and exploratory activities, dredging and quarrying, streambed skimming, borrow pitting, and the stockpiling of mined materials. The current General Plan incorporates the requirements and mineral classification and designation information of SMARA.

The California Department of Conservation, Division of Mines and Geology (DMG) 'Mineral Land Classification Project' publishes mineral resource maps which have proven to be of value in land use planning and mineral conservation. This is an ongoing process with updates taking place approximately every 10 years. DMG is also in the process of identifying lands throughout the county with the potential for mineral resource recovery and will be used by the County in identifying new mineral resource areas to help ensure their preservation.

4.12.3 – SIGNIFICANCE THRESHOLDS

The methodology used to evaluate potential environmental impacts is described in Section 4.0. As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the Specific Plan Update could result in a significant impact if it would:

A. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

B. Result in the loss of availability of a local important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

C. Would the project cause substantial adverse cumulative impacts with respect to mineral resources?

4.12.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to the loss of availability of a known mineral resource that is of value to the region and the residents of the state and the loss of availability of a locally-important mineral resource recovery site.

Loss of Statewide or Regional Mineral Resources

Impact MINERAL-1 – Would the SPU result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Analysis of Impacts

According to the Department of Conservation (DOC), there are areas around the City of Duarte that are designated as MRZ-2, indicating that significant mineral deposits are likely to be present. However, the project site is not located in an area designated by the State Mining and Geology Board as containing regionally significant PCC-grade aggregate resources (DOC, 2010). Furthermore, the project site is already developed, and project improvements will not result in the loss of availability of mineral resources of value to the state.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Loss of Locally Important Mineral Resources

Impact MINERAL-2 – Would the SPU result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Analysis of Impact

According to the Department of Conservation, the City of Duarte is located in an area indicated by the State Mining and Geology Board as containing regionally significant PCC-grade aggregate resources (DOC, 2010). However, there are no portions of the project site that are designated MRZ-2. As such, there are no areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists within Westminster Gardens.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Cumulative Impacts

Impact MINERAL-3 – Would the SPU cause substantial adverse cumulative impacts with respect to mineral resources?

Analysis of Impacts

The proposed SPU would not result in any impacts related to mineral resources. Because of the developed nature and location of Westminster Gardens, and because the SPU would not impact mineral resources, there would also be no cumulative impacts with respect to mineral resources.

Level of Significance Before Mitigation

No cumulative impact.

Mitigation Measures

None required.

4.12.5 – REFERENCES

Department of Conservation (DOC). 2023a. California Geological Survey (CGS) Warehouse: Mineral Land Classification. Web: https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc [Accessed February 2026].

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Department of Conservation (DOC). 2010. Special Report 209. S.L. Kohler. Web: https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc. [Accessed March 2026].

4.13 – NOISE

This EIR chapter addresses noise impacts associated with implementation of the proposed Specific Plan Update (SPU). The following section of the EIR provides pertinent background information on the nature of sound and vibration transmission; describes the existing noise environment in the project area; summarizes applicable noise guidelines, standards, and regulations; and evaluates potential noise and vibration impacts that could result from implementation of the proposed Specific Plan. Where necessary, this section includes mitigation measures that would reduce noise and vibration impacts associated with the project. Please refer to Appendix F for detailed air quality and greenhouse gas emissions estimates.

4.13.1 – FUNDAMENTALS OF ENVIRONMENTAL ACOUSTICS

Noise is generally defined as unwanted sound and is widely recognized as a form of environmental degradation. Airborne sound is the rapid fluctuation of air pressure above and below atmospheric pressure. The frequency (pitch), amplitude (intensity or loudness), and duration of a sound all contribute to the effect on a listener, or receptor, and whether or not the receptor perceives the sound as “noisy” or annoying.

Pitch is the height or depth of a tone or sound and depends on the frequency of the vibrations by which it is produced. Sound frequency is expressed in terms of cycles per second, or Hertz (Hz). Humans generally hear sounds with frequencies between 20 and 20,000 Hz and perceive higher frequency sounds, or high pitch noise, as louder than low-frequency sound or sounds low in pitch. Sound intensity or loudness is a function of the amplitude of the pressure wave generated by a noise source combined with the reception characteristics of the human ear. Atmospheric factors and obstructions between the noise source and receptor also affect the loudness perceived by the receptor. Sound pressure levels are typically expressed on a logarithmic scale in terms of decibels (dB). A dB is a unit of measurement that indicates the relative amplitude (i.e., intensity or loudness) of a sound, with 0 dB corresponding roughly to the threshold of hearing for the healthy, unimpaired human ear.

Sound levels in decibels are calculated on a logarithmic basis. An increase of 10 dBs represents a ten-fold increase in acoustic energy, while 20 dBs is 100 times more intense, 30 dBs is 1,000 times more intense, and so on. In general, there is a relationship between the subjective noisiness or loudness of a sound and its intensity, with each 10 dB increase in sound level perceived as approximately a doubling of loudness. Due to the logarithmic basis, decibels cannot be directly added or subtracted together using common arithmetic operations:

$$50\ decibels + 50\ decibels\ \neq 100\ decibels$$

Instead, the combined sound level from two or more sources must be combined logarithmically. For example, if one noise source produces a sound power level of 50 dBA, two of the same sources would combine to produce 53 dB as shown below.

$$10 * 10\ log\ log\left(10^{\left(\frac{50}{10}\right)} + 10^{\left(\frac{50}{10}\right)}\right) = 53\ decibels$$

In general, when one source is 10 dB higher than another source, the quieter source does not add to the sound levels produced by the louder source because the louder source contains ten times more sound energy than the quieter source.

Sound Characterization

Although humans generally can hear sounds with frequencies between 20 and 20,000 Hz, most of the sounds humans are normally exposed to do not consist of a single frequency, but rather a broad range of frequencies perceived differently by the human ear. In general, humans are most sensitive to the frequency range of 1,000–8,000 Hz and perceive sounds within that range better than sounds of the same amplitude in higher or lower frequencies. Instruments used to measure sound, therefore, include an electrical filter that enables the instrument's detectors to replicate human hearing. This filter, known as the "A-weighting" or "A-weighted sound level," filters low and very high frequencies, giving greater weight to the frequencies of sound to which the human ear is typically most sensitive. Most environmental measurements are reported in dBA, meaning decibels on the A-scale. See Table 4.13-1 for a list of common noise sources and their A-weighted noise levels.

Sound levels are usually not steady and vary over time. Therefore, a method for describing either the average character of the sound or the statistical behavior of the variations over a period of time is necessary. The continuous equivalent noise level (L_{eq}) descriptor is used to represent the average character of the sound over a period of time. The L_{eq} represents the level of steady-state noise that would have the same acoustical energy as the time-varying noise measured over a given time period. L_{eq} is useful for evaluating shorter time periods over the course of a day. The most common L_{eq} averaging period is hourly, but L_{eq} can describe any series of noise events over a given time period.

Variable noise levels are the values that are exceeded for a portion of the measured time period. Thus, the L_{01}, L_{10}, L_{50}, and L_{90} descriptors represent the sound levels exceeding 1%, 10%, 50%, and 90% of the time the measurement was performed. The L_{90} value usually corresponds to the background sound level at the measurement location.

When considering environmental noise, it is important to account for the different responses people have to daytime and nighttime noise. In general, during the nighttime, background noise levels are generally quieter than during the daytime but also more noticeable due to the fact that household noise has decreased as people begin to retire and sleep. Noise exposure over the course of an entire day is described by the day/night average sound level, DNL (or L_{dn}), and the community noise equivalent level, or CNEL, descriptors. Both descriptors represent the 24-hour noise exposure in a community or area. For DNL, the 24-hour day is divided into a 15-hour daytime period (7 AM to 10 PM) and a 9-hour nighttime period (10 PM to 7 AM), and a 10 dB "penalty" is added to measure nighttime noise levels when calculating the 24-hour average noise level. For example, a 45 dBA nighttime sound level would contribute as much to the overall day-night average as a 55 dBA daytime sound level. The CNEL descriptor is similar to DNL, except that it includes an additional 5 dBA penalty for noise events that occur during the evening time period (7 PM to 10 PM). The artificial penalties imposed during DNL and CNEL calculations are intended to account for a receptor's increased sensitivity to noise levels during quieter nighttime periods.

Table 4.13-1: Typical Noise Levels		
Common Outdoor Activities	**Noise Level (dBA)**	**Common Indoor Activities**
	110	Rock Band
Jet flyover at 1,000 feet	105	
	100	
Gas lawn mower at 3 feet	95	
	90	
Diesel truck at 50 feet at 50 mph	85	Food blender at 3 feet
	80	Garbage disposal at 3 feet
Noise urban area, daytime	75	
Gas lawn mower, 100 feet	70	Vacuum cleaner at 10 feet
Commercial area	65	Normal speech at 3 feet
Heavy traffic at 300 feet	60	
	55	Large business office
Quiet urban daytime	50	Dishwasher next room
	45	
Quiet urban nighttime	40	Theater, large conference room
Quiet suburban nighttime	35	
	30	Library
Quite rural nighttime	25	Bedroom at night
	20	
	15	Broadcast/recording studio
	10	
	5	
Typical threshold of human hearing	0	Typical threshold of human hearing
Source: Caltrans, 2013		

Sound Propagation

The energy contained in a sound pressure wave dissipates and is absorbed by the surrounding environment as the sound wave spreads out and travels away from the noise-generating source. The strength of the source is often characterized by its “sound power level.” Sound power level is independent of the distance a receiver is from the source and is a property of the source alone. Knowing the sound power level of an idealized source and its distance from a receiver, the sound pressure level at a specific point (e.g., a property line or a receiver) can be calculated based on geometrical spreading and attenuation (noise reduction) as a result of distance and environmental factors, such as ground cover (asphalt vs. grass or trees), atmospheric absorption, and shielding by terrain or barriers.

For an ideal “point” source of sound, such as mechanical equipment, the energy contained in a sound pressure wave dissipates and is absorbed by the surrounding environment as the sound wave spreads out in a spherical pattern and travels away from the point source. Theoretically, the sound level attenuates, or decreases, by 6 dB with each doubling of distance from the point

source. In contrast, a “line” source of sound, such as roadway traffic or a rail line, spreads out in a cylindrical pattern and theoretically attenuates by 3 dB with each doubling of distance from the line source; however, the sound level at a receptor location can be modified further by additional factors. The first is the presence of a reflecting plane such as the ground. For hard ground, a reflecting plane typically increases A-weighted sound pressure levels by 3 dB. If some of the reflected sound is absorbed by the surface, this increase will be less than 3 dB. Other factors affecting the predicted sound pressure level are often lumped together into a term called “excess attenuation.” Excess attenuation is the amount of additional attenuation that occurs beyond simple spherical or cylindrical spreading. For sound propagation outdoors, there is almost always excess attenuation, producing lower levels than what would be predicted by spherical or cylindrical spreading. Some examples include attenuation by sound absorption in air; attenuation by barriers; attenuation by rain, sleet, snow, or fog; attenuation by grass, shrubbery, and trees; and attenuation from shadow zones created by wind and temperature gradients. Under certain meteorological conditions, like fog and low-level clouds, some of these excess attenuation mechanisms are reduced or eliminated due to noise reflection.

Noise Effects

Noise effects on human beings are generally categorized as:

- Subjective effects of annoyance, nuisance, and/or dissatisfaction
- Interference with activities such as speech, sleep, learning, or relaxing
- Physiological effects such as startling and hearing loss

Most environmental noise levels produce subjective or interference effects; physiological effects are usually limited to high noise environments such as industrial manufacturing facilities or airports.

Predicting the subjective and interference effects of noise is difficult due to the wide variation in individual thresholds of annoyance and past experiences with noise; however, an accepted method to determine a person’s subjective reaction to a new noise source is to compare it with the existing environment without the noise source, or the “ambient” noise environment. In general, the more a new noise source exceeds the ambient noise level, the more likely it is to be considered annoying and to disturb normal activities.

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear is able to discern 1-dB changes in sound levels when exposed to steady, single-frequency (“pure-tone”) signals in the mid-frequency (1,000–8,000 Hz) range. In typical noisy environments, changes in noise of 1 to 2 dB are generally not perceptible. However, it is widely accepted that people are able to begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5 dB increase is generally perceived as a distinctly noticeable increase, and a 10 dB increase is generally perceived as a doubling of loudness that would almost certainly cause an adverse response from community noise receptors.

Groundborne Vibration and Noise

Vibration is the movement of particles within a medium or object such as the ground or a building. Vibration may be caused by natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or humans (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources are usually characterized as continuous, such as factory machinery, or transient, such as explosions.

As is the case with airborne sound, groundborne vibrations may be described by amplitude and frequency; however, unlike airborne sound, there is no standard way of measuring and reporting amplitude. Vibration amplitudes can be expressed in terms of velocity (inches per second) or discussed in dB units in order to compress the range of numbers required to describe vibration. Vibration impacts to buildings are usually discussed in terms of peak particle velocity (PPV) in inches per second (in/sec). PPV represents the maximum instantaneous positive or negative peak of a vibration signal and is most appropriate for evaluating the potential for building damage.

Vibration can impact people, structures, and sensitive equipment. The primary concern related to vibration and people is the potential to annoy those working and residing in the area. Vibration with high enough amplitudes can damage structures (such as crack plaster or destroy windows). Groundborne vibration can also disrupt the use of sensitive medical and scientific instruments, such as electron microscopes.

Common sources of vibration within communities include construction activities and railroads. Groundborne vibration generated by construction projects is usually highest during pile driving, rock blasting, soil compacting, jack hammering, and demolition-related activities. Next to pile driving, grading activity has the greatest potential for vibration impacts if large bulldozers, large trucks, or other heavy equipment are used.

Groundborne noise is noise generated by vibrating building surfaces such as floors, walls, and ceilings that radiate noise inside buildings subjected to an external source of vibration. The vibration level, the acoustic radiation of the vibrating element, and the acoustical absorption of the room are all factors that affect potential groundborne noise generation.

4.13.2 – ENVIRONMENTAL SETTING

The city's existing General Plan Noise Element notes that transportation noise is the most serious noise problem in Duarte. The city's General Plan identifies three Noise Goals that address the major noise-related issues related to transportation noise impacts, non-transportation noise impacts, and land use compatibility.

Measured Ambient Noise Levels

The existing ambient noise levels in the Planning Area were monitored on May 29, 2024 to May 30, 2024. Ambient noise levels were measured with a Larson Davis Soundtrak LxT Type 1 and a Piccolo Type 2 sound level meter. Conditions during the monitoring were generally clear and sunny during the daytime, with daily temperatures between approximately 60 degrees (at night) and 75 degrees (during the daytime). Winds were generally calm to mild and from the south.

The ambient noise monitoring conducted for this EIR included one (1) long-term and four (4) short-term (ST) measurements at locations selected to:

- Provide direct observations of existing noise sources at and near the Planning Area;
- Determine ambient noise levels at and near the Planning Area; and
- Evaluate potential changes in noise levels at sensitive receptors (see "Noise Sensitive Receptors" below).

The ambient noise monitoring locations are shown in Exhibit 4.13-1 and described below.

Exhibit 4.13-1
Ambient Noise Monitoring Locations



Source: MIG, 2026

- LT-1 was located at the eastern portion of the Planning Area near the intersection of Oleander Drive and Pepper Tree Lane. This location was approximately 110 feet west of the centerline of Pepper Tree Lane, adjacent to an existing outdoor amenity area for use by residents of Westminster Gardens LPC.
- ST-1 was located at the southern portion of the Planning Area along Eucalyptus Way. This location was approximately 70 feet north of the centerline of Central Avenue.
- ST-2 was located at the eastern portion of the Planning Area along Oleander Drive and Bradbourne Avenue. This location was approximately 40 feet west of the centerline of Bradbourne Avenue.
- ST-3 was located at the western portion of the Planning Area along Santo Domingo Avenue. This location was approximately 30 feet east of the centerline of Santo Domingo Avenue.
- ST-4 was located at the northern portion of the Planning Area along Huntington Drive. This location was approximately 70 feet south of the centerline of Huntington Drive/Historic Route 66.

Based on observations made during the ambient noise monitoring, the existing noise environment in the project area consists primarily of transportation noise sources including motor vehicles on-site and off-site (e.g., vehicle noise audible from I-210) and aircraft. Golf carts, landscaping equipment, and local residential/commercial land use operations also contribute to the local ambient noise environment. Concrete fencing around the perimeter of the Planning Area parallel to Central Avenue, Bradbourne Avenue, and Huntington Drive provides shielding from off-site traffic noise. Noise levels from long-term and short-term ambient noise monitoring are presented in Table 4.13-2 and Tables 4.13-3, respectively.

Table 4.13-2: Measured Long-Term Ambient Noise Levels (dBA) in the Planning Area

Day / Site	Duration	Measured Range in Hourly Noise Levels (dBA L_{eq})(A)			Calculated CNEL(B)
		Daytime (7 AM to 7 PM)	Evening (7 PM to 10 PM)	Nighttime (10 PM to 7 AM)$_q$	
Wednesday, May 29, 2024, to Thursday, May 30, 2024					
LT-1	24 Hours	55.3 – 59.0	57.1 – 59.0	47.8 – 57.9	60.8

Source: MIG, 2026 (see Appendix F)

(A) Values are the lowest and highest measured average hourly values during the listed time.

(B) The 24-hour CNEL value is calculated by applying a 5 dB penalty to measured evening noise levels and a 10 dB penalty to measured nighttime noise levels. The CNEL is calculated for the following period: 11 AM on Wednesday, May 29, 2024, to 11 AM on Thursday, May 30, 2024.

Table 4.13-3: Measured Short-Term Ambient Noise Levels (dBA) in the Planning Area

Site	Date	Start Time	Duration	Measured Noise Levels (dBA)					
				L_{eq}(A)	L_{min}(B)	L_{90}(C)	L_{50}(C)	L_{10}(C)	L_{max}(B)
ST-1	5/29/24	11:51 AM	1 hour	61.6	58.0	61.0	61.5	62.2	68.6
ST-2	5/29/24	1:00 PM	1 hour	52.8	45.9	51.6	52.5	54.1	67.7
ST-3	5/29/24	2:15 PM	1 hour	54.3	46.1	51.3	53.4	56.9	69.8
ST-4	5/29/24	3:20 PM	1 hour	61.1	50.0	58.8	60.8	63.2	73.6

Source: MIG, 2026 (see Appendix F)

(A) The L_{eq} value represents the equivalent steady-state noise level that would contain the same amount of acoustical energy as the time-varying noise level during the listed period.

(B) The L_{min} and L_{max} represent the lowest and highest instantaneous noise levels during the listed period, respectively.

(C) Values represent the noise level exceed a certain percentage of the period, e.g., L_{90} is the noise level that was exceeded 90% of the time for the listed period.

As summarized in Table 4.13-2 and Table 4.13-3, measured daytime noise levels were generally higher in the areas near busier roadways such as Central Avenue (ST-1) and Huntington Drive/Historic Route 66 (ST-4). The calculated CNEL was 60.8 CNEL.

Local Traffic Noise

Traffic noise on off-site surface streets contribute to the Planning Area's noise environment. Huntington Drive, a major arterial roadway, Central Avenue, a collector street, as well as Bradbourne Avenue, and Santo Domingo Avenue, local streets, contribute to this noise environment. Noise levels along these roadways are influenced by a number of variables including traffic volumes, the percentage of truck traffic, vehicle speeds, the time distribution of traffic, and gradient of the roadway. The highest level of traffic noise is found along the major arterial roadways that are handling relatively high traffic volumes with correspondingly high vehicle travel speeds. The City's 2007 General Plan Noise Element contains a projection of 2020 traffic noise levels for streets including Central Avenue and Huntington Drive, which border the Planning Area.

Table 4.13-4: Duarte General Plan Projected 2020 Baseline Traffic Noise Levels

Road / Segment	Year 2020		Noise Contour (distance from centerline)		
	ADT	dBA[A)]	60 CNEL	65 CNEL	70 CNEL
Central Avenue					
Central Avenue East of Buena Vista Street	12,200	61.5	150	48	15
Central Avenue Between Highland Avenue and Bradbourne Avenue	8,200	59.8	101	32	10
Huntington Drive					
Between Highland Ave. and Bradbourne Ave	31,800	67.9	745	236	75

Source: City of Duarte General Plan Noise Element, 2007
(A) dBA values for road segments were estimated 100 feet from the roadway centerline.

Exposure to traffic noise from Central Avenue, Bradbourne Avenue, and Huntington Drive is reduced by concrete fencing around the Planning Area. Please refer to Table 4.13-2 for on-site noise levels at roadways adjacent to the Planning Area.

Railroads

The Metro A Line light rail corridor is located approximately 0.2 miles south of the Planning Area and runs in the east-west direction. The light rail at the Duarte/City of Hopea station operates in eight to 20-minute intervals between approximately 3:30 AM to 1:30 AM. Based on observations during ambient noise monitoring, noise from the Metro A Line light rail is not audible in the Planning Area.

Airports and Heliports

The nearest airport is the San Gabriel Valley Airport approximately 5.0 miles southwest of the Planning Area. The nearest heliport, Foothill Presbyterian Hospital Heliport, is located 5.1 miles east of the Planning Area. The Planning Area is not located within an airport land use compatibility zone.

Stationary Sources

The Planning Area contains stationary noise sources, such as HVAC equipment, that are typical of residential uses. Additionally, cooking equipment and mechanical equipment associated with the operation of the pool are present in the Planning Area. Pool pumps and other equipment are within an enclosed room in the southwest corner of the Planning Area that shields noise levels from equipment. Because of the land uses associated with the retirement community, larger stationary source equipment used for industrial operations are not present on site.

Noise Sensitive Receptors

Noise-sensitive receptors are buildings or areas where unwanted sound or increases in sound may have an adverse effect on people or land uses. Residential areas, motels and hotels, hospitals and health care facilities, school facilities, and parks are examples of noise receptors that could be sensitive to changes in existing environmental noise levels. In general, potential noise-sensitive receptors within located in and within 1,000 feet of the Planning Area include:

- Existing residential receptors within the Planning Area;
- Existing park space within the Planning Area.
- Single family and multi-family residences approximately 95 feet north of the Planning Area, across Huntington Drive
- Wee Care Montessori preschool and Melodee Montessori preschool, approximately 714 feet and 970 feet, respectively, northwest of the Planning Area, across Huntington Drive
- Foothill Oaks Academy, for grades preschool through Grade 8, approximately 910 feet northeast of the Planning Area
- Single family residences approximately 50 feet west of the Planning Area, across Santo Domingo Avenue
- A nursing home, Royal Terrace Healthcare, approximately 370 feet west of the Planning Area, across Santo Domingo Avenue
- Northview Park, approximately 745 feet west of the Planning Area
- Single family residences approximately 50 feet east of the Planning Area, across Bradbourne Avenue

In addition to existing sensitive noise receptors, the proposed Specific Plan would increase development density to provide for new residential uses in the Planning Area.

4.13.3 – REGULATORY FRAMEWORK

Federal

<u>Federal Transit Administration (FTA)</u>

The FTA's 2018 Transit Noise and Vibration Impact Assessment Manual provides guidance on when a construction noise assessment may be needed for a project, whether a qualitative or quantitative noise assessment may be required, and what construction-related noise impact criteria may be appropriate for a project. The FTA guidance identifies that a construction noise assessment may not be required for small projects such as small building construction that is

similar in scale to surrounding development. The guidance also identifies that a qualitative assessment may be required for projects with less than one month of construction time in a noise sensitive area, while a quantitative assessment may be required for projects more than one month of construction in noise sensitive areas or if particularly noise equipment will be used. Finally, for quantitative assessments, the FTA manual recommends construction noise impact criteria, expressed in dBA, that vary based on the type of construction noise assessment conducted for a project. The FTA's construction noise impact criteria are summarized in Table 4.13-5.

Table 4.13-5: FTA Construction Noise Criteria

Land Use	General Analysis Criteria[A]		Detailed Analysis Criteria[B]		
	Daytime $L_{eq(1hr)}$	Nighttime $L_{eq(1hr)}$	Daytime $L_{eq(8hr)}$	Nighttime $L_{eq(8hr)}$	30-Day Average L_{dn}
Residential	90 dBA	80 dBA	80 dBA	70 dBA	75 dBA
Commercial	100 dBA	100 dBA	85 dBA	85 dBA	80 dBA[C]
Industrial	100 dBA	100 dBA	90 dBA	90 dBA	85 dBA[C]

Source: FTA 2018, Table 7-2 and Table 7-3

(A) A general analysis is warranted for projects in an early assessment stage when the equipment roster and schedule are undefined and only a rough estimate of construction noise levels is practical.
(B) A detailed analysis is warranted when many noise sensitive sites are adjacent to a construction project or where contractors are faced with stringent local ordinances or heightened public concerns expressed in early outreach efforts.
(C) Standard is $L_{eq(24hr)}$ instead of L_{dn}.

The FTA's 2018 Transit Noise and Vibration Impact Assessment Manual also sets groundborne vibration annoyance criteria for general assessments. The criteria vary by the type of building being subjected to the vibrations, and the overall number of vibration events occurring each day. Category 1 buildings are considered buildings where vibration would interfere with operation, even at levels that are below human detection. These include buildings with sensitive equipment, such as research facilities and recording studios. Category 2 buildings include residential lands and buildings where people sleep, such as hotels and hospitals. Category 3 buildings consist of institutional land uses with primarily daytime uses. The FTA standards vary for "frequent" events (occurring more than 70 times per day, such as a rapid transit project), "occasional" events (occurring between 30 to 70 times per day), and "infrequent" events (occurring less than 30 times per day). The FTA's vibration annoyance criteria are summarized in Table 4.13-6.

Table 4.13-6: FTA Ground-Borne Vibration Impact Criteria for General Assessment

Land Use Category/Type	Impact Level (Velocity Decibels)		
	Frequent Events	Occasional Events	Infrequent Events
Category 1 – Buildings with sensitive equipment	65 VdB	65 VdB	65 VdB
Category 2 – Buildings where people sleep	72 VdB	75 VdB	80 VdB
Category 3 – Institutional buildings	75 VdB	78 VdB	83 VdB

Source: FTA 2018

State

Assembly Bill 1307

Assembly Bill (AB) 1307 was signed into law in September 2023. The bill adds new Section 20185 to the Public Resources Code, establishing that, for the purposes of CEQA, for residential projects, "the effects of noise generated by project occupants and their guests on human beings is not a significant effect on the environment." AB 1307 defines residential or mixed-use housing projects to mean a project consisting of residential uses only or a mix of residential and non-residential uses, with at least two-thirds of the square footage of the development designated for residential uses.

California Building Standards Code

The California Building Standards Code is contained in Title 24 of the California Code of Regulations and consists of 11 different parts that set various construction and building requirements. Part 2, California Building Code, Section 1206, Sound Transmission, establishes sound transmission standards for interior walls, partitions, and floor/ceiling assemblies between adjacent dwelling units and sleeping units and between dwelling units and sleeping units and adjacent public areas. In summary, this code section requires:

- **Airborne Sound:** Walls, partitions, and floor-ceiling assemblies separating dwelling units and sleeping units from each other or from public or service areas shall have a sound transmission class (STC) of not less than 50 if laboratory tested or have a Normalized Isolation Class of not less than 45 if field tested (Section 1206.2).
- **Structure-borne Sound:** Floor-ceiling assemblies between dwelling units and sleeping units or between a dwelling unit or sleeping unit and a public or service area within the structure shall have an impact insulation class rating of not less than 50 if laboratory tested or have a Normalized Impact Sound Rating of not less than 45 if field tested. Impact sound insulation is not required for floor-ceiling assemblies over nonhabitable rooms or spaces not designed to be occupied such as garages, mechanical rooms, and storage areas (Section 1206.3).
- **Allowable Interior Noise Levels:** Interior noise levels attributable to exterior noise sources shall not exceed 45 DNL or CNEL (as set by the local General Plan) in any habitable room.[i].

The California Green Building Standards (CALGreen) Code is Part 11 to the California Building Standards Code. Chapter 5, Nonresidential Mandatory Standards, Section, establishes acoustical control requirements for non-residential buildings.[ii] In summary, this code section requires:

- **Prescriptive Exterior Noise Transmission Control:** Wall and roof-ceiling assemblies that are part of the building envelope within the 65 CNEL noise contour

[i] Title 24, Part 2, Section 202, Definitions, defines "habitable space" to be "space for living, sleeping, eating, or cooking." Bathrooms, toilet rooms, closets, halls, storage or utility spaces and similar areas are not considered habitable spaces.

[ii] Section 5.507.4 excepts buildings with few or no occupants or where occupants are not likely to be affected by exterior noise from the non-residential acoustical control requirements, as determined by the enforcement authority, such as factories, stadiums, storage, enclosed parking structures, and utilities buildings.

of an airport or within the 65 DNL or 65 CNEL noise contour of a freeway, expressway, railroad, industrial source, or fixed-guideway source, shall meet a composite STC rating of at least 50 (with exterior windows a minimum STC of 40) or a composite Outdoor-Indoor Sound Transmission Class (OITC) of no less than 40 (with exterior windows a minimum OITC of 30) (Section 5.507.4.1). Buildings exposed to a noise of 65 dB L_{eq} (1-hour) during any hour of operation shall have wall and roof-ceiling assemblies meeting a composite STC of at least 45 (or OITC of at least 35), with exterior windows a minimum STC of 40 (or OITC 30) (Section 5.507.4.1.1).

- **Performance Method Exterior Noise Transmission Control:** For buildings located within the 65 DNL, 65 CNEL, or 65 db L_{eq} (1-hour) areas described above, wall and roof-ceiling assemblies shall be constructed to provide an interior noise environment attributable to exterior sources that does not exceed an L_{eq} (1-hour) of 50 dBA in occupied areas during any hour of operation (Section 5.507.4.2). This requirement shall be documented by preparing an acoustical analysis documenting interior sound levels prepared by personnel approved by the architect or engineer of record.
- **Interior Sound Transmission:** Wall and floor assemblies separating tenant spaces and tenant spaces and public spaces shall have an STC of at least 40 (Section 5.507.4.3).

California Department of Transportation (Caltrans)

The California Department of Transportation's (Caltrans) Transportation and Construction Vibration Guidance Manual provides a summary of vibration criteria that have been reported by researchers, organizations, and governmental agencies (Caltrans 2020). Chapters Six and Seven of this manual summarize vibration detection and annoyance criteria from various agencies and provide Caltrans' recommended guidelines and thresholds for evaluating potential vibration impacts on buildings and humans from transportation and construction projects. These thresholds are summarized in Table 4.13-6 and Table 4.13-7.

Table 4.13-7: Caltrans' Vibration Threshold Criteria for Building Damage

Structural Integrity	Maximum PPV (in/sec)	
	Transient	Continuous
Historic and some older buildings	0.50	0.12 to 0.2
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial and commercial structures	2.00	0.50

Source: Caltrans 2020

Table 4.13-8: Caltrans' Ground-Borne Vibration Impact Criteria for Human Response

Human Response	Maximum PPV (in/sec)	
	Transient	Continuous
Slightly perceptible	0.035	0.012
Distinctly perceptible	0.24	0.035
Strongly perceptible	0.90	0.10
Severe/Disturbing	2.0	0.7 (at 2 Hz) to 0.17 (at 20 Hz)
Very disturbing	--	3.6 (at 2 Hz) to 0.4 (at 20 Hz)

Source: Caltrans 2020

Local

City of Duarte General Plan

The City of Duarte General Plan includes the following goals and policies related to noise and vibration:

Open Space and Conservation Element

Objective 5.1: Promote the preservation of open space by discouraging development that is not sensitive to this resource.

- *Conservation Policy 5.1.3.* Maintain open space areas around noise generators to buffer the noise impacts on noise sensitive uses including schools and residential areas.

Noise Element

Noise Goal 1. To reduce noise impacts from transportation sources.

Objective 1.1: Maintain and reduce where feasible background noise levels emanating from citywide transportation sources.

- *Noise Policy 1.1.1*. Ensure noise mitigation measures are included in the design of new developments.

- *Noise Policy 1.1.2.* Encourage the State Department of Transportation (Caltrans) to continue Programs that lead to the reduction of the noise levels on I-210 and I-605.

- *Noise Policy 1.1.3* Continue the City's beautification program along arterials to help reduce noise levels.

- *Noise Policy 1.1.4.* Encourage acoustical materials in all new residential and commercial developments where noise levels exceed the compatibility standards outlined in the Noise Element.

- *Noise Policy 1.1.5.* Limit construction, delivery, and through truck traffic to designated routes.

- *Noise Policy 1.1.6.* Ensure Community Noise Equivalent Levels (CNEL) for noise sensitive land uses meet or exceed normally acceptable levels, as defined by State of California standards.

- *Noise Policy 1.1.7.* The City should encourage, support, and enforce all State and Federal legislation designed to abate and control noise pollution.

- *Noise Policy 1.1.8.* The City should encourage the use of rubberized asphalt city streets.

Noise Goal 2. Develop measures to control non-transportation noise impacts.

Objective 1.2: Commercial and industrial uses, construction activity and other non-transportation related sources of noise can contribute negatively to the noise environment. Identifying and mitigating these potential noise sources will reduce negative impacts.

- *Noise Policy 2.2.1.* Continuously review the Noise Ordinance to ensure noise generating uses are adequately addressed.
- *Noise Policy 2.1.2.* Strive to resolve existing and potential conflicts between noise generating uses and human activities.
- *Noise Policy 2.1.3.* Reduce noise from rock quarrying operations.
- *Noise Policy 2.1.4.* Prohibit significant noise generating activities from locating adjacent to residential neighborhoods and near schools.
- *Noise Policy 2.1.5.* Evaluate the noise impacts from projects and existing uses in adjacent cities and work cooperatively with these cities to develop mitigation measures that will improve ambient noise conditions in Duarte.

Noise Goal 3. To establish land uses which are compatible with noise levels within the community.

Objective 1.3: Land use planning decisions directly relate to potential noise impacts. Therefore, careful consideration of noise impacts should be a part of all land use decisions.

- *Noise Policy 3.1.1.* Establish a system of locating land uses according to the maximum noise levels they generate.
- *Noise Policy 3.1.2.* Enforce limits set by the State to control noise levels, particularly those governing motor vehicles.
- *Noise Policy 3.1.3.* Ensure that construction noise does not cause an adverse impact to the residents of the City.
- *Noise Policy 3.1.4.* Minimize noise and light spillage onto other residential properties.

The General Plan also includes the State guidelines for acceptable noise levels by land use, which are duplicated below in Table 4.13-9.

Table 4.13-9: Noise/Land Use Compatibility Guidelines

Land Use Category	Community Noise Exposure Limit (CNEL dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential - Low Density, Single-Family, Duplex, Mobile Homes	50-60	55-70	70-75	75-85
Residential - Multiple Family	50-65	60-70	70-75	70-85
Transient Lodging - Motels, and Hotels	50-65	60-70	70-80	80-85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-70	60-70	70-80	80-85

Auditoriums, Concert Halls, Amphitheaters	N/A	50-70	N/A	65-85
Sports Arenas, Outdoor Spectator Sports	N/A	50-75	N/A	70-85
Playgrounds, Neighborhood Parks	50-70	N/A	67.5-75	72.5-85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50-70	N/A	70-80	80-85
Office Buildings, Business Commercial and Professional	50-70	67.5-77.5	75-85	N/A
Industrial, Manufacturing, Utilities, Agriculture	50-75	70-80	75-85	N/A
Source: City of Duarte General Plan Noise Element, 2007, Table N-1				

Municipal Code

Municipal Code Title 9 (Public Peace and Safety), Chapter 9.68 (Noise Regulations), Section 9.68.010 (Policy Declaration) establishes that it is the policy of the City to prohibit unnecessary, excessive, and annoying noises from all sources subject to its police power.

Section 9.68.050 (Ambient Base Noise Levels) sets forth that it is unlawful for any person within the city of Duarte to make, cause or allow to be produced noise which is received on property occupied by another person within the designated zone, in excess of the following levels, replicated here in Table 4.13-10, except as expressly provided otherwise.

Table 4.13-10: City of Duarte Municipal Code Noise Standards

Zone	Standards[(A)] Day (7 AM to 9 PM)	Standards[(A)] Night (9 PM to 7 AM)
Residential: R-1 and R-2	55 dBA	45 dBA
Residential: R-3 and R-4	55 dBA	50 dBA
Commercial	60 dBA	55 dBA
Industrial and Light Manufacturing	70 dBA	70 dBA

(A) The numerical limits shall be adjusted by the following corrections, where appropriate

Noise Conditions	Correction (in dB)
1. Repetitive impulsive noise, pure tones and sound with cyclically varying amplitude	-5 dB
2. Steady whine, screech or hum	-5 dB
The following corrections apply to day only:	
3. Noise occurring more than 5 but less than 15 minutes per hour	+5 dB
4. Noise occurring more than 1 but less than 5 minutes per hour	+10 dB
5. Noise occurring less than 1 minute per hour	+15 dB

Section 9.68.120 (Construction of Buildings and Projects) prohibits construction within 500 feet of a residential zone between the hours of 10 P.M. and 7 A.M.

Section 9.68.160 (Machinery, Equipment, Fans and Air Conditioning) prohibits operating any machinery, equipment, pump, fan, air conditioning apparatus, or similar mechanical device (between the hours of ten p.m. of one day and seven a.m. of the following day), use of which is attended by loud or unusual noises.

Section 9.68.180 (Exemptions) exempts the following activities from the provisions of the Municipal Code's noise regulations chapter:

> (a) Lawfully conducted parades;
> (b) Emergency work as defined in Section 9.68.020(h);
> (c) Aircraft flight operations;
> (d) Bells, chimes or carillons while being used in conjunction with religious services;
> (e) Commercial motor vehicle operations;
> (f) Emergency energy release devices;
> (g) Speed or endurance events authorized by the city of Duarte, involving motor or other vehicles;
> (h) Surface carriers engaged in commerce by railroad, except for horns and whistles operated within city limits;
> (i) Systems used to warn community of attack or imminent public danger such as flooding or explosion;
> (j) Any noise or situation within the scope of Sections 23130 or 23109 of the Vehicle Code of the state.

4.13.4 – SIGNIFICANCE THRESHOLDS

The methodology used to evaluate potential environmental impacts is described in Section 4.0. As identified in Appendix G of the Guidelines for Implementation of CEQA, the project has the potential to result in significant impacts if it would result in:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;

b) Generation of excessive groundborne vibration or groundborne noise levels; or

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels.

With regard to criteria (a), the proposed project would result in a significant construction and/or operational noise impact if it would:

- Conflict with or violate any applicable provision of Municipal Code Chapter 9.68; or
- Generate construction noise levels at noise-sensitive receptors above the FTA's daytime (80 dBA L_{eq}) or nighttime (70 dBA L_{eq}) detailed construction noise analysis criteria.

In addition, the proposed project would result in a significant operational noise impact if it would:

- Conflict with or violate any applicable provision of Municipal Code Chapter 9.68; or
- Conflict with or violate any applicable standard or policy in the City's General Plan Noise Element;
- Generate operational traffic noise levels that increase ambient noise levels at off-site locations by:
    - 5 dBA or more where the ambient noise level would change from normally acceptable to conditionally acceptable (or worse);
    - 3 dBA or more where the existing ambient noise would change from conditionally acceptable to normally unacceptable; or

- 1 dBA or more where the existing ambient noise level is already normally unacceptable or would change from normally unacceptable to clearly unacceptable.

With regard to criterion (b), the proposed project would result in a significant construction and/or operational vibration impact if it would:

- Generate construction-related vibration levels that exceed Caltrans' guidance for potential building damage (see Table 4.13-7); or
- Generate construction-related vibration levels that exceed FTA or Caltrans' criteria for human annoyance (see Table 4.13-6 and 4.13-8, respectively).

With regard to criterion (c), the proposed project would expose people living or working in the Planning Area to excessive airport-related noise levels if it would conflict with an applicable airport land use compatibility plan or otherwise expose people to excessive airport-related noise levels from a private air facility.

4.13.5 – IMPACTS AND MITIGATION MEASURES

This section describes potential noise and vibration impacts associated with implementation of the Specific Plan and recommends mitigation measures as needed to reduce significant impacts.

Impact NOISE-1 – Would the proposed SPU result in generation of a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Analysis of Impacts

Project implementation would involve construction that would result in temporary noise generation, primarily from the use of heavy-duty construction equipment.

The Specific Plan allows for allows for higher density development than existing conditions and an increase of the overall amount of development (both residential units and non-residential square footage) within the Planning Area. As described in Chapter 3, Project Description (see Table 3-5), the proposed Specific Plan is estimated to increase residential dwelling units (+401 units), resident amenity uses (+46,878 square feet), utility and maintenance uses (+3,109 square feet), office land uses (+19,350 square feet), and retail uses (+15,000 square feet) in the Planning Area over an approximately 20-year period. The proposed change in land uses is expected to increase population (+754 residents) and jobs (+102 jobs) in the Planning Area.

While site development is anticipated to occur in multiple phases throughout the Planning Area over the approximately 20-year span of the Specific Plan, the Specific Plan does not define specific project phasing, and the timing and nature of development is unknown. This development could affect existing or future sensitive residential and park uses.

Since individual project-specific information is not available at this time, potential short-term (construction-related) noise impacts can only be evaluated based on the typical construction activities associated with residential, commercial, and retail development. Construction activities associated with potential development projects could include: staging, demolition, site preparation, grading, utility trenching, foundation work, material deliveries requiring travel along

City roads, building construction (e.g., framing, concrete pouring, welding), paving, coating application, and site finishing work. In general, these activities would involve the use of worker vehicles, delivery trucks, dump trucks, and heavy-duty construction equipment such as (but not limited to) backhoes, tractors, loaders, graders, excavators, rollers, cranes, material lifts, generators, and air compressors. These types of construction activities would generate noise and vibration from the following sources:

- Heavy equipment operations at different work areas. Some heavy equipment would consist of mobile equipment such as a loader and excavator that would move around work areas; other equipment would consist of stationary equipment (e.g., cranes or material hoists/lifts) that would generally operate in a fixed location until work activities are complete. Heavy equipment generates noise from engine operation, mechanical systems, and components (e.g., fans, gears, propulsion of wheels or tracks), and other sources such as back-up alarms. Mobile equipment generally operates at different loads, or power outputs, and produces higher or lower noise levels depending on the operating load. Stationary equipment generally operates at a steady power output that produces a constant noise level.
- Vehicle trips, including worker, vendor, and haul truck trips. Truck trips would primarily occur on Huntington Drive, a designated City truck route. Other streets on designated truck routes include Buena Vista Street and Highland Street (City of Duarte 2019).

Table 4.13-11 presents the noise levels associated with the typical types of construction equipment that could be used in the Planning Area for future individual projects.

Table 4.13-11: Typical Construction Equipment Noise Levels (dBA)									
Equipment	**Reference Noise Level at 50 Feet (L_{max})[A]**	**Percent Usage Factor[B]**	**Predicted Noise Levels (L_{eq}) at Distance[C]**						
			25 Ft	**50 Ft**	**75 Ft**	**100 Ft**	**200 Ft**	**400 Ft**	**800 Ft**
Auger Drill Rig	85	0.2	84	78	74	72	66	60	54
Backhoe	80	0.4	82	76	72	70	64	58	52
Boring Jack Power Unit	80	0.5	83	77	73	71	65	59	53
Bulldozer	85	0.4	87	81	77	75	69	63	57
Compact roller	80	0.2	79	73	69	67	61	55	49
Compressor	80	0.4	82	76	72	70	64	58	52
Concrete Mixer	85	0.4	87	81	77	75	69	63	57
Crane	85	0.16	83	77	74	71	65	59	53
Delivery Truck	84	0.4	86	80	76	74	68	62	56
Excavator	85	0.4	87	81	77	75	69	63	57
Front End Loader	80	0.4	82	76	72	70	64	58	52
Generator	82	0.5	85	79	75	73	67	61	55
Man Lift	85	0.2	84	78	74	72	66	60	54
Paver	85	0.5	88	82	78	76	70	64	58
Pneumatic tools	85	0.5	88	82	78	76	70	64	58
Pumps	77	0.5	80	74	70	68	62	56	50
Roller	85	0.2	84	78	74	72	66	60	54
Scraper	85	0.4	87	81	77	75	69	63	57
Tractor	84	0.4	86	80	76	74	68	62	56
Welder	74	0.4	76	70	66	64	58	52	46

Sources: Caltrans 2020 and FHWA 2010

(A) L_{max} noise levels based on manufacturer's specifications.

(B) Usage factor refers to the amount of time the equipment produces noise over the time period.

(C) Estimate does not account for any atmospheric or ground attenuation factors. Calculated noise levels based on Caltrans, 2020: L_{eq} (hourly) = L_{max} at 50 feet – 20log (D/50) + 10log (UF), where: L_{max} = reference L_{max} from manufacturer or other source; D = distance of interest; UF = usage fraction or fraction of time period of interest equipment is in use.

Construction noise impacts generally occur when construction activities occur in areas immediately adjoining noise sensitive land uses, during noise sensitive times of the day, or when construction durations last over extended periods of time. The closest that construction activities could occur to nearby sensitive receptors located outside the Plan Area would be:

- Single family and multi-family residences approximately 95 feet north of the Planning Area, across Huntington Drive
- Single family residences approximately 50 feet west of the Planning Area, across Santo Domingo Avenue
- Single family residences approximately 50 feet east of the Planning Area, across Bradbourne Avenue

Additionally, construction may occur directly adjacent to existing and future on-site residential receptors. Demolition, site preparation, and grading phases typically result in the highest temporary noise levels due to the use of heavy-duty equipment such as bulldozers, excavators, graders, loaders, scrapers, and trucks. As shown in Table 4.13-11, the worst-case L_{eq} and L_{max} noise levels associated with the operation of typical construction equipment are predicted to be

approximately 82 and 85 dBA, respectively, at a distance of 50 feet from the equipment operating area (i.e., the distance to the nearest off-site sensitive receptor). At an active construction site, it is not uncommon for two or more pieces of construction equipment to operate at the same time and in close proximity. The concurrent operation of two or more pieces of construction equipment would result in noise levels of approximately 85 to 88 dBA at a distance of 50 feet from equipment operating areas[iii]. For on-site receptors, which may be located 25 feet from construction areas, the worst-case L_{eq} and L_{max} noise level associated with the operation of typical construction equipment would be approximately 88 dBA and 91 dBA, respectively, and the concurrent operation of two or more pieces of construction equipment would result in noise levels of approximately 91 dBA to 93 dBA.

The magnitude of each individual future project's temporary and periodic increase in ambient noise levels would be dependent upon a number of project-specific factors that are not known at this time, including: the amount and type of equipment being used; the distance between the area where equipment is being operated and the location of the specific land use or receptor where noise levels are being evaluated; the time of day construction activities are occurring; the presence or absence of any walls, buildings, or other barriers that may absorb or reflect sound waves; the total duration of the construction activities; and the existing ambient noise levels near construction areas. For example, a welder operating 50 feet from a receptor with a noise level of 74 dBA L_{max} would be similar to typical L_{max} levels measured along the northern perimeter of the Planning Area, but the welder's sustained L_{eq} levels of 70 would be approximately 9 dBA above daytime ambient conditions along the northern perimeter of the Planning Area, and approximately 17 dBA above ambient daytime conditions in the eastern portion of the Planning Area (see ST-04 and ST-02, Table 4.13-3). At a distance of 25 feet, worst-case typical construction equipment generating noise levels of 88 dBA L_{eq} would exceed ambient noise levels by approximately 26 dBA to 35 dBA (see Table 4.13-2 and Table 4.13-3). Typically, sustained construction noise levels of 80 to 85 dBA or higher would require the implementation of construction noise control practices such as staging area restrictions (e.g., siting staging areas away from sensitive receptors), equipment controls (e.g., covered engines and use of electrical hook-ups instead of generators), and/or the installation of temporary noise barriers of sufficient height, size (length or width), and density to achieve targeted noise reductions.

Construction work within the Planning Area would be subject to the City's Municipal Code Section 9.68.120 (Construction of Buildings and Projects), which prohibits construction within 500 feet of a residential zone between the hours of 10 P.M. and 7 A.M., ensuring construction activities do not occur during the most sensitive time periods. However, as discussed above, construction activities could result in temporary increases in noise levels above ambient conditions of 10 to 30 dBs or more during permissible time frames, which would be perceived by noise-sensitive land uses as doubling or quadrupling of loudness, respectively. Additionally, as shown in Table 4.13-11, typical construction equipment activities could exceed the FTA's 80 dBA L_{eq} significance thresholds at existing on-site residential land uses, future on-site residential receptors, and off-site residential receptors to the west[iv] of the Planning Area within approximately 100 feet of work areas.[v] This is considered a potentially significant impact.

[iii] As shown in Table 4.13-11, a single bulldozer provides a sound level of 81 dBA Leq at a distance of 50 feet; when two identical sound levels are combined, the noise level increases to 84 dBA Leq and when three identical sound levels are combined, the noise level increases to 86 dBA Leq. These estimates assume no shielding or other noise control measures are in place at or near the work areas.

[iv] Off-site receptors to the north and east would be shielded by the concrete wall bordering the Planning Area, and are not expected to experience noise levels exceeding the FTA's 80 dBA Leq threshold. However, the western boundary of the Planning Area has

Level of Significance Before Mitigation

Potentially significant.

Mitigation Measures

NOI-1: **Reduce Potential Planning Area Construction Noise Levels and Disturbance.** To ensure receptors in the vicinity of the Planning Area are aware of the projects and their planned construction activities, all future development in the Planning Area shall implement the measures listed below.

1) *Provide Notification of Construction Activities.* The notice shall be provided at least 14 calendar days prior to the start of any construction activities, describe the planned phasing and schedule of construction activities, describe the noise control measures to be implemented during construction, and include the name and phone number of a designated contact for the construction contractor and the city of Duarte responsible for handling construction-related noise complaints. The notice shall be provided to the owner/occupants of all occupied dwelling units within 200 feet of planned construction work areas.

2) *Restrict Work Hours:* Unless otherwise authorized by the City, all construction-related work activities, including material deliveries, shall be conducted only during the hours of 7 AM to 10 PM consistent with Municipal Code Section 9.68.120. Each development project shall post a sign at all entrances to and exits from the construction site informing contractors, subcontractors, construction workers, etc. of the allowable work hour requirements.

3) *Control Construction Traffic and Site Access*. Construction traffic, including soil and debris hauling, shall follow City-designated truck routes and shall avoid routes that contain residential dwelling units to the maximum extent feasible given specific project location and access needs.

4) *Construction Equipment Selection, Use, and Noise Control Measures*. The following measures shall apply to all future development in the Planning Area:

   a. Construction staging activities such as receipt of deliveries, equipment and material storage, etc., shall occur as far away from sensitive land uses as possible.

   b. All stationary noise generating equipment such as pumps, compressors, and welding machines shall be shielded and located as far from sensitive receptor locations as practical. Shielding may consist of trailers, stored materials, or a three- or four-sided enclosure provided the

a chain-linked fence that would not provide shielding for construction noise. Therefore, off-site receptors to the west are expected to exceed the threshold.

[v] The worst-case L_{eq} noise level associated with the concurrent operation of three pieces of construction equipment that individually generate 75 dBA at 100 feet would be approximately 79 dBA.

structure/barrier breaks the line of sight between the equipment and the receptor, provides for proper equipment ventilation and operations, and complies with all other applicable occupational safety and health requirements.

c. Heavy equipment shall include standard noise suppression devices such as mullers, engine covers, and engine/mechanical isolators, mounts, etc. Equipment and noise suppression devices shall be maintained in accordance with manufacturer's recommendations while on-site.

d. Pneumatic tools shall include a noise suppression device on the compressed air exhaust.

e. Connect to existing electrical service to power stationary and portable equipment (e.g., pumps, generators, compressors, and welding sets). This measure shall be subject to the approval of the local electric utility.

5) *Install Temporary Noise Barriers.* To reduce potential construction noise levels at receptors near active work areas, all future development in the Project area shall install a temporary noise barrier during all site preparation, grading, and paving work activities that have a line of sight to and occur within 100 feet of an occupied dwelling unit. The barrier shall only be required along the portion of the job site perimeter that lies between the active work area and the affected dwelling unit(s). In addition, a temporary barrier shall not be required if a permanent barrier is already present between the work area and the affected dwelling unit. The barrier shall consist of the following:

a. When activities occur no closer than 50 feet from an occupied dwelling unit, the physical noise barrier shall extend to a height of 6 feet above grade and consist of nominal 0.5-inch plywood with a minimum material density of 1.7 pounds per square foot installed. Alternatively, the barrier may consist of commercially available acoustic panels, blankets, etc. that have a minimum sound transmission class (STC) or transmission loss value of 20 dB.

b. When activities occur within 25 to 50 feet of an occupied dwelling unit, the physical noise barrier shall extend to a height of 8 feet above grade and consist of nominal 0.5-inch plywood with a minimum material density of 1.7 pounds per square foot installed. Alternatively, the barrier may consist of commercially available acoustic panels, blankets, etc. that have a minimum STC or transmission loss value of 20 dB.

c. When activities occur within 25 feet of an occupied dwelling unit, the physical noise barrier shall extend to a height of 10 feet above grade and consist of nominal 1.0-inch plywood with a minimum material density of approximately 3 pounds per square foot installed. Alternatively, the barrier may consist of commercially available acoustic panels, blankets, etc. that have a minimum STC or transmission loss value of 23 dB or higher.

The barrier shall be installed at grade, or mounted to structures located at grade, such as a K-rail, and be maintained free of openings or gaps other than weep holes. Construction ingress/egress shall not be permitted through the barrier unless there is no other viable access point due to specific project

constraints or other access requirements. The noise barrier may be removed following the completion of all site preparation, grading, and paving activities (i.e., it is not necessary once framing and typical vertical building construction begins provided no other site preparation, grading, or paving work is still occurring in the area).

6) Owner/Occupant Disclosure. Future owners, occupants, and tenants of residential and nonresidential properties in the Planning Area shall receive disclosures that properties in the Westminster Garden Specific Plan Planning Area may be subjected to elevated construction noise levels from development in the Planning Area. This disclosure shall be provided as part of the mortgage, lease, sub-lease, and/or other contractual real-estate transaction associated with the subject property.

Level of Significance After Mitigation

Less than Significant with Mitigation.

Impact NOISE-2 – Would the proposed SPU result in generation of a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Analysis of Impacts

Project implementation would have the potential to change the existing types and intensity of land uses within the Planning Area, and would increase the number of residents and employees. This possible increase in population and employment could lead to increased vehicle traffic on the local roadway system, which could result in traffic-related noise levels that pose land use compatibility issues or result in a substantial permanent increase in traffic-related noise levels throughout the Planning Area. Project implementation could also involve increases in stationary noise and other sources of noise within the Planning Area. These potential effects are evaluated below.

Increases in Traffic and Rail Noise Levels. The City contracted with LLG, a professional transportation engineering firm, to conduct a transportation analysis for the proposed Specific Plan (LLG 2025, see Chapter 4.17, Transportation), which was used evaluate the potential future increases in traffic-related noise levels associated with projected growth.

The average hourly noise levels measured along Central Avenue, Bradbourne Avenue, Santo Domingo Avenue, and Huntington Drive, (61.6 dBA, 52.8 dBA, 54.3 dBA, and 61.6 dBA, respectively, see Table 4.13-3) are consistent with the 50 to 60 CNEL Normally Compatible and 55 to 70 CNEL Conditionally Acceptable land use compatibility designation for single-family residential located across Bradbourne Avenue and the 50 to 65 CNEL Normally Compatible and 60-70 CNEL Conditionally Acceptable land use compatibility designation for multi-family residential land uses across Santo Domingo Avenue and Huntington Drive. The noise levels along Central Avenue are consistent with the 50-75 Normally Acceptable land use compatibility designation for manufacturing uses across Central Avenue. Land uses surrounding the site would not be within the Normally Unacceptable land use compatibility designation (i.e., 70-75 CNEL for residential uses and 75-85 CNEL for commercial and manufacturing). Therefore, the threshold would not be exceeded by a one decibel increase (see Section 4.13.4).

The traffic study indicates that the Specific Plan would result in a net increase of 2,422 daily trips, with the highest percentage of trip distribution occurring on Huntington Drive, Santo Domingo Avenue, and Central Avenue, followed by Highland Avenue. Site access would not be available from Bradbourne Avenue, and the project trip distribution figures contained in the traffic study indicate that implementation of the Specific Plan would not result in additional trips on Bradbourne Avenue.

Caltrans considers a doubling of total traffic volume to result in a three (3) dBA increase in traffic-related noise levels (Caltrans, 2013). Comparing the 2045 peak hour AM and PM traffic along Huntington Drive, Santo Domingo Avenue, Central Avenue, and Highland Avenue, as well as along seven intersections[vi] for conditions with and without the Specific Plan, the only segment that experienced a doubling of traffic was Santo Domingo Avenue during the PM peak hour traffic (LLG 2025, see Figures 5-1 to 5-4).[vii]

As discussed in Section 4.13.4, a 3 dBA increase in traffic noise would be a significant impact if the existing ambient noise would change from conditionally acceptable to normally unacceptable. For Santo Domingo Avenue, a normally unacceptable noise level would be 70 to 75 CNEL. Ambient noise measurements taken along Santo Domingo Avenue resulted in an average hourly noise level of 54.3 L_{eq} at a distance of 30 feet from the centerline of the roadway (see ST-3 in Table 4.13-3). Therefore the approximate 3 dBA increase that would result from an approximate doubling of traffic (i.e., a 108% increase in PM peak hour traffic) would not change the existing ambient noise from conditionally acceptable to normally unacceptable, and impacts from off-site vehicle traffic would be less than significant.

Finally, the Specific Plan does not include plans for the expansion of freight or light rail, and is not anticipated to increase noise levels at these sources.

Increases in Stationary and Other Sources of Noise. Planned development under the Specific Plan could result in new stationary and other sources, and the exposure of new and existing sensitive residential receptors to noise sources. Stationary and other sources of noise in the Planning Area include, but are not limited to, landscape and building maintenance activities, stationary mechanical equipment (e.g., pool equipment, HVAC units), garbage collection activities, and on-site golf cart or car travel and parking activities. The Specific Plan would increase residential, office, and retail development within the Planning Area, including allowing mixed use development in which residential and commercial uses are integrated into a single development project. An increase in activity (e.g., the amount of mechanical equipment, intensity of parking, etc.) would likely occur due to the higher density and additional land uses envisioned by the Specific Plan, increasing noise levels. Noise may also be generated by the park use, including the small amphitheater and shuffleboard courts, in Parcel 2, which is located in the north-central portion of the Planning Area.

Although the Specific Plan could increase the amount of noise sources and noise-generating activities compared to existing conditions, the Specific Plan would have a limited potential to

[vi] The seven intersections in the vicinity of the project site with traffic volume data were Highland Avenue and Huntington Drive, Santo Domingo Avenue and Huntington Drive, Mount Olive Drive and Huntington Drive, Santo Domingo Avenue and Central Avenue, Central Avenue and Highland Avenue, I-210 and Central Avenue, and Evergreen Street and Buena Vista Street.

[vii] On Santo Domingo Avenue, traffic is expected to increase from approximately 92 trips during 2045 PM peak hour conditions without the Specific Plan to 192 trips during 2045 PM peak hour conditions with the Specific Plan.

generate significant on-site noise levels and exceed City noise standards. Residential, office, and retail uses would not have extensive truck maneuvering or heavy machinery that produce high noise levels in other land uses. Noise generated by residential and commercial uses is generally short-term and intermittent. In general, residential and commercial uses do not involve substantial noise-generating activities during the nighttime, mechanical equipment associated with elevators, residential amenities such as pools and other building systems are typically enclosed within closets, sheds, or equipment rooms, and HVAC equipment is typically screened from view by landscaping, fences, or walls and, therefore, shielded from adjacent property lines. Additionally, the Section 9.68.160 (Machinery, Equipment, Fans, and Air Conditioning) of the City's Municipal Code prohibits operating mechanical devices such as air conditioning apparatus between the hours of 10 PM and 7 AM, when receptors would be the most sensitive to potential noise. Furthermore, while noise may be generated from the open space land use, the park would be used during daytime hours, when receptors are less sensitive to noise. The closest off-site sensitive receptor to this use would be residences located over 120 feet to the north, past Huntington Drive, and would be shielded by the concrete wall along the northern perimeter of the Planning Area. Additionally, while parking intensity may increase, the Specific Plan includes enhanced pedestrian access. The design of the internal circulation within the Planning Area, in which the campus is connected by sidewalks and roadways that allow for golf cart travel, allows for reduced noise levels from on-site transportation than if there were higher levels of car travel and parking.

Finally, the Specific Plan establishes minimum required setbacks and building separation standards that would allow noise to attenuate with distance. Residences in the Planning Area have a minimum 20-foot setback from the northern edge along Huntington Drive, from eastern edge along Amberwood Drive and Bradbourne Avenue, and from the western edge along Santo Domingo Avenue, as well as a 10-foot setback from the southern edge along Central Avenue. Buildings must have a minimum separation of 10 feet from the side and rear of other buildings, and of 15 to 25 feet from the front of other buildings. Buildings must be set back 10 feet from on-site internal campus streets, drive lanes, and sidewalks. At a distance of 10 feet, estimated noise levels from vehicle activities (e.g., low speed travel, car doors closing, engine starting) would be approximately 44.0 dBA L_{eq}, which would be within the City standards for residential noise levels (see Table 4.13-10), and consistent with existing ambient noise levels (see Tables 4.13-2).

Compliance with Interior Noise Standards. As described in Section 4.13.1, pursuant to the California Building Code, new residential structures would be required to be constructed such that interior noise levels do not exceed 45 dBA CNEL. Potential interior noise levels resulting from the Project would be contingent on specific information that cannot be known at this time, including the distance between a noise source and the exterior building façade, the exterior-to-interior noise reduction achieved by the façade, including any windows and doors, and whether windows and doors are in an open or closed condition. In general, standard construction techniques for new residential, commercial, and industrial buildings in California provides a minimum of 12 dBA of exterior to interior noise attenuation with windows open and between 20 dBA to 30 dBA of exterior to interior noise attenuation with windows closed.[viii] Exterior noise

[viii] The U.S. Department of Housing and Urban Development (HUD) Noise Guidebook and supplement (HUD 2009a, 2009b) includes information on noise attenuation provided by building materials and different construction techniques. As a reference, a standard exterior wall consisting of 5/8-inch siding, wall sheathing, fiberglass insulation, two by four wall studs on 16-inch centers, and 1/2-inch gypsum wall board with single strength windows provides approximately 35 dBs of attenuation between exterior and interior noise levels. This reduction may be slightly lower (2-3 dBs) for traffic noise due to the specific frequencies associated with

levels, therefore, must generally be 65 CNEL or below to meet an interior noise level of 45 CNEL. The City's municipal code sets a noise standard of 55 dBA during the daytime and up to 50 dBA during the nighttime for residential zones (see Table 4.13-10), which would be under the required 65 CNEL exterior noise level. Additionally, the existing noise levels at the project site do not exceed 65 CNEL (see Tables 4.13-2 and 4.13-3). This impact would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Ground-borne Vibration and Noise Levels

Impact NOISE-3– Would the proposed SPU result in generation of excessive groundborne noise levels?

Analysis of Impacts

Temporary Construction Vibration Levels. Construction activities have the potential to result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and activities involved. Vibration generated by construction equipment spreads through the ground and diminishes with increases in distance. The effects of ground vibration may be imperceptible at the lowest levels, result in low rumbling sounds and detectable vibrations at moderate levels, and at high levels can cause sleep disturbance in places where people normally sleep or annoyance in buildings that are primarily used for daytime functions and sleeping. Ground vibration can also potentially damage the foundations and exteriors of existing structures even if it does not result in a negative human response. Pile drivers and other pieces of high-impact construction equipment are generally the primary cause of construction-related vibration impacts. The use of such equipment is generally limited to sites where there are extensive layers of very hard materials (e.g., compacted soils, bedrock) that must be loosened or penetrated to achieve grading and foundation design requirements. The need for such methods is usually determined through site-specific geotechnical investigations that identify the subsurface materials within the grading envelope, along with foundation design recommendations and the construction methods needed to safely permit development of a site.

Construction equipment and activities are categorized by the nature of the vibration they produce. Equipment or activities typical of continuous vibration include excavation equipment, static compaction equipment, vibratory pile drivers, and pile-extraction equipment. Equipment or activities typical of transient (single-impact) or low-rate, repeated impact vibration include impact pile drivers, and crack-and-seat equipment. Pile driving and blasting activities produce the highest levels of ground vibration and can result in structural damage to existing buildings. Since individual project-specific information is not available at this time, potential short-term

traffic noise. Increasing window space may also decrease attenuation, with a reduction of 10 dBs possible if windows occupy 30% of the exterior wall façade.

construction-related vibration impacts can only be evaluated based on the typical construction activities associated with residential and commercial development.

Future development as a result of the Specific Plan would occur within the Planning Area where land is already disturbed and, therefore, is not likely to require blasting, which is typically used to remove unwanted rock or earth. Additionally, based on the conditions at the Project area, the use of large pile driving equipment is not expected to be required and, therefore, potential vibration impacts from this equipment are not considered in this analysis. Standard construction equipment (e.g., bulldozers, trucks, jackhammers) generally does not cause vibration that could cause structural or cosmetic damage but may be felt by nearby receptors. Table 4.13-12 presents the typical types of equipment that could be used for future development activities in the Planning Area.

Table 4.13-12: Ground-borne Vibration and Noise from Typical Construction Equipment

Equipment	Peak Particle Velocity (in/sec) (A)					Velocity Decibels (VdB) (B)				
	25 ft	50 ft	100 ft	150 ft	250 ft	25 ft	50 ft	100 ft	150 ft	250 ft
Small bulldozer	0.003	0.001	0.001	0.004	0.002	58	49	40	35	28
Jackhammer	0.035	0.016	0.008	0.005	0.003	79	70	61	56	49
Rock Breaker	0.059	0.028	0.013	0.008	0.005	83	74	65	60	53
Loaded truck	0.076	0.035	0.017	0.011	0.006	86	77	68	63	56
Auger Drill Rig	0.089	0.042	0.019	0.012	0.007	87	78	69	64	57
Large bulldozer	0.089	0.042	0.019	0.012	0.007	87	78	69	64	57
Vibratory Roller	0.210	0.098	0.046	0.029	0.017	94	85	76	71	64

Sources: Caltrans 2020 and FTA 2018

(A) Estimated PPV calculated as: PPV(D)=PPV(ref)*(25/D)^1.1 where PPV(D)= Estimated PPV at distance; PPVref= Reference PPV at 25 ft; D= Distance from equipment to receiver; and n= ground attenuation rate (1.1 for dense compacted hard soils).

(B) Estimated Lv calculated as: Lv(D)=Lv(25 feet)-30Log(D/25) where Lv(D)= estimated velocity level in decibels at distance, Lv(25 feet)= RMS velocity amplitude at 25 ft; and D= distance from equipment to receiver.

As shown in Table 4.13-12, the proposed Project's potential construction vibration levels are dependent on the type of equipment used. For potential structural damage effects, typical equipment used during construction activities (e.g., bulldozer, jack hammer, trucks etc.) would produce PPV levels up to 0.089 in/sec at 25 feet, while the use of specific vibration-generating equipment such as a vibratory roller would produce PPV levels of up to 0.210 in/sec at 25 feet. As discussed in Section 4.13.3, Caltrans has established different vibration thresholds depending on the structural integrity of the building type. The Planning Area contains the Morrison House, a historic building, located near the center of the site, as well as modern residential and commercial structures. The PPV values are well below Caltrans' guidelines standards for potential structural damage for most of the types of buildings in and adjacent to the Planning Area (0.3 to 0.5 PPV for continuous vibration sources and 0.5 to 2.0 for transient vibration sources for older residential, new residential, and modern commercial and industrial structures; see Table 4.13-7). However, a vibratory roller would exceed the continuous vibration threshold for historic buildings (0.12 to 0.2 PPV, see Table 4.13-7) if operated within approximately 50 feet of the Morrison House.

For human responses and interference responses, the FTA annoyance criteria (see Table 4.13-6) are used to determine if equipment would generate vibration that would exceed annoyance

thresholds for Category 1 (buildings with sensitive equipment), Category 2 (buildings where people sleep) or Category 3 (institutional buildings) land uses. There are no existing Category 1 buildings within or in the vicinity of the Planning Area. The closest off-site Category 2 buildings are on-site existing and future residential receptors that could be located adjacent to construction work areas and off-site residential receptors approximately 50 feet from construction work areas. The closest Category 3 building is the Church of Christ along Highland Avenue, approximately 535 feet from the Planning Area. Therefore, this analysis will focus on Category 2 buildings within 50 feet of work areas.

As shown in Table 4.13-6, a vibratory roller and typical construction equipment operating approximately 150 feet and 80 feet, respectively from a building have the potential to exceed the FTA's Category 2 (72 VdB) criteria. A vibratory roller operating within 50 feet of a building also has the potential to exceed Caltrans' strongly perceptible vibration annoyance criterion (0.1 in/sec for continuous vibration sources) and the potential to exceed Caltrans' distinctly perceptible criterion (0.035 in/sec) while operating within 130 feet of a building.

It is noted that potential construction-related vibrations would be intermittent (not occur every day), limited in duration (equipment would move throughout work areas and not operate in the same location for a prolonged amount of time), and occur during the daytime (when receptors would not be sleeping and, therefore, are considered less sensitive to vibration levels). As described above, the proposed project's construction activities would not result in physical damage to most existing structures, but could has the potential to damage the Morrison House and exceed FTA and Caltrans criteria for annoyance for potential on-site and off-site residential receptors. Construction vibration would be a potentially significant impact.

Operations-Related Ground borne Vibration Levels. The proposed Specific Plan consists of residential, office, and retail development, and does not include land uses (e.g., manufacturing) that may include machinery and equipment that generate vibration. The Specific Plan does not include plans for the expansion of the light rail, and would not increase vibration levels from rail sources. Operational vibration would be a less than significant impact.

Level of Significance Before Mitigation

Potentially Significant.

Mitigation Measures

NOI-2: **Prohibit Vibratory Equipment**. To reduce the potential for construction equipment to generate substantially perceptible groundborne vibrations, the use of vibratory rollers, vibratory/impact hammers and other potential large vibration-generating equipment (e.g., hydraulic breakers/hoe rams) shall be prohibited within 50 feet of the existing Morrison House and 150 feet of any occupied residential dwelling unit. The use of large bulldozers, large loaded trucks, and/or auger drill rigs shall not be permitted within 80 feet of any occupied residential dwelling unit.

If it is not feasible to prohibit the use of the specified equipment within the ranges defined above due to site- or project-specific conditions or design considerations, a project-specific construction vibration evaluation plan shall be prepared that identifies planned vibration-generating construction activities and potential ground-borne vibration levels (given specific equipment and soil conditions) at specific receptor locations and the vibration control measures

that will be employed to ensure equipment and work activities would not result in vibrations that exceed the FTA standards of 72 VdB for Category 2 land use types or Caltrans' strongly perceptible human annoyance criterion of 0.1 inches/second peak particle velocity. Such measures may include but are not limited to the use of vibration monitoring to measure actual vibration levels, the use of photo monitoring or documentation of building conditions prior to, during, and after construction activities, and/or the use of trenches or barriers that attenuate ground-borne vibration

Level of Significance Before Mitigation

Less than significant with mitigation.

Excessive Airport-related Noise Levels

Impact NOISE-4 – For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Analysis of Impacts

The nearest airport is the San Gabriel Valley Airport located approximately 5.0 miles southwest of the Planning Area. The nearest heliport, Foothill Presbyterian Hospital Heliport, is located 5.1 miles east of the Planning Area. The Planning Area is not located in any noise contour zone associated with this airport or within an airport land use plan. The Specific Plan would not expose people residing or working in the Planning Area to excessive airport-related noise levels.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Cumulative Impacts

Impact NOISE-5 – Would the proposed SPU cause substantial adverse cumulative impacts with respect to noise or vibration?

Analysis of Impacts

Project implementation would result in construction noise and vibration as individual development projects are constructed over time (Impact NOISE-1 and NOISE-3). Construction noise and vibration from individual development projects could combine (when within 1,000 feet of each other). As phasing is unknown, individual construction projects may occur within the Planning Area at the same time, or at the same time as other development projects in the vicinity of the Planning Area, such as residential development across Santo Domingo Avenue (LLG 2025, see Table 3-4). However, each individual development would be subject to City's construction hour limitations and project-specific conditions on construction, which would protect existing and future residents from potential substantial, temporary increases in ambient noise

and ground-borne vibration levels associated with construction activities. For these reasons, the proposed Project would not make a cumulatively considerable contribution to cumulative construction noise or vibration impacts at on- or off-site receptor locations near future development projects.

The Specific Plan would result in long-term increases in vehicle trips and traffic-related noise levels; however, as discussed under Impact NOISE-2, the proposed project would not generate significant increases in traffic noise levels compared to 2045 conditions without the implementation of the Specific Plan. The 2045 no project conditions included traffic volumes from cumulative development projects (LLG 2025, see Section 3.4.2). Comparing 2045 project conditions with existing conditions along Huntington Drive, Santo Domingo Avenue, Central Avenue, and Highland Avenue, the only segment that experienced a doubling of traffic was Santo Domingo Avenue during the PM peak hour traffic, in which PM peak hour traffic increased by 137% (LLG, see Tables 3-4, 3-5, 5-3, and 5-4). These results are similar to the traffic volume comparison between 2045 project and no project conditions analyzed in Impact NOISE-2. As discussed in Impact NOISE-2 and Section 4.13.4, the increase in traffic noise along Santo Domingo Avenue would not be a significant impact since it would not increase noise levels along Santo Domingo Avenue to noise levels designated as normally unacceptable (i.e., the projected increase in traffic volumes would not cause an approximate 15 dBA increase from existing ambient noise levels to 70 CNEL). Cumulative impacts from off-site vehicle traffic would be less than significant.

The Specific Plan could also result in stationary and other sources of operational noise associated with future development; however, the City's Municipal Code sets forth noise limitations (Chapter 9.68) that would prevent stationary and area sources from generating noise increases on a cumulative basis.

The Specific Plan does not propose any large vibration-inducing equipment or land use activities and would not result in excessive ground-borne vibration levels that have the potential to combine with vibration levels from other project within or outside of the Planning Area (Impact NOISE-3). No cumulative operational vibration impact would occur.

The Specific Plan would not expose people living or working in the Planning Area to excessive airport-related noise levels (Impact NOISE-4). This impact is Project-specific and would not combine with any other project. No cumulative impact would occur.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

4.13.6 – REFERENCES

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U.S. Department of Housing and Urban Development (HUD) 2009a.HUD Noise Guidebook. Prepared by the Environmental Planning Division, Office of Environment and Energy. March 2009.

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List of Acronyms, Abbreviations, and Symbols	
Acronym / Abbreviation	**Full Phrase or Description**
Caltrans	California Department of Transportation
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CNEL	Community Noise Equivalent Level
D	Distance
dB	Decibel (unweighted)
dBA	Decibels, A-Weighted
DNL / L_{dn}	Day-Night Noise Level
FHWA	Federal Highway Works Administration
FTA	Federal Transit Administration
HUD	U.S. Department of Housing and Urban Development
HVAC	Heating, Ventilation, and Air Conditioning
Hz	Hertz
I	Interstate
In/sec	Inches per Second
L_{eq}	Average / Equivalent Noise Level
L_{max}	Maximum Noise Level
L_{min}	Minimum Noise Level
LT	Long-term
OITC	Outside-Indoor Transmission Class
PRC	Public Resources Code
PPV	Peak Particle Velocity (inches/second)
ST	Short-term
STC	Sound Transmission Class
UF	Usage Factor
VdB	Velocity Decibels
VMT	Vehicle Miles Travelled
WGSP	Westminster Garden Specific Plan
§	Section
%	Percent

4.14 – POPULATION AND HOUSING

This EIR chapter addresses population and housing impacts associated with the proposed Specific Plan Update (SPU). Issues of interest are population and housing impacts identified by the CEQA Guidelines: whether the SPU will induce substantial unplanned population growth or displace substantial numbers of existing people or housing necessitating the construction of replacement housing.

4.14.1 – ENVIRONMENTAL SETTING

The Westminster Gardens site consists of four parcels, totaling approximately 32 acres. The site provides three senior housing types on site: Independent Living Units, Assisted Living Units and Memory Care Units. The Independent Living Units are dispersed in multiple buildings throughout the site. The Memory Care building is located on the northeastern corner of the site adjacent to the Huntington Drive Entry. Assisted Living buildings are in the center adjacent to the common amenities. The buildings range from individual single-story cottage units, single story multi-unit buildings, two-story administrative offices (Morrison House, currently scheduled for interior remodel work to convert to administration) and supporting facilities such as a recreation center and dining hall (Duarte, 2024).

Population

The California Department of Finance estimates that the January 2024 population for Los Angeles County and the City of Duarte were 9,824,091 and 23,656 residents, respectively (DOF, 2025). The Southern California Association of Governments (SCAG) develops socioeconomic estimates and growth projections including population, households, and employment. These estimates and projections provide the analytical foundation for SCAG's transportation planning and other programs. However, it should be noted that the RTP/SCS does not include growth forecasts for specific communities or subsections within cities. As such, the RTP/SCS only has growth projections for Duarte, but not for the areas located within it, such as the project area. The growth forecast used for SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS) (Southern California Association of Governments, 2020) for Los Angeles County and the City of Duarte are included in Table 4.14-1 (Population Forecasts). It should be noted that the 2020-2045 RTP/SCS is now referred to as "Connect SoCal".

Table 4.14-1: Population Forecasts

	2016	2045	Growth Rate
County of Los Angeles	10,110,000	11,674,000	15.5%
City of Duarte	22,000	25,100	14.1%

Source: 2020-2045 RTP/SCS Final Growth Forecast by Jurisdiction, SCAG.

As shown in Table 4.14-1, continued population growth is anticipated by SCAG at both the county and city level. Population growth at the county level from 2016 to 2045 is projected to be approximately 15.5%, while during the same period it is projected to be approximately 14.1% for the City of Duarte.

Housing

According to the California Department of Finance, as of January 1, 2024 there were approximately 3,696,408 housing units within Los Angeles County and approximately 8,658 housing units within the City of Duarte (DOF, 2025). As noted above, SCAG develops socioeconomic estimates and growth projections including population, households, and employment. Table 4.14-2 (Household Forecasts) shows the anticipated growth in households for both Los Angeles County and the City of Duarte. As shown in Table 4.14-2, household growth at the county level from 2016 to 2045 is projected to be approximately 24.1%, while during the same period it is projected to be approximately 12.7% for the City of Duarte. Within the Westminster Gardens Specific Plan area, there are a total of 147 existing housing units. Of those units, 107 are Independent Living units, 30 are Assisted Living units, and 10 are Memory Care units.

Table 4.14-2: Household Forecasts

	2016	2045	Growth Rate
County of Los Angeles	3,319,000	4,119,000	24.1%
City of Duarte	7,100	8,000	12.7%

Source: 2020-2045 RTP/SCS Final Growth Forecast by Jurisdiction, SCAG.

Employment

As of 2020, SCAG estimated that there were 4,743,000 employees in Los Angeles County and 26,900 employees in the City of Duarte. Table 4.14-3 (Employment Forecasts) shows the anticipated growth in employment for both Los Angeles County and the City of Duarte. As shown in Table 4.14-3, employment growth at the county level from 2020 to 2040 is projected to be approximately 13.5%, while during the same period it is projected to be approximately 38.9% for the City of Duarte.

Table 4.14-3: Employment Forecasts

	2016	2045	Growth Rate
County of Los Angeles	4,743,000	5,382,000	13.5%
City of Duarte	11,300	15,700	38.9%

Source: 2020-2045 RTP/SCS Final Growth Forecast by Jurisdiction, SCAG.

4.14.2 – REGULATORY FRAMEWORK

Federal

U.S. Department of Housing and Urban Development (HUD)

HUD oversees the Federal Housing Administration (FHA), the largest mortgage insurer in the world, and regulates housing industry business. HUD also provides Project-Based Rental Assistance and other rental assistance programs, which provide support for low and very low-income households.

State

California Department of Housing and Community Development (HCD)

HCD enforces standards for housing construction, maintenance of farmworker housing, and manufactured / factory-built homes. HCD also proposes amendments to California's residential building standards for new construction to the California Building Standards Commission and helps train local governments to better understand new requirements. HCD works with regional governments to determine their housing needs and reviews every city and county's housing element of the general plan to determine compliance with state law.

Housing Element Law (California Government Code Article 10.6)

The state has established detailed legal requirements for the General Plan Update (GPU) Housing Element beyond Section 65300. State Law requires each city and county to prepare and maintain a current Housing Element as part of the community's GPU to attain a Statewide Goal of providing "decent housing and a suitable living environment for every California family." Under State law, Housing Elements must be updated every eight years and reviewed by the California Department of Housing and Community Development (HCD).

California Department of Finance Demographic Research Unit

The Demographic Research Unit uses population data to establish appropriation limitations; distribute various federal program funds and aid in the planning and evaluation of programs. State agencies and departments, local governments, the federal government, school districts, public utilities, the private sector, and the public use the data. Staff provide demographic research and analysis, produce current population estimates, and future projections of population and school enrollment, and disseminate U.S. Census data.

Regional

Los Angeles County Housing Authority (LACHA)

The LACHA is a public agency chartered by the State to administer the development, rehabilitation or financing of affordable housing programs. The LACHA works with the City to administer the Housing Choice Vouchers Program; support the County Housing Authority's applications for additional allocations; and assist the Housing Authority in marketing the program to home seekers and property owners.

Southern California Association of Governments (SCAG)

Southern California Association of Governments (SCAG) is a joint powers authority, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization and under State law as a Regional Transportation Planning Agency and a Council of Governments.

SCAG developed regional growth forecasts for its 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS) (Southern California Association of Governments, 2020) for Los Angeles County and the City of Duarte. It should be noted that the 2020-2045 RTP/SCS is now referred to as "Connect SoCal").

Regional Housing Needs Assessment (RHNA)

RHNA **i**s developed through a process directed by SCAG. The RHNA represents the number of housing units divided into various household income categories–that have been calculated to represent the city's "fair share" of the regional housing need during the Housing Element planning period. By law, the city is required to show in the Housing Element that adequate sites are available to accommodate construction of new housing units consistent with the RHNA.

Local

City of Duarte General Plan

The City of Duarte General Plan includes the following goals and policies related to population and housing:

Land Use Element

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

Policies

LU-2.1.1: New infill residential development should be compatible in design, bulk, and height with existing nearby residential development as referenced in Duarte's Architectural Design Guidelines and applicable Specific Plans.

LU-2.1.2: Permitted uses along Huntington Drive should accurately reflect economic market conditions and incompatible uses and activities should be eliminated.

LU-2.1.3: Provide for the shopping and service needs of residents by conveniently clustering commercial establishments in such a way to encourage "one-stop" shopping.

LU-2.1.7: Make every effort to ensure that industry and residences, where located in close proximity, will be compatible neighbors with non-industrial uses located nearby, and with neighboring cities as well. This policy shall be pursued with special attention to residences located near industrial uses in disadvantaged communities and neighborhoods with populations most affected by pollution burdens.

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

Policies

LU-3.1.1: Develop and promote Specific Plan areas that provide the flexibility needed to make these places unique.

Housing Element

GOAL HE-1: Maintain and enhance the quality and affordability of existing housing in Duarte.

Policies

HE-1.1.1: Neighborhood Character. Enhance the quality of existing residential neighborhoods, including those identified as low resource and/or disadvantaged, through responsible development and investment.

HE-1.1.2: Property and Housing Conditions. Support the long-term maintenance and improvement of existing housing through code enforcement, inspections and housing rehabilitation and extreme-heat weatherization programs.

HE-1.1.3: Improvements to Deteriorated Housing. Strengthen Duarte neighborhoods through partnerships with housing providers in the acquisition and rehabilitation, and extreme-heat weatherization of deteriorated multi-family properties and provision as long-term affordable housing.

HE-1.1.4: Protection of Existing Affordable Housing. Work with property owners, tenants and non-profit purchasers to preserve assisted rental housing, and implement a strong affordable housing monitoring program.

HE-1.1.7: Maintenance of Infrastructure and Improvements. Maintain and enhance the quality of life within neighborhoods, including those identified as low resource and/or disadvantaged, by providing adequate maintenance to streets, sidewalks, alleys, parks and other community facilities.

GOAL HE-3: Promote equal housing opportunities for all residents, including Duarte's special needs populations, so that residents can reside in the housing of their choice.

Policies

HE-3.1.2: Housing Options for Seniors. Support development and maintenance of affordable senior rental and ownership housing and supportive services to facilitate maximum independence and the ability of seniors to remain in their homes and/or the community.

HE-3.1.3: Housing for Persons with Disabilities. Address the special needs of persons with disabilities, including developmental disabilities, through provision of supportive and accessible housing that allows persons with disabilities to live independent lives.

Historic Preservation Element

Goal HP-2: To maintain and update the City's inventory of historical resources.

Policies

HP-2.1.1: Encourage on-going research regarding the City's history and built environment, including any history of discrimination and/or social justice concerns in the development of the built environment.

Goal HP-3: To promote the preservation of local historical resources.

Policies

HP-3.1.1: Encourage property owners to preserve the character defining features of historical resources.

HP-3.1.2: Promote the preservation of historic and cultural resources by providing incentives and technical assistance. Promote the preservation of historic and cultural resources equitably across the City.

4.14.3 – SIGNIFICANCE THRESHOLDS

As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the SPU could result in a significant impact if it would:

A. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
B. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?
C. Cause substantial adverse cumulative impacts with respect to population and housing?

4.14.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to population and housing that could result from the implementation of the SPU and recommends mitigation measures as needed to reduce significant impacts.

Population Growth

Impact POP-1 – Would the SPU induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Analysis of Impacts

The SPU proposes development that would directly induce population growth within Westminster Gardens. It is the objective of the SPU to expand the amenities and housing availability within the community to cater to more residents from a wider socio-economic background. The Potential Development Program included in draft SPU outlines the potential scope of new development within the project site. The plan would include the development of 310 Independent Senior Life Plan Community (LPC) Housing Units, 90 Assisted Living or Memory Care LPC Housing Units, and 150 Affordable Senior Non LPC Units (see Table 3-5). All of these units would be built as

multi-story buildings, with the Independent housing also potentially built as cottages. Along with 401 units of new senior housing totaling 763,000 square feet of residential uses, the SPU proposes approximately 84,337 square feet of new non-residential uses within the project site. New non-residential uses would include 65,000 square feet of residential amenity space, 25,000 square feet of office space, and 15,000 square feet of retail space. New development within the project site is planned and will be phased out over the lifespan of the SPU (approximately 20 years).

As previously stated, SCAG's 2020-2045 RTP/SCS growth forecasts estimate that the City of Duarte's population will increase from 23,656 (as of July 1, 2024) to 25,100 in the year 2045, which is an increase of 1,444 persons. At buildout, the proposed SPU could result in a population increase of 754 persons. As such, population growth within Westminster gardens related to the SPU is not unplanned and would not be substantial, as it is encouraged as the main objective of the SPU. The incoming senior population would most likely come from Duarte or surrounding communities and would not represent a substantial change relative to the region as a whole. Additionally, the proposed SPU includes development of up to 65,000 square feet of resident amenities, 25,000 of office space, and 15,000 of retail space, all of which would serve to alleviate the potential incremental impact of the population growth that would result from implementation of the proposed SPU over the course of a 20-year period. Therefore, physical impacts from increased population and housing growth are less than significant. Indirect impacts of population growth are addressed in other topical area chapters in the EIR, specifically:

- Air Quality
- Energy
- Greenhouse Gases
- Noise
- Public Services
- Recreation
- Transportation
- Utilities and Services

Further, the Duarte General Plan Housing Element Policy HE-3.1.2 supports development and maintenance of affordable senior rental and ownership housing and supportive services to facilitate maximum independence and the ability of seniors to remain in their homes and/or the community. With adherence to General Plan policies related to the provision of senior housing and supportive services, the SPU would not induce significant population growth that is unplanned by the City and that would not otherwise occur in Duarte. As such, the overall impacts of the SPU regarding population growth would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

No mitigation is required.

Displacement

Impact POP-2 – Would the SPU displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Analysis of Impacts

The SPU does not propose any policies that are intended to directly or indirectly result in displacement or demolition of any permanent or temporary residential structures, or otherwise result in displacement of people or businesses. Overall, implementation of the SPU would increase the number of senior housing units within Westminster Gardens. With a phased development plan, development of additional senior housing within Westminster Gardens would not displace current community members, nor would it displace surrounding housing availability outside of the community. Construction of new facilities within the Specific Plan area would not require removal of existing housing. Therefore, the SPU would not result in the construction of replacement housing elsewhere and impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Cumulative Growth

Impact POP-3 – Would the SPU cause substantial adverse cumulative impacts with respect to population and housing?

Analysis of Impacts

Implementation of the SPU would result in increased residential density within Westminster Gardens, which could increase the population of the City if those residents moved from outside of Duarte within a relatively short period of time. However, this growth would occur incrementally over a period of twenty years as new senior housing units are developed within the community, and the incoming senior population would most likely come from Duarte or surrounding communities and would not represent a substantial change relative to the region as a whole. Therefore, the potential growth under the proposed SPU would not be so substantial as to create cumulative environmental impacts to the City or region.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

4.14.5 – REFERENCES

California Department of Finance. (DOF) 2025. *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 1, 2024.* Web: https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2024/ [Accessed February 2026].

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4.15 – PUBLIC SERVICES

This EIR chapter addresses public services impacts associated with the proposed Specific Plan Update (SPU). Issues of interest are public services impacts identified by the CEQA Guidelines: whether the SPU will result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services.

4.15.1 – ENVIRONMENTAL SETTING

Fire Protection

Fire services are provided to the City of Duarte by the Los Angeles County Fire Department (LACFD). LACFD responds to medical emergencies, hazardous materials incidents, rescue calls, and motor-related accidents, and provides wildfire and regular fire suppression services. LACFD Station 44 is located at 1105 Highland Avenue, Duarte, approximately 0.4 miles north of Westminster Gardens. Additional fire services within the city include “ALERTWildfire”, a collaboration between the University of Nevada, Reno, University of California San Diego, and University of Oregon that provides fire cameras and tools to local firefighters to better handle wildfire situations in the area. LACFD also provides hazardous material services to the city, and the U.S. Forest Service based out of San Dimas provides wildfire services in the Angeles National Forest. The Insurance Services Office (ISO) collects and analyzes information on a community’s public fire protection and assigns a Public Protection Classification from 1 to 10. Class 1 represents the best public protection and Class 10 indicates no recognized protection. The ratings are based on a variety of factors, including water supply, which are not within the authority of LACFD to regulate. Duarte’s current published ISO rating is 3, while overall the LA County Fire Department has a published ISO rating of 1. The Fire Department’s response time goals are five minutes or less for the first arriving unit for fire and emergency medical response and eight minutes or less for the advanced life support (paramedic) unit in urban areas.

Police Protection

City Residents receive contract law enforcement services from the Los Angeles County Sheriff Department (LASD) from stations in Duarte, Bradbury, and the unincorporated area west of Duarte. The Sheriff offices in the city housed in the Duarte Public Safety Sub-Station at 1042 Huntington Drive. The station serves as a launch center and does not have dispatch or booking ability. Non-emergency dispatch services are routed and responded to by the LASD Temple Station, located at 8838 Las Tunas Drive, Temple City. The station serves approximately 10 communities situated around Temple City, including Duarte. Additional services include a School Resource Officer that works with Duarte schools to provide prevention, intervention, and suppression services. Duarte and Monrovia law enforcement agencies collaborate through D.A.M.A.G.E. (Duarte and Monrovia Active Gang Enforcement) program, which aims to reduce gang activity, graffiti, and theft through shared information and resources. Detective services and a variety of other services are provided by the Sheriff’s office as prescribed by the contract between the City and County Sheriff. The Sheriff Department’s response time goals are 10 minutes for emergency calls, 20 minutes for priority, and 60 minutes for routine calls.

Public Schools

The Duarte Unified School District (DUSD) serves as the primary school system in Duarte, as well as the City of Bradbury. DUSD oversees eight schools within the district: Duarte Preschool, Beardslee Academy, Maxwell Academy, Royal Oaks Academy, Valley View Academy of Technology and Creative Learning, Duarte High School, California School of the Arts – San Gabriel Valley (CSArts-SGV), and Mount Olive Innovation and Technology High School. DUSD schools offer a variety of specialized education curriculums to students in the district. Beardslee Academy is a dual language immersion school, Maxwell Academy is an International Baccalaureate (IB) World School, and Royal Oaks Academy offers a Science, Technology, Engineering, Arts and Math (STEAM) program. The DUSD had approximately 7,387 enrolled during the 2022-2023 school year, with some 141 teachers available, equating to an approximate ratio of 21 students per teacher (DOE, 2026).

Parks and Recreation Facilities

As shown in Table 4.15-1 (Existing Parks and Recreation Facilities), Duarte manages 52.67 acres of parkland across 14 parks and recreational facilities. These park facilities vary in size and amenities, including community facilities. The largest city park facility is the centrally located Duarte Sports Park. The second-largest park is Encanto Park, located at the eastern edge of the city. Encanto Park covers 11 acres and offers a barbecue area, basketball courts, multipurpose field and nature trail, picnic shelter, playground equipment, restrooms, and tennis courts. Additionally, the city owns 422 acres of dedicated natural open space, as well as an 18.55-acre golf course located at 1000 Las Lomas Road.

Table 4.15-1: Existing Parks and Recreation Facilities			
Park Name	**Address**	**Acres**	**Amenities**
Aloysia Moore Park	1100 Duarte Road	1.13	Barbecue Area, Outdoor Gym, Picnic Area, Playground Equipment
Beardslee Park	2000 Buena Vista Street	4.91	Barbecue Area, Picnic Area, Playground Equipment, Restrooms, Soccer Fields
Duarte Park	1344 Bloomdale Street.	2.96	Barbecue Area, Lighted Basketball Courts, Futsal Courts, Multi-purpose Classroom/Camp Building, Picnic Area, Playground Equipment, Restrooms
Duarte Skate Park	1401 Central Avenue	0.28	Skate Park
Duarte Sports Park	1401 Central Avenue	12.25	Basketball Courts, Futsal Courts, Skate Park, Softball Fields, Lighted Tennis Courts
Encanto Park	751 Encanto Parkway	11	Barbecue Area, Basketball Courts, Multipurpose Field, Nature Trail, Picnic Shelter, Playground Equipment, Restrooms, Tennis Courts, Volleyball Courts – Sand
Glenn Miller Park	205 Melcanyon Drive	1.38	Barbecue Area, Picnic Area, Playground Equipment
Hacienda Park	2695 Hacienda Drive	1.1	Barbecue Area, Picnic Area, Playground Equipment
Lena Valenzuela Park	2120 Mountain Avenue	0.78	Barbecue Area, Picnic Area, Playground Equipment
Northview Park	1433 Highland Avenue	2.02	Jogging Path, Multipurpose Field
Orange Blossom Park	Corner of Oak Avenue and Third Street	0.36	Playground Equipment
Otis Gordon Sports Park	2351 Central Avenue	6	Barbecue Area, Picnic Area, Playground Equipment, Restrooms, Lighted Softball Fields
Royal Oaks Park	2627 Royal Oaks Drive	5.5	Barbecue Area, Lighted Basketball Courts, Picnic Area, Playground Equipment, Recreation Building, Restrooms, Lighted Tennis Courts, Grass Volleyball Courts
Tzeitel Paras-Caracci Park	2701 Royal Oaks Drive	3	Barbecue Area, Open Space

Public Facilities

Public community facilities provide information, events, recreation, classes, and places to gather. These facilities include libraries, community centers, wellness centers, and recreational buildings.

Library services in Duarte are provided by Los Angeles County, with the Duarte branch located approximately 1.1 miles west of the project site at 1301 Buena Vista Street, Duarte.

Duarte boasts several community centers, each serving various purposes.

- The Duarte Community Center located at 1600 Huntington Drive, owned and operated by the City, is available for renting out for business and social events, and includes an auditorium as well as a small meeting space.
- The Duarte Fitness Center, located adjacent to the Community Center, includes an exercise room, aerobic area, racquetball courts, and a 25-yard competition pool and training pool.
- The Senior Center at 1610 Huntington Drive provides recreational programs and activities for the city's senior community.
- The Duarte Teen Center at 1400 Buena Vista Street provides youth-oriented activities such as boxing, computer lab, a dance crew, and the Mayor's youth council.

4.4.2 – REGULATORY FRAMEWORK

Federal

Standardized Emergency Management System and National Incident Management System (SEMS)

According to the State's SEMS, local agencies have primary authority regarding rescue and treatment of casualties and making decisions regarding protective actions for the community. When a major incident occurs the first few moments are critical in terms of reducing loss of life and property. First responders must be sufficiently trained to understand the nature and the gravity of the event to minimize the confusion that inevitably follows catastrophic situations. This on-scene authority rests with the local emergency services organization and the incident commander. Additional information regarding the City's SEMS program can be found in Section 4.9 Hazards and Hazardous Waste.

State

California Building Code

The City has adopted the 2022 California Building Code (CBC). The 2022 CBC became effective January 1, 2023, including Part 9 of Title 24, the California Fire Code. Section 701A.3.2 of the CBC requires that new buildings located in any Fire Hazard Severity Zone within State Responsibility Areas, any Local Agency Very-High Fire Hazard Severity Zone, or any Wildland-Urban Interface Fire Area designated by the enforcing agency for which an application for a building permit is submitted, comply with all sections of the chapter.

California Health and Safety Code (Sections 13000 et seq.)

This code establishes State fire regulations, including regulations for building standards (also set forth in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

California Fire Code

The City has adopted the most recent California Fire Code, with amendments to address specific local conditions and needs. These provisions include construction standards and fire hydrant

requirements, road widths and configurations designed to accommodate the passage of fire trucks and engines, and requirements for minimum fire flow rates for water mains.

Regional

Los Angeles County Fire Department

The City's Sphere of Influence is served by LACFD for fire protection and rescue services and emergency medical services. LACFD also has mutual aid agreements with surrounding jurisdictions for assistance when needed during major fire events, including the Duarte. LACFD establishes incident command centers and emergency operation centers as necessary depending on the involved event.

Los Angeles County Office of Emergency Management (OEM)

The OEM has the responsibility of comprehensively planning for, responding to and recovering from large-scale emergencies and disasters that impact Los Angeles County. OEM's work is accomplished in partnership and collaboration with first response agencies, and non-profit, private sector and government partners.

Education Code Section 17620

The Code allows school districts to assess fees on new residential and commercial construction within their respective boundaries. These fees can be collected without special city or county approval, to fund the construction of new school facilities necessitated by the impact of residential and commercial development activity. In addition, these fees can also be used to fund the reconstruction of school facilities or reopening schools to accommodate development-related enrollment growth. Fees are collected immediately prior to the time of the issuance of a building permit by the City or the County.

Leroy F. Green School Facilities Act (1998)

California Government Code Section 65995 sets base limits and additional provisions for school districts to levy development impact fees and to help fund expanded facilities to house new pupils that may be generated by the development project. Sections 65996(a) and (b) state that such fees collected by school districts provide full and complete school facilities mitigation under CEQA. These fees may be adjusted by the District.

Quimby Act (1975)

The Quimby Act allows cities and counties to adopt park dedication standards/ordinances requiring developers to set aside land, donate conservation easements, or pay fees towards parkland.

Local

City of Duarte General Plan

The City of Duarte General Plan includes the following goals and policies related to public services:

Safety Element

Goal Safe-1: To protect the citizens, their property, and public facilities from natural, man-made, and climate change related hazards.

Policies

Safe-1.1.2: Promote the development of community programs or neighborhood disaster relief groups that train volunteers to assist police, fire, and civil defense personnel to perform effectively after the occurrence of a natural or man-made disaster.

Safe-1.1.4: Consider climate change vulnerability and safety implications during the review process for all development proposals, including those involving City-owned facilities and infrastructure.

Safe-1.1.5: Coordinate with the Los Angeles County Sheriff's Department, Los Angeles County Fire Department, and neighboring cities to ensure that adequate services are ready and available to serve the community in the event of natural or man-made disasters.

Goal Safe-3: To achieve a greater sense of citizen satisfaction with the safety services within the community, through constantly monitoring the effective and efficient staffing of safety service personnel, while alternately considering the desirability of consolidating all safety services into a single entity.

Policies

Safe-3.1.1: Maintain high levels of emergency services, and monitor safety services annually and evaluate safety services alternatives. Review, on an annual basis, the effectiveness of safety services relying on citizen input.

Open Space and Conservation Element

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

Policies

OSC-1.1.1 Work with conservation groups to identify and conserve open space and protect lands accessible to public use, with special attention to preserving open spaces used by disadvantaged communities.

OSC-1.1.2 Continue to conserve open space through public-private funding sources and management strategies, including conservation easements.

OS Goal 2: To develop enough park acreage to meet the needs of the population and upgrade existing facilities.

Policies:

OSC-2.1.1: Continue to cooperate with the Duarte Unified School District in providing open space amenities for Duarte residents and students, especially in disadvantaged communities.

OSC-2.1.2: Require new development to mitigate the burden it creates on existing parks through equitable parkland dedication, recreational space development and/or mitigation fees. As appropriate, focus park development and expansions in under-resourced communities.

OSC-2.1.3: Provide for the future expansion of existing parks in a way that does not adversely affect adjacent areas, including disadvantaged communities.

OSC-2.1.4: Coordinate circulation and recreation developments in Duarte with those planned for the Santa Fe Dam regional recreation area.

OSC-2.1.5: Provide recreation programs for all age groups, utilizing first those facilities now existing and developing new facilities as the need arises, with consideration of the needs of non-English speakers, community members with disabilities, and those without cars. Ensure that programming is aimed at all areas of the City, including disadvantaged communities.

OSC-2.1.6: Establish neighborhood parks and multi-purpose green spaces such as community gardens, designed and located to conveniently serve the needs of various segments of the community, with an emphasis on underserved segments of the community.

OSC-2.1.7: Protect Duarte's natural foothill areas by maintaining low overall residential densities and by utilizing their potential for recreational and open space purposes.

Goal OSC-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.

Policies

OSC-3.1.1: Multiple recreation uses for open space areas should be encouraged. For example, horseback trails entwined with pedestrian paths can be enjoyable for both parties. Trail markers can be used to point out interesting views and directions (e.g., the direction to the waterfall in Fish Canyon). Updates of trail markers and signage will include designs that meet the needs of both English and non-English speakers.

OSC-3.1.2: Develop new city parks when and where this is possible to meet the future recreational needs of the community equitably. As appropriate, focus development in underserved and disadvantaged communities.

OSC-3.1.3: Expand and improve recreational facilities at existing parks within the city equitably. As appropriate, focus improvements in disadvantaged communities.

OSC-3.1.4: Promote the development of new neighborhood and recreation facilities, as appropriate, including parks of 4 acres or more to be used as satellite parks. Such developments shall be pursued equitably throughout the City.

4.4.3 – SIGNIFICANCE THRESHOLDS

The methodology used to evaluate potential environmental impacts is described in Section 4.0. As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the SPU could result in a significant impact if it would:

A. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:
    i) Fire protection;
    ii) Police protection;
    iii) Schools;
    iv) Parks; and
    v) Other public facilities.
B. Cause substantial adverse cumulative impacts with respect to public services.

4.4.4 – IMPACTS AND MITIGATION MEASURES

New or Altered Government Services

Impact PUB-1 – Would the SPU result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i. Fire Protection

Analysis of Impacts

Westminster Gardens currently operates as a Life Plan Community (LPC), providing three housing types to meet residents' varied needs. The SPU proposes the redevelopment of Westminster Gardens through several phases over a 15-to-20-year period. The potential new housing buildout includes approximately 310 Independent Senior LPC Housing Units, 90 Assisted Living or Memory Care LPC Housing units, and 150 Affordable Senior Non LPC units. The housing and care options would all take the form of multi-unit buildings.

Fire services are provided to the City of Duarte by the LACFD LA County Station 44 at 1105 Highland Avenue is approximately 0.4 miles north of the project site. As part of the phased development of Westminster Gardens, the creation of new housing would result in an increase in the community's population, which could create an incremental increase in demand for fire services. The project is anticipated to increase the population by up to 754 residents, which is

within the SCAG's 2020-2045 RTP/SCS growth forecast estimate indicating that the City of Duarte's population will increase from 23,656 (as of July 1, 2024) to 25,100 in the year 2045 (an increase of 1,444 persons). While the proposed project would result in incremental increases in demand for fire protection services, the project is not anticipated to have a significant impact on service standards or response times because the incremental growth would occur over a period of up to 20 years. Additionally, the potential growth that could occur as a result of implementation of the propsoed SPU is accounted for in the most recent Housing Element Update for the City.

According to the City's Housing Element, no fire-related Development Impact Fees are charged to offset cost for services unless an amount is required by a CEQA determination. However, LACFD utilizes a targeted system of regulatory fees and developer mitigation fees to directly fund, maintain, and expand its emergency infrastructure and services (County of LA Fire Department, 2024). While day-to-day emergency responses (like fighting structural fires or answering 911 medical calls) are funded through general community taxes rather than per-call billing, the department utilizes specific fee categories to recover costs for capital projects and administrative services. These include a Developer Fee Program (DFP) charged on new commercial and residential developments within designated "Areas of Benefit".

The DFP directly pays for acquiring land, building new modern fire stations, purchasing initial fire engines/apparatus, and acquiring essential station equipment to handle urban growth. Member/contracted cities such as Duarte pay an annual service fee to the LACFD based on the specific level of fire protection, paramedic squads, engines, and fire prevention staff assigned to their municipality. The City reimburses the LACFD for its exact proportional share of operational costs. The Fire Department reviews its member city contracts annually to determine the need for increased funding and/or new or expanded fire protection facilities. When community expansion outpaces developer fee collection, LACFD frequently finances new station projects using long-term bonds or bank loans. Therefore, overall growth in the City over the life of the Plan would be accommodated by LACFD through a combination of funding sources.

As outlined in section 4.4.2 above, the Safety and Open Space and Conservation Elements of the Duarte General Plan include multiple goals and policies related to maintaining the City's public facilities for residents. Safety Goal 1 and its policies revolve around protecting Duarte residents, their property, and public facilities from natural, man-made, and climate change related hazards. Policy 1.1.2 aims to develop community programs and disaster relief groups to assist police, fire and civil defense services after a disaster event has occurred. Similarly, Policy 1.1.5 coordinates Los Angeles County Sheriff's Department and County Fire Department services ensuring adequate services are available to serve the community during disaster events. Policy 1.1.4 considers vulnerabilities and safety implications related to climate change during the review process of development proposals. Safety Goal 3 monitors the effectiveness and efficiency of staffing of safety personnel, and considers the desirability of consolidating all safety services into a single entity.

Future development would be required to comply with Duarte Municipal Code Chapter 15.04 (Fire Prevention Code) and fire department requirements such as emergency response access and water requirements. In addition, as discussed in Section 4.14, population increases associated with the project are within anticipated growth forecasts. With implementation of existing General Plan goals and policies the construction or expansion of existing fire facilities would not be required as a result of adoption of the proposed SPU. As such, impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

ii. Police Protection

Analysis of Impacts

The SPU proposes to add approximately 310 Independent Senior LPC Housing Units, 90 Assisted Living or Memory Care LPC Housing units, and 150 Affordable Senior Non LPC units within the Westminster Gardens community, which in turn would result in an increase in the local population by an estimated 754 residents. Such a population increase could create an incremental increase in demand for policing services; however, this population increase is within the SCAG's 2020-2045 RTP/SCS growth forecast estimate indicating that the City of Duarte's population will increase from 23,656 (as of July 1, 2024) to 25,100 in the year 2045 (an increase of 1,444 persons). While the proposed project would result in incremental increases in demand for police protection services, the project is not anticipated to have a significant impact on service standards or response times of the local LASD station because the incremental growth would occur over a period of up to 20 years. Additionally, the potential growth that could occur as a result of implementation of the propsoed SPU is accounted for in the most recent Housing Element Update for the City.

According to the City's Housing Element, no police-related Development Impact Fees are charged to offset cost for services unless an amount is required by a CEQA determination. However, LASD receives money from member/contract cities through formal law enforcement service agreements based on a cost-recovery model. LASD acts as the contract law enforcement agency for numerous cities within LA County. These municipalities pay the county directly for police services. A portion of these "Intrafund Transfers" is funneled back into the general operating framework that maintains regional contract stations. LASD also uses a combination of administrative service charges, civil process fees, and contract municipal billing to recover the operational costs of providing its law enforcement and facility infrastructure. The department relies on an annual Law Enforcement Cost Study conducted by the County Auditor-Controller to calculate a comprehensive "Deputy Sheriff Service Unit" rate. Rather than just covering the deputy's salary, these multi-million dollar contracts are legally required to recoup a proportionate expense of the local station, departmental overhead, administrative support staff, field supplies, and generalized county resources. Major station overhauls, structural upgrades, or large-scale technological modernizations require explicit capital project approval and supplemental funding from the LA County Board of Supervisors Budget Priorities.

As outlined in the Regulatory Framework section above, the Safety and Open Space and Conservation Elements of the Duarte General Plan include multiple goals and policies related to maintaining the City's public facilities for residents. Safety Goal 1 and its policies revolve around protecting Duarte residents, their property, and public facilities from natural, man-made, and climate change related hazards. Policy 1.1.2 aims to develop community programs and disaster relief groups to assist police, fire and civil defense services after a disaster event has occurred. Similarly, Policy 1.1.5 coordinates Los Angeles County Sheriff's Department and County Fire Department services ensuring adequate services are available to serve the community during

disaster events. Policy 1.1.4 considers vulnerabilities and safety implications related to climate change during the review process of development proposals. Safety Goal 3 monitors the effectiveness and efficiency of staffing of safety personnel, and considers the desirability of consolidating all safety services into a single entity.

As discussed in Section 4.14, population increases associated with the project are within anticipated growth forecasts. With implementation of existing General Plan goals and policies, the construction or expansion of existing Sheriff Department facilities would not be required as a result of adoption of the proposed SPU. As such, the proposed SPU would not result in substantial adverse physical impacts associated with the provision of new or physically altered policing facilities, and impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

iii. Schools

Analysis of Impacts

The SPU proposes approximately 600 new senior housing units within the Westminster Gardens community, which in turn would result in an increase in the local population. However, residency would be restricted to seniors, with no school children expected to live at the facility. As described above, the California Government Code establishes the payment of school fees as mitigation for school impacts. Also, regarding senior citizen housing, Government Code §65995.1 provides that school facilities fees or requirements may be imposed but only on new construction, and further, that such housing is subject to the lower limits applicable to commercial/industrial development rather than the higher residential rate. With the payment of fees, impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

iv. Parks

Analysis of Impacts

The City has an established parkland-to-population requirement of 2.5 acres of parkland per 1,000 persons according to the current General Plan. The city's current (January 2024) population is 23,656 persons (DOF, 2024). To meet that threshold, the city would require at least 59.14 acres of parkland. As shown in Table 4.15-1 (Existing Parks and Recreation Facilities), Duarte manages 52.67 acres of parkland across 14 parks and recreational facilities. According to the General Plan,

the City also leases 26.54 acres from the Duarte Unified School District for recreational purposes, which is used to meet the City's parkland-to-population ratio. Not included in the city's calculation of parkland is an additional 422 acres of dedicated natural open space owned by the city, as well as the 18.55-acre golf course located at 1000 Las Lomas Road. As such, the parkland-to-population ratio would continue to be met, including the SPU increase in population. According to the Housing Element Update of the Duarte General Plan, Park-related Development Impact Fees are calculated based on Quimby fees, as determined by the city and regulated by the Quimby Act, for housing subdivisions. An increase in population resulting from the development of new housing in the project site, however, is not likely to significantly impact park facilities in the area, as housing in Westminster Gardens is exclusive to senior community members, who will have access to park and open space facilities within Westminster Gardens. Additionally, due to the various constraints of the new population, it is unlikely that any significant use or physical deterioration of the facility would occur or be accelerated.

As outlined in the Regulatory Framework section above, the Open Space and Conservation Element of the Duarte General Plan includes several Goals aimed at preserving and expanding the City's open space and park acreage. Open Space Goal 1 protect and enhances Duarte's Open Space acreage by implementing policies 1.1.1 & .2, which include strategies to conserve open space lands for Duarte residents. Open Space Goal 2 aims to develop and maintain park acreage to continue to meet the needs of the population. Policy 2.1.2 requires any new developments to mitigate their burden through strategies such as parkland dedication, recreational space development and/or mitigation fees. Policy 2.1.4 coordinates new developments in Duarte with those future projects planned for the Santa Fe Dam regional recreation area. Policy 2.1.5 provides recreation programs for all age groups, first utilizing existing facilities, and then developing new facilities when needed. Policy 2.1.6 establishes neighborhood parks that are designed and located conveniently to serve the needs of various segments of the community. Policy 2.1.7 protects Duarte's natural foothill areas by maintaining low overall residential densities in those areas and utilizing their potential for recreational and open space purposes. Additionally, Open Space Goal 3 evaluates the pedestrian availability of parks throughout the city, with the consideration that neighborhood parks should generally have a one-half mile service radius. Open Space Policy 3.1.1 encourages multiple recreation uses for open space areas. Policies 3.1.2 – 3.1.4 aim to develop new city parks and improve and expand existing park facilities within the City. With implementation of the outlined goals and policies, the proposed SPU will have less than significant impacts related to parks and recreational programs.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

v. Other Public Facilities

Analysis of Impacts

Proposed development within Westminster Gardens would result in an incremental increase in population, which in turn may have an incremental impact in the demand on other public facilities. The city does not currently utilize development impact fees that would alleviate impacts to public facilities. However, new development within the project site would take place in phases over a

number of years, representing an incremental change, and is not anticipated to impact the reliability of public facilities services in the city. Public facilities may see a larger distribution of the population over others, such as the city's Senior Center. Westminster Gardens, as an LPC, provides resident services, including a fitness center, community dining rooms, art workshops, and other support, within the campus. The proposed SPU will have less than significant impacts regarding libraries and other public facilities.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Cumulative Impacts

Impact PUB-2 – Would the SPU cause substantial adverse cumulative impacts with respect to public services?

Analysis of Impacts

The proposed SPU proposes a variety of development projects within Westminster Gardens, aimed at increasing its accessibility to seniors of various economic and social backgrounds, while also improving the existing amenities already available to residents. New housing development within Westminster Gardens would potentially cause an incremental impact on the fire protection and police services; however, the change would be incremental and such services are not likely to be impacts since population growth is within anticipated regional growth forecasts. The Cities of Irwindale and Azusa also receive fire protection services from the LACFD. Implementation of the proposed project and related cumulative projects could increase demand on fire protection services provided by the LACFD. The cities wherein cumulative development projects would occur are also served by their own police departments. Individual cities have standards for reviewing new development projects to ensure that adequate fire protection services would be available and that fire codes and requirements are met.

Residential development within the project site would also be responsible for impact fees related to public schools in the city. Impacts to those resources however are likely to be less incremental, as the Westminster Gardens population is exclusively senior, and will have no affiliation with the DUSD student body. The City is able to meet the parkland-to-population target under the proposed project and impacts would be less than significant. Furthermore, the SPU additionally requires open space for each new unit within Westminster Gardens, which would be exclusively available to residents and their guests. Other public facilities such as libraries and community centers are not anticipated to be significantly impacted, as a change in the community's population will be incremental over a period of many years, and Westminster Gardens currently provides a variety of community amenities to its residents, those of which will also be expanded upon as part of the proposed SPU. Each cumulative project would be reviewed on a project-by-project basis for compliance with minimum standards and if necessary, would be required to mitigate to the extent feasible potential impacts to fire protection services associated with the proposed development. As stated, the proposed project would result in less than significant individual impacts to public services. As such, cumulative impacts to the city's public services are determined to be less than significant, as outlined in the analysis and thresholds above.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

4.4.5 – REFERENCES

California Department of Education. 2026. District Profile: Durate Unified. Web: https://www.cde.ca.gov/sdprofile/details.aspx?cds=19644690000000 [Accessed September 2026].

California Department of Finance. (DOF) 2023. *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 1, 2026.* Web: https://dof.ca.gov/forecasting/demographics/estimates/estimates-e5-2010-2021/ [Accessed February 2026].

City of Duarte, 2024. Westminster Gardens Specific Plan - Draft. May 2023.

National Center for Educational Statistics. *Duarte Unified School District.* Web: https://nces.ed.gov/ccd/districtsearch/district_detail.asp?Search=2&ID2=0611520&DistrictID=0611520&details=1. [Accessed February 2026].

4.16 – RECREATION

This EIR chapter addresses recreation impacts associated with the proposed Specific Plan Update (SPU). This chapter will evaluate whether the SPU will: increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. It will also determine whether the SPU will include recreational facilities or requires the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

4.16.1 – ENVIRONMENTAL SETTING

Parks play a vital role in establishing and maintaining the quality of life in a community, promoting the health and well-being of families and youth, and contributing to the economic and environmental prosperity of both a community and its region. As shown in Table 4.16-1 (Existing Parks and Recreation Facilities), Duarte manages 52.67 acres of parkland across 14 parks and recreational facilities. These park facilities vary in size and amenities, with some including community facilities within their boundaries. The largest city park facility is the Duarte Sports Park located centrally within the city. The park boasts various sports-related facilities for residential use. The second-largest park is Encanto Park, located at the eastern edge of the city. Encanto Park covers 11 acres and offers a barbecue area, basketball courts, multipurpose field and nature trail, picnic shelter, playground equipment, restrooms, and tennis courts. Additionally, as outlined in the Open Space and Conservation Element of the city's General Plan, the city owns 422 acres of dedicated natural open space, as well as an 18.55-acre golf course located at 1000 Las Lomas Road.

Table 4.16-1: Existing Parks and Recreation Facilities

Park Name	Address	Acres	Amenities
Aloysia Moore Park	1100 Duarte Road	1.13	Barbecue Area, Outdoor Gym, Picnic Area, Playground Equipment
Beardslee Park	2000 Buena Vista Street	4.91	Barbecue Area, Picnic Area, Playground Equipment, Restrooms, Soccer Fields
Duarte Park	1344 Bloomdale Street.	2.96	Barbecue Area, Lighted Basketball Courts, Futsal Courts, Multi-purpose Classroom/Camp Building, Picnic Area, Playground Equipment, Restrooms
Duarte Skate Park	1401 Central Avenue	0.28	Skate Park
Duarte Sports Park	1401 Central Avenue	12.25	Basketball Courts, Futsal Courts, Skate Park, Softball Fields, Lighted Tennis Courts
Encanto Park	751 Encanto Parkway	11	Barbecue Area, Basketball Courts, Multipurpose Field, Nature Trail, Picnic Shelter, Playground Equipment, Restrooms, Tennis Courts, Volleyball Courts – Sand
Glenn Miller Park	205 Melcanyon Drive	1.38	Barbecue Area, Picnic Area, Playground Equipment

Table 4.16-1: Existing Parks and Recreation Facilities			
Park Name	**Address**	**Acres**	**Amenities**
Hacienda Park	2695 Hacienda Drive	1.1	Barbecue Area, Picnic Area, Playground Equipment
Lena Valenzuela Park	2120 Mountain Avenue	0.78	Barbecue Area, Picnic Area, Playground Equipment
Northview Park	1433 Highland Avenue	2.02	Jogging Path, Multipurpose Field
Orange Blossom Park	Corner of Oak Avenue and Third Street	0.36	Playground Equipment
Otis Gordon Sports Park	2351 Central Avenue	6	Barbecue Area, Picnic Area, Playground Equipment, Restrooms, Lighted Softball Fields
Royal Oaks Park	2627 Royal Oaks Drive	5.5	Barbecue Area, Lighted Basketball Courts, Picnic Area, Playground Equipment, Recreation Building, Restrooms, Lighted Tennis Courts, Grass Volleyball Courts
Tzeitel Paras-Caracci Park	2701 Royal Oaks Drive	3	Barbecue Area, Open Space

4.16.2 – REGULATORY FRAMEWORK

State

Quimby Act (1975)

The Quimby Act allows cities and counties to adopt park dedication standards/ordinances requiring developers to set aside land, donate conservation easements, or pay fees towards parkland for projects involving subdivisions.

State Public Park Preservation Act (California Public Resource Code Section 5400 – 5409)

The State Public Park Preservation Act is the primary instrument for protecting and preserving parkland in California. Under the act, cities and counties may not acquire any real property that is in use as a public park for any non-park use unless compensation or land, or both, are provided to replace the parkland acquired. This ensures no net loss of parkland and facilities.

Local

City of Duarte General Plan

The City of Duarte General Plan includes the following goals and policies related to parks and recreation:

Open Space and Conservation Element

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

Policies

OSC-1.1.1: Work with conservation groups to identify and conserve open space and protect lands accessible to public use, with special attention to preserving open spaces used by disadvantaged communities.

OSC-1.1.2: Continue to conserve open space through public-private funding sources and management strategies, including conservation easements.

Goal OSC-2: To develop enough park acreage to meet the needs of the population and upgrade existing facilities.

Policies

OSC-2.1.1: Continue to cooperate with the Duarte Unified School District in providing open space amenities for Duarte residents and students, especially in disadvantaged communities.

OSC-2.1.2: Require new development to mitigate the burden it creates on existing parks through equitable parkland dedication, recreational space development and/or mitigation fees. As appropriate, focus park development and expansions in under-resourced communities.

OSC-2.1.3: Provide for the future expansion of existing parks in a way that does not adversely affect adjacent areas, including disadvantaged communities.

OSC-2.1.4: Coordinate circulation and recreation developments in Duarte with those planned for the Santa Fe Dam regional recreation area.

OSC-2.1.5: Provide recreation programs for all age groups, utilizing first those facilities now existing and developing new facilities as the need arises, with consideration of the needs of non-English speakers, community members with disabilities, and those without cars. Ensure that programming is aimed at all areas of the City, including disadvantaged communities.

OSC-2.1.6: Establish neighborhood parks and multi-purpose green spaces such as community gardens, designed and located to conveniently serve the needs of various segments of the community, with an emphasis on underserved segments of the community.

OSC-2.1.7: Protect Duarte's natural foothill areas by maintaining low overall residential densities and by utilizing their potential for recreational and open space purposes.

4.16.3 – SIGNIFICANCE THRESHOLDS

The methodology used to evaluate potential environmental impacts is described in Section 4.0. As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the SPU could result in a significant impact if it would:

A. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

B. Include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment.

C. Cause substantial adverse cumulative impacts with respect to recreation.

4.16.4 – IMPACTS AND MITIGATION MEASURES

Recreational Facilities

Impact REC-1 – Would the proposed SPU increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Impact REC-2 - Would the proposed SPU include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?

Analysis of Impacts

Westminster Gardens is a senior living community that provides housing and recreational amenities within the community to its residents. Implementation of the SPU may result in an expansion of housing availability, and subsequently an increase in the community's population. However, as Westminster Gardens provides a variety of amenities and facilities within its boundaries, it is unlikely that any increase in population within Westminster Gardens would be significant enough to create or accelerate the physical deterioration of Duarte's parks and recreational amenities. In addition, the SPU includes a requirement for each new Independent Living Unit to provide private and common open space within the LPC for the residents' use.

Additionally, implementation of the SPU does not include such impacts that would require the construction or expansion of existing recreational facilities within the City of Duarte. As outlined in the Regulatory Framework section above, the Open Space and Conservation Element of the Duarte General Plan includes several Goals aimed at preserving and expanding the City's open space and park acreage. Open Space Goal 2 aims to develop and maintain park acreage to continue to meet the needs of the population. The City has an established parkland-to-population requirement of 2.5 acres of parkland per 1,000 persons according to the current General Plan. The city's current (January 2024) population is 23,656 persons (DOF, 2024). To meet that threshold, the city would require at least 59.14 acres of parkland. As shown in Table 4.16-1 (Existing Parks and Recreation Facilities), Duarte manages 52.67 acres of parkland across 14 parks and recreational facilities.

According to the General Plan, the City also leases 26.54 acres from the Duarte Unified School District for recreational purposes, which is used to meet the City's parkland-to-population ratio. Not included in the city's calculation of parkland is an additional 422 acres of dedicated natural open space owned by the city, as well as the 18.55-acre golf course located at 1000 Las Lomas Road. As such, the parkland-to-population ratio would continue to be met, including the SPU increase in population of up to 754 new residents. In addition, an increase in population resulting from the development of new housing in the project site is not likely to significantly impact park facilities in the area, as housing in Westminster Gardens is exclusive to senior community

members, who will have access to park and open space facilities within Westminster Gardens. Policy 2.1.2 requires any new developments to mitigate their burden through strategies such as parkland dedication, recreational space development and/or mitigation fees. Policy 2.1.4 coordinates new developments in Duarte with those future projects planned for the Santa Fe Dam regional recreation area. Policy 2.1.5 provides recreation programs for all age groups, first utilizing existing facilities, and then developing new facilities when needed. Policy 2.1.6 establishes neighborhood parks that are designed and located conveniently to serve the needs of various segments of the community.

With implementation of the outlined goals and policies, the proposed SPU will have less than significant impacts related to the increase in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. In addition, the SPU itself would not include any recreational facilities outside of the Westminster Campus where facilities are analyzed as part of the SPU, nor require the construction or expansion of recreational facilities which have an adverse physical effect on the environment.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Cumulative Impacts

Impact REC-3 – Would the proposed SPU cause substantial adverse cumulative impacts with respect to recreation?

Analysis of Impacts

The proposed SPU does not include specific development projects within Westminster Gardens that would impact the accessibility or quality of recreational facilities within Duarte. The SPU retains the existing open space located on the northern portion of the campus, and requires each unit to provide additional open space. Because Westminster Gardens provides a variety of amenities and facilities within its boundaries, including outdoor living and recreation space, it is unlikely that any increase in population within Westminster Gardens would be significant enough to create or accelerate the physical deterioration of Duarte's parks and recreational amenities or of parks and recreational amenities of surrounding Cities. Individual future projects would be required to pay Quimby fees if they involve subdivisions. The proposed SPU will not make a significant contribution to cumulatively considerable impacts regarding regional park facilities and services.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

4.16.5 – REFERENCES

City of Duarte, 2024. Westminster Gardens Specific Plan - Draft. May 2023.

4.17 – TRANSPORTATION

This EIR chapter addresses transportation and traffic impacts associated with implementation of the proposed Specific Plan. This chapter evaluates whether the proposed project would: conflict with a program plan, ordinance or policy addressing the circulation system; conflict with or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b) regarding vehicle miles traveled or VMT; substantially increase hazards due to a geometric design feature or incompatible uses; or result in inadequate emergency access. The information in this chapter is largely taken from the *Transportation Assessment Report* prepared for the proposed project by Linscott, Law & Greenspan Engineers (see Appendix G).

4.17.1 – Environmental Setting

This section describes the existing transportation setting including: the existing roadway network; transit, bicycle, and pedestrian facilities; on-site circulation and access; and the existing project site trip generation.

Existing Roadway Network

Regional access for the City of Duarte and the Planning Area is primarily provided by Interstate 210 (I-210) located immediately to the south of the project site (on the opposite side of Central Avenue) and Interstate 605 (I-605) located approximately 0.20 miles east of the project site. The Planning Area is bounded by Huntington Drive to the north, Santo Domingo Avenue to the west, Central Avenue to the south, and Bradbourne Avenue and single-family residences to the east.

Huntington Drive is a four-lane (two lanes in each direction) divided roadway with intermittent raised medians trending in an east-west direction along the Planning Area's northern boundary. The existing pavement width is approximately 83 feet with on-street parking and sidewalks located on both sides of the roadway. The posted speed limit is 40 miles per hour (mph) and there are no bicycle lanes in the vicinity of the Planning Area. Huntington Drive is designated as a Principal Arterial in City of Duarte General Plan Circulation Element.

Central Avenue is a two-lane (one lane in each direction) undivided roadway with intermittent raised medians trending in an east-west direction along the southern boundary of the Planning Area. The existing pavement width is approximately 39 feet in this area with on-street parking and sidewalks provided on both sides of the roadway Central Avenue is designated as a Class III Bikeway in both directions in the vicinity of the Planning Area. The posted roadway speed limit is 25 mph in the Planning Area vicinity. Central Avenue is designated as a Collector Street in City of Duarte General Plan Circulation Element.

Santo Domingo Avenue is a two-lane (one lane in each direction) undivided roadway trending in a north-south direction along the western boundary of the Planning Area. The existing pavement width is approximately 40 feet in this area and on-street parking and sidewalks are provided on both sides of the street in the vicinity of the Planning Area. The posted speed limit is 25 miles per hour and there are no bicycle lanes along this roadway in the project vicinity. Santo Domingo Avenue is designated as a Local Street in the City of Duarte General Plan Circulation Element.

Bradbourne Avenue is a two-lane (one lane in each direction) undivided roadway trending in a north-south direction along the eastern boundary of the Planning Area. The existing pavement width is approximately 36 feet and on-street parking is generally permitted on both sides of the street. There are no sidewalks on either side of Bradbourne Avenue. The posted speed limit is 25 miles per hour and there are no bicycle lanes along this roadway. Bradbourne Avenue is designated as a Local Street in the City of Duarte General Plan Circulation Element.

There are four main roadways providing internal circulation within the Specific Plan area: Pepper Tree Lane, Orchard Way, Liquid Amber Drive, and Live Oak Drive. These roadways connect the project access points to smaller internal roadways and drive aisles that lead to residential buildings, parking lots, garages, and other facilities.

Existing Transit Network

Foothill Transit and Los Angeles County Metropolitan Transportation Authority (LA Metro) provide public transit services within the project vicinity. A summary of the existing transit service within approximately 1.0 mile of the project site (including the transit route number, destinations, roadways near the project site, and typical number of buses or trains during peak hour) is presented in Table 4.17-1. As summarized in Table 4.17-1, a total of three (3) public transit bus routes provide service in the vicinity of the project site. Each line provides service approximately every 15-60 minutes during the morning and evening peak commute hours. As summarized in Table 4.17-1, public light rail transit is provided in the vicinity by the LA Metro A (previously L/Gold) Line. The Duarte/City of Hope Station is located approximately 0.4 miles from the project site. Light rail transit service is provided approximately every 7-8 minutes during the morning and evening peak commute hours. The existing public transit routes in the vicinity of the project site are illustrated in Exhibit 4.17-1.

Table 4.17-1: Existing Transit Routes

Route	Destinations	Roadway(s) Near Site	No. of Buses/Trains During Peak Hour		
			DIR	AM	PM
FT 187	Azusa, Duarte, Monrovia, Arcadia, Pasadena	Highland Avenue, Huntington Drive, Mt. Olive Drive, I-605 Ramps	EB WB	4 3	4 4
FT 272	Duarte, Baldwin Park, West Covina	Huntington Drive, Highland Avenue, Buena Vista Street	NB SB	2 2	1 2
FT 861	Duarte Mountain Vista Plaza, Huntington Drive-Royal Oaks	Highland Avenue, Huntington Drive	NB SB	1 1	1 1
Metro A Line	Azusa to Long Beach via Duarte, Carson, Compton, Willowbrook, Watts, Florence, Los Angeles, Downtown Los Angeles, Los Angeles, Pasadena, Duarte, Azusa	Highland Avenue, Huntington Drive, Central Avenue	EB WB	8 7	8 8

Source: LLG, 2025 (Appendix G).

Existing Bicycle System

Bicycle infrastructure consists of both facilities within the roadway as well as public bicycle parking spaces. The Federal and State transportation systems recognize three primary bikeway facilities: Bicycle Paths (Class I), Bicycle Lanes (Class II), and Bicycle Routes (Class III). Bicycle Paths (Class I) are exclusive car-free facilities that are typically not located within a roadway area. Bicycle Lanes (Class II) are part of the street design that is dedicated only for bicycles and identified by a striped lane separating vehicle lanes from bicycle lanes. Bicycle Routes (Class III) are preferably located on collector and lower volume arterial streets. Bicycle access to the project is facilitated by the City's bicycle roadway network. Existing and proposed bicycle facilities (e.g., Class I Bicycle Path, Class II Bicycle Lanes, Class III Bicycle Routes, Proposed Bicycle Routes, Bicycle Boulevards, etc.) are identified in the City's Citywide Bicycle Master Plan. An existing Class III Bicycle Route is provided along the Duarte Bike Trail, which extends along the entirety of Royal Oaks Drive within the City boundaries from Buena Vista Street on the west to Encanto Parkway on the east, is located approximately 0.25 north of the project site. Class II bike lanes are proposed along Highland Avenue and Class III bike lanes are included along Central Avenue within close proximity to the Planning Area. The location of the existing and proposed bicycle lane network for the City in close proximity to the project site and in the surrounding area is illustrated in Exhibit 4.17-2.

Exhibit 4.17-1
Existing Transit Facilities

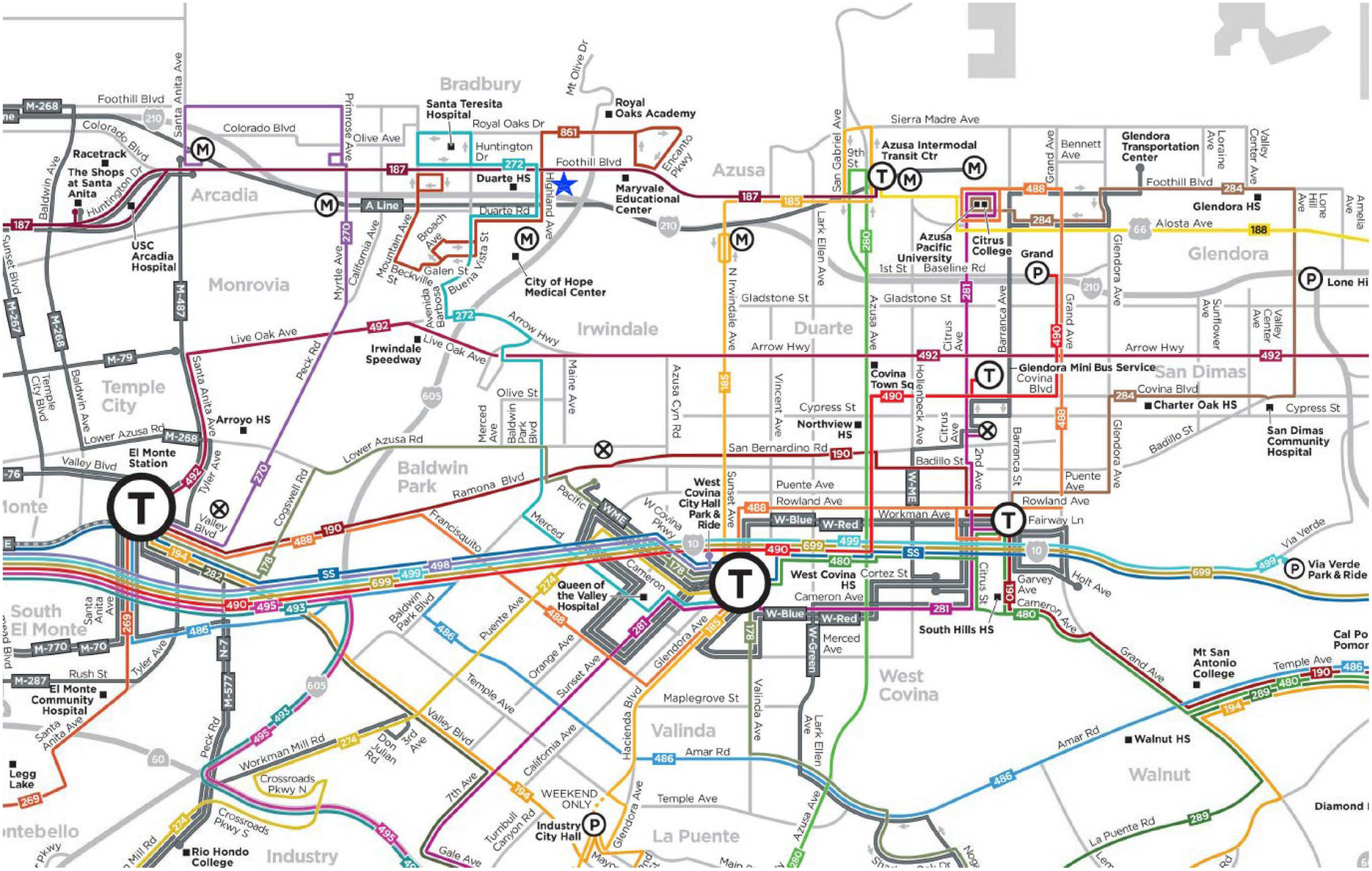
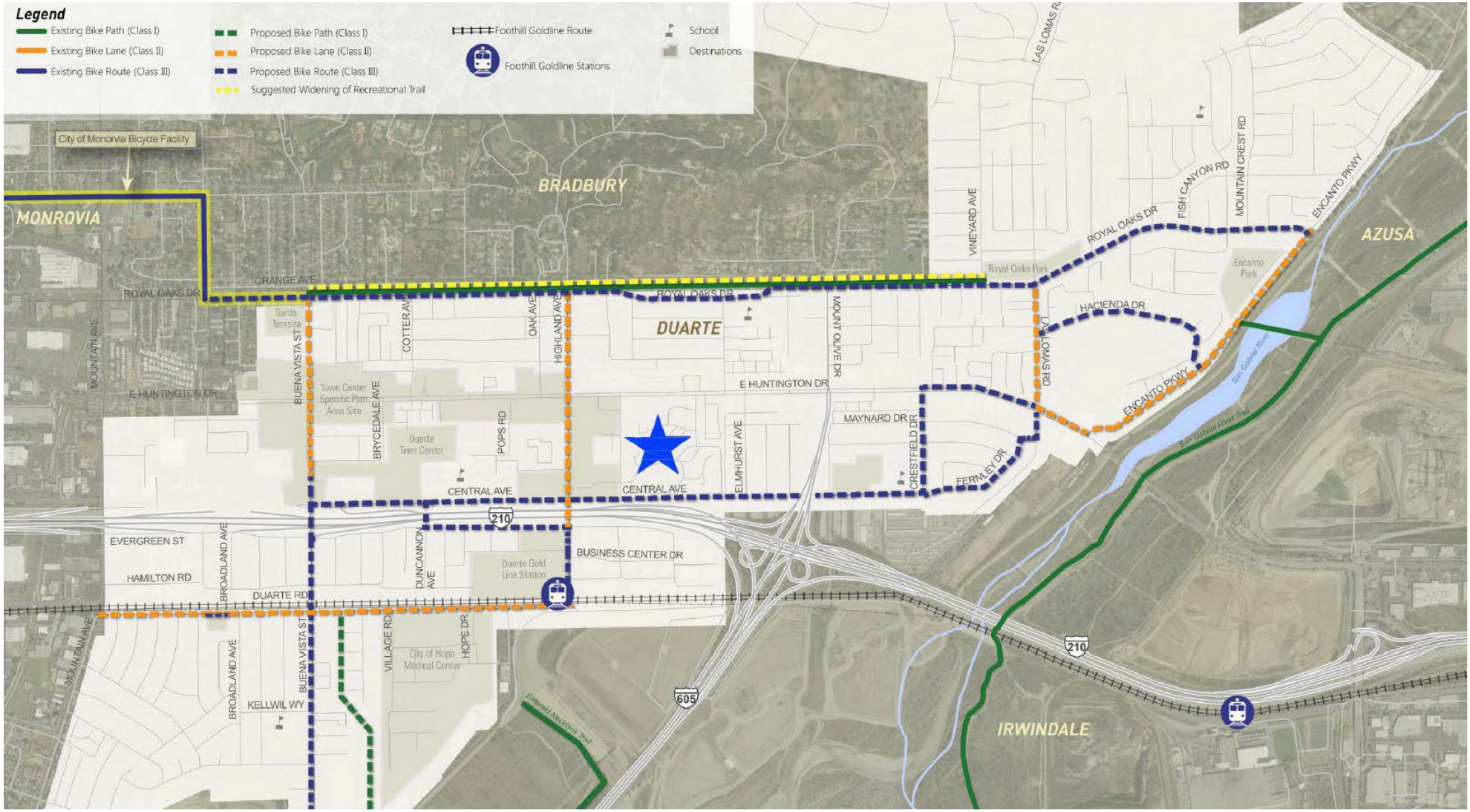

Project Site
Bradbury
Azusa
Arcadia
Monrovia
Irwindale
Duarte
Temple City
Baldwin Park
South El Monte
West Covina
Valinda
La Puente
Industry
Walnut
Glendora
San Dimas
Foothill Blvd
Colorado Blvd
Huntington Dr
Duarte Rd
Arrow Hwy
Live Oak Ave
Lower Azusa Rd
Valley Blvd
Ramona Blvd
Francisquito
Workman Mill Rd
Amar Rd
Temple Ave
Maplegrove St
Gladstone St
Sierra Madre Ave
Bennett Ave
Alosta Ave
Olive St
Cypress St
San Bernardino Rd
Puente Ave
Rowland Ave
Workman Ave
Badillo St
Covina Blvd
Fairway Ln
Cameron Ave
Merced Ave
Orange Ave
Sunset Ave
Glendora Ave
Azusa Ave
Citrus Ave
Barranca Ave
Grand Ave
Holt Ave
Garvey Ave
Via Verde
Rush St
Gale Ave
Crossroads Pkwy N
Crossroads Pkwy S
Don Julian Rd
Turnbull Canyon Rd
Mt Olive Dr
Encanto Pkwy
Highland Ave
Mountain Ave
Beckville St
Broach Ave
Galen St
Buena Vista St
Avenida Barbosa
Peck Rd
Myrtle Ave
California Ave
Primrose Ave
Olive Ave
Santa Anita Ave
Baldwin Ave
Temple City Blvd
Sunset Blvd
Tyler Ave
Cogswell Rd
Pacific
Merced
W Covina Pkwy
Cameron
Hacienda Blvd
Valinda Ave
Lark Ellen Ave
Azusa Cyn Rd
Vincent Ave
Maine Ave
Merced Ave
Baldwin Park Blvd
Puente Ave
Temple Ave
Valley Blvd
7th Ave
3rd Ave
Don Julian Rd
Workman Mill Rd
Peck Rd
Santa Anita Ave
Tyler Ave
Rush St
Lower Azusa Rd
Live Oak Ave
Arrow Hwy
Gladstone St
Foothill Blvd
Sierra Madre Ave
Bennett Ave
Alosta Ave
Glendora Ave
Citrus Ave
Barranca Ave
Grand Ave
Azusa Ave
Lark Ellen Ave
N Irwindale Ave
Sunset Ave
Vincent Ave
Hollenbeck Ave
Citrus Ave
Barranca St
2nd Ave
Glendora Ave
Badillo St
Covina Blvd
Cypress St
Puente Ave
Rowland Ave
Workman Ave
Fairway Ln
Cameron Ave
Merced Ave
Orange Ave
Sunset Ave
Glendora Ave
Azusa Ave
Citrus St
Garvey Ave
Holt Ave
Via Verde
Grand Ave
Temple Ave
Amar Rd
Maplegrove St
Gladstone St
Arrow Hwy

Exhibit 4.17-2
Existing and Proposed Bikeways



Existing Pedestrian System

Pedestrian infrastructure consists of facilities such as sidewalks, crosswalks, pedestrian signals, curb access ramps, Americans with Disabilities Act (ADA) compliant tactile warning strips, and curb extensions, among other things. Within the vicinity of the Planning Area, public sidewalks and pedestrian facilities are provided on Huntington Drive, Santo Domingo Avenue, and Central Avenue. The project frontage along Santo Domingo Avenue is currently improved with sidewalk, landscaping strips along the east side of the sidewalk, curb, and gutter. The project frontages along Huntington Drive and Central Avenue are currently improved with sidewalks, curb, and gutter. There are no pedestrian facilities on Bradbourne Avenue.

Existing Circulation: Access and Parking

The project site has one primary controlled vehicular/pedestrian access point on Santo Domingo Avenue located at the southeastern area of the site. A secondary emergency access point (gated) is located on the northeast boundary of the site, providing access to Huntington Drive. This emergency access point includes signage indicating the primary entrance to the property is on Santo Domingo Avenue. There are two existing, fenced, unused curb cut locations along Santo Domingo Avenue near Huntington Drive (leading to Parcel 3) and one existing, largely unused gate with a curb cut on Central Avenue, serving the campus's maintenance buildings as emergency access only. There are a total of 278 parking spaces located throughout the site; 204 of which are open and unassigned (available for use by residents, visitors, and staff) and 74 garage/carport spaces assigned or attached to an Independent Living Unit.

Existing Project Site Trip Generation

Trip generation rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual* were utilized to forecast vehicular traffic generation for existing conditions, in order to identify the net change resulting from implementation of the proposed project. Specifically, the following land use trip rates were utilized to forecast the traffic volumes generated by the existing land uses present on each of the parcels identified for redevelopment:

- ITE Land Use 252: Senior Adult Housing – Multifamily
- ITE Land Use 254: Assisted Living

The trip generation forecast for the existing land uses within the Planning Area is summarized in Table 4.17-2.

Table 4.17-2: Existing Use Trip Generation Forecast

Land Use	ITE Land Use Code	Size	Daily Trip Ends Volumes[a]	AM Peak Hour Volumes[a]			PM Peak Hour Volumes[a]		
				In	Out	Total	In	Out	Total
Senior Housing	252	107 DU	347	7	14	21	15	12	27
Assisted Living[b]	254	42 Beds	109	5	3	8	4	6	10
Total Existing Uses		***149 DU***	***456***	***12***	***17***	***29***	***19***	***18***	***37***

Source: LLG, 2025 (Appendix G).
Notes:
[a] Trips are one-way traffic movements, entering or leaving.
[b] The trip generation forecast is based on one bed per unit
DU = Dwelling Unit

4.17.2 – REGULATORY FRAMEWORK

Federal

No federal agencies or regulations directly apply to the Specific Plan's transportation impacts.

State

State of California Department of Transportation (Caltrans)

The State of California Department of Transportation (Caltrans) implements State planning priorities in all plans, programs, and activities. Caltrans has the responsibility to coordinate and consult with local jurisdictions when proposed local land use planning and development may impact State highway facilities. Pursuant to Public Resources Code § 21092.4, for projects of statewide, regional, or area-wide significance, the lead agency must consult with transportation planning agencies and public agencies that have transportation facilities which could be affected by a project.

Senate Bill (SB) 743

On September 27, 2013, Governor Brown signed SB 743, which became effective on January 1, 2014. The purpose of SB 743 is to streamline the review under the California Environmental Quality Act (CEQA) process for several categories of development projects including the development of infill projects in transit priority areas and to balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions. SB 743 adds Chapter 2.7: Modernization of Transportation Analysis for Transit Oriented Infill Projects to the CEQA Statute (Section 21099). Among other things, SB 743 mandates that alternative metric(s) for determining impacts relative to transportation shall be developed to replace the use of Level of Service (LOS) in CEQA documents. Formerly, environmental review of transportation impacts focused on the delay that vehicles experience at intersections and on roadway segments, which is often measured using LOS. Pursuant to SB 743, the focus of transportation analysis changes from vehicle delay to vehicle miles traveled (VMT). The Office of Planning and Research (OPR) released two rounds of draft proposals for updating the CEQA Guidelines related to evaluating transportation impacts and, after further study and consideration of public comment, submitted a final set of revisions to the Natural Resources Agency in November 2017. This was followed by a rulemaking process that would implement the requirements of the legislation. The updates to the CEQA Guidelines required under SB 743 were approved on December 28, 2018. OPR's regulatory text indicates that the new transportation impact guidelines emphasizing vehicle miles traveled (VMT) instead of Level of Service (LOS) had to be implemented statewide by July 1, 2020.

Regional

Southern California Association of Governments (SCAG)

The Southern California Association of Governments (SCAG) is the designated Metropolitan Planning Organization (MPO) responsible for development of the Regional Transportation Plan (RTP), which presents the vision for transportation throughout most of Southern California, including Los Angeles County. Senate Bill 375 (SB 375) was passed to reduce greenhouse gas emissions from both automobiles and light trucks through integrated transportation, land use,

housing, and environmental planning. Under SB 375, SCAG is tasked with developing a Sustainable Communities Strategy (SCS). The SCS, as a component of the RTP, provides a plan for meeting emissions reduction targets set forth by the California Air Resources Board.

Long Range Transportation Plan (LRTP)

The Long Range Transportation Plan (LRTP), prepared by LA Metro, is the long range plan that responds to emerging environmental challenges through the provision of new initiatives and recommendations that include driving alternatives, mobility improvements, enhanced public transit, expanded rail, and the development of major corridor projects in Los Angeles County.

Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), prepared by SCAG, has numerous goals to increase mobility for the region's residents and visitors, and an emphasis on sustainability and integrated planning to collectively improve the region's mobility, economy, and sustainability. The RTP/SCS must be approved by Federal agencies in order to receive Federal transportation funds. Only projects and programs included in the RTP are eligible for Federal funding. SCAG adopted the 2025-2050 RTP/SCS in April 2024. It should be noted this program is now referred to as "Connect SoCal."

SCAG Regional Comprehensive Plan

The Regional Comprehensive Plan (RCP) is part of an overall regional planning process that is linked directly to SCAG's Growth Management Plan, the Housing Allocation Process, and the South Coast Air Quality Management District's Air Quality Management Plan. The last RCP was adopted by SCAG in 2008 and includes elements on Land Use and Housing, Open Space and Habitat, Water, Energy, Air Quality, Solid Waste, Transportation, and Security and Emergency Preparedness.

Highway Performance Monitoring System (HPMS)

The Highway Performance Monitoring System (HPMS) is a Federally mandated inventory system and planning tool designed to assess the nation's highway system. HPMS is used as a management tool by the Federal and State governments and local agencies to analyze the system's condition and performance. The HPMS data are used for allocation of Federal funds, identification of travel trends and future forecasts, Environmental Protection Agency air quality conformity tracking, and biennial reports to the United States Congress on the state of the nation's highways. The HPMS is administered by Caltrans, with technical data provided by local agencies.

Access Services

Access Services is a State-mandated local governmental agency created by Los Angeles County's public transit agencies to administer and manage the delivery of regional Americans with Disabilities Act (ADA) paratransit service. Access Services was established by 44 public fixed route transit operators in Los Angeles County. It is governed by a nine-member board appointed by the Los Angeles County municipal fixed route operators, the City of Los Angeles, the County of Los Angeles, the Transportation Corridor Representatives of the Los Angeles branch of the League of Cities, the Los Angeles County Commission on Disabilities, and the Coalition of Independent Living Centers.

Local

City of Duarte Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment

In compliance with California Environmental Quality Act (CEQA) Sections 15064.3 and 15064.7, the City of Duarte *Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment* ("Guidelines") requires that transportation impact analyses utilizes Vehicle Miles Traveled (VMT) for the purpose of analyzing transportation impacts under CEQA. In addition, the City of Duarte requires additional site access studies in order to identify a proposed project's effect on local transportation infrastructure.

City of Duarte General Plan

The City of Duarte General Plan includes the following goals and policies related to transportation:

Circ Goal 1: To provide a sustainable, convenient, efficient, and cost effective circulation system to serve the present and future transportation needs of the Duarte community.

Policies:

Circ 1.1.1 Develop, implement, and refine local east/west traffic flow elements to allow traffic to move through and within Duarte in an expeditious manner including improving the Huntington Drive bridge over the San Gabriel River.

Circ 1.1.2 Implement the roadway plan provided in the Circulation Element to meet the transportation needs of all citizens, including community members of all ages, abilities, incomes, and those from disadvantaged communities.

Circ 1.1.3 Widen substandard streets and alleys to meet the city standards where feasible, including in disadvantaged communities.

Circ 1.1.4 Evaluate the traffic impacts of new development and require developers to employ appropriate mitigation measures to reduce traffic or improve roadway and traffic conditions. Enforce this policy equitably throughout the city.

Circ 1.1.5 Evaluate the traffic impacts from development projects in adjacent cities and work cooperatively with these cities to develop mitigation measures that will improve traffic conditions in Duarte.

Circ 1.1.6 Pursue and provide adequate right-of-way to accommodate future circulation system improvements.

Circ Goal 2: To protect local residential neighborhoods from the impacts of through traffic and trucks.

Policies:

Circ 2.1.1 Discourage through traffic on local streets that are located in residential neighborhoods, including neighborhoods in disadvantaged communities.

Circ 2.1.2 Restrict heavy duty truck traffic to arterial roadways.

Circ 2.1.3 Continue the practice of responding to resident complaints and requests regarding residential street traffic problems. Respond to complaints in an equitable and timely manner.

Circ 2.1.4 Discourage non-resident motorists from traveling through residential neighborhoods, including neighborhoods in disadvantaged communities.

Circ 2.1.5 Appropriate mitigation measures should be implemented to ensure that the adverse impacts from trucks and employee traffic can be reduced.

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

Policies:

Circ 3.1.1 Continue to promote the development of the MTA Gold Line and a Duarte station.

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

Circ 3.1.3 Promote the linking of local public transit routes with that of adjacent jurisdictions and other transit agencies. Ensure that transportation is available for, and connects to, disadvantaged communities.

Circ 3.1.4 Ensure that new developments incorporate both local and regional transit measures into the project design that promote the use of alternate modes of transportation and, as appropriate, that improve transportation systems serving disadvantaged communities.

Circ 3.1.5 Provide incentives for appropriate pedestrian and bicycle facilities throughout Duarte, including in disadvantaged communities, particularly for bike lanes to the Gold Line Station.

4.17.3 – SIGNIFICANCE THRESHOLDS

As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the proposed project could result in a significant impact if it would:

A. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.
B. Conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b).
C. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
D. Result in inadequate emergency access.
E. Cause substantial adverse cumulative impacts with respect to transportation and traffic.

4.17.4 – IMPACTS AND MITIGATION MEASURES

Conflicts with Plans or Programs

Impact TRANS-1 – Would the SPU conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

Analysis of Impacts

Proposed Project Trip Generation

The following land use trip rates were utilized to forecast the traffic volumes expected to be generated by the proposed land uses:

- ITE Land Use 223: Affordable Housing
- ITE Land Use 252: Senior Adult Housing – Multifamily
- ITE Land Use 254: Assisted Living
- ITE Land Use 710: General Office Building
- ITE Land Use 822: Strip Retail Plaza (<40K)

The trips generated by the existing land uses are assumed to be removed (with the exception of the Morrison House) in order to accommodate full build-out of the Specific Plan. Therefore, the existing trips have been applied as a credit towards the proposed project's trip generation forecast. The trip generation forecast for the proposed Specific Plan is summarized in Table 4.17-3. As presented in Table 4.17-3, the proposed project is expected to generate 173 net new vehicle trips (74 net new inbound trips and 99 net new outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed project is expected to generate 244 net new vehicle trips (127 net new inbound trips and 117 net new outbound trips). Over a 24-hour period, the proposed project is forecast to generate 2,422 net new trip ends during a typical weekday (approximately 1,211 net new inbound trips and approximately 1,211 net new outbound trips).

Table 4.17-3: Specific Plan Trip Generation Forecast

Land Use	LTE Land Use Code	Size	Daily Trip Ends Volumes[a]	AM Peak Hour Volumes[a]			PM Peak Hour Volumes[a]		
				In	Out	Total	In	Out	Total
Affordable Housing	223	150 DU	722	22	53	75	41	28	69
Senior Housing	252	310 DU	1,004	21	41	62	44	34	78
Assisted Living[b]	254	90 Beds	234	10	6	16	9	13	22
General Office[c]	710	9,350 SF	101	12	2	14	2	11	13
Retail	822	15,000 SF	817	21	14	35	50	49	99
Subtotal Specific Plan Buildout			***2,878***	***86***	***116***	***202***	***146***	***135***	***281***
Less Existing Uses (refer to Table 4.17-2)			(456)	(12)	(17)	(29)	(19)	(18)	(37)
NET NEW PROJECT TRIPS			***2,422***	***74***	***99***	***173***	***127***	***117***	***244***

Source: LLG, 2025 (see Appendix G).
Notes:
[a] Trips are one-way traffic movements, entering or leaving.
[b] The trip generation forecast is based on one bed per unit

[c] The General Office (9,350 SF) land use was used in the trip generation forecast because it is for public use/tenancy. The Administration and Corporate Office (15,650 SF) land use was not used in the trip generation forecast because it is considered an ancillary use for the LPC.
DU = Dwelling Unit; SF = Square Feet

Project traffic volumes both entering and exiting the site have been distributed and assigned to the adjacent street system based on the following considerations:

- The site's proximity to major traffic corridors (i.e., Huntington Drive, Highland Avenue, Central Avenue, etc.);
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals;
- Existing intersection traffic volumes;
- Ingress/egress scheme planned for the proposed project;
- Nearby population and employment centers; and
- Input from City of Duarte staff.

For purposes of this analysis, it is conservatively assumed that the access for the office/retail and affordable housing components of the project are separate from the Life Plan Community (LPC) campus (i.e., the components of the project are not interconnected). An alternative site access scheme is also proposed utilizing the existing driveway on Huntington Drive as an additional entrance/exit for the LPC component of the project.

Access and Circulation Review

Vehicular access to the LPC campus will continue to be provided via the existing main entrance driveway on Santo Domingo Avenue. A separate access driveway is planned to be provided on Santo Domingo Avenue north of the existing main entrance driveway for the proposed multi-use building. An additional driveway is planned to be provided on Central Avenue east of Santo Domingo Avenue for the proposed affordable housing units. Alternatively, the affordable housing units may be located along Santo Domingo Avenue and accessed via the same access driveway as the proposed multi-use building. The actual locations of certain ingress/egress points will depend upon the ultimate implementation of the flexible land use districts. No more than two ingress/egress points will be located on Santo Domingo Avenue. All project driveways are anticipated to accommodate full access (i.e., left-turn and right-turn ingress and egress traffic movements). The existing gated emergency access driveway on Huntington Drive will remain unchanged.

California Department of Transportation Analysis

As required by State law, Caltrans has also formally adopted VMT as the metric for evaluating the transportation impacts of local development projects on the State Highway System. Caltrans' "Transportation Impact Study Guide" (TISG) relies on the December 2018 *Technical Advisory* prepared by the State of California Governor's Land Use and Climate Innovation (LCI) as the basis for its guidance on VMT assessment. For the purpose of this transportation impact analysis, it is understood that the VMT analysis prepared for the City of Duarte satisfies Caltrans' VMT analysis requirements as well. Therefore, no separate VMT analysis was prepared for Caltrans' review of the Specific Plan. Please see Impact TRAN-2, below, for a discussion of VMT analysis.

Caltrans' TISG states:

> *"Additional future guidance will include the basis for requesting transportation impact analysis that is not based on VMT. This guidance will include a simplified safety analysis approach that reduces risks to all road users and that focuses on multi-modal conflict analysis as well as access management issues."*

Caltrans has subsequently released the "Local Development Review (LDR) Safety Review Practitioner's Guidance." The project site does not take direct access to/from a State facility; however, it is situated in the vicinity of the I-210 and I-605 Freeways and is expected to generate net new project trips at nearby ramp intersections. Therefore, the Caltrans Safety Review Practitioner's Guidance was reviewed and analyses relevant to the Specific Plan were identified for inclusion in the transportation impact analysis.

VMT Analysis. Caltrans' TISG references the December 2018 *Technical Advisory* prepared by LCI as the basis for its guidance on VMT assessment. For the purpose of this transportation assessment, it is understood that the VMT analysis prepared for the City of Duarte, which is based on the recommendations provided in the *Technical Advisory*, is consistent with Caltrans' requirements as well. Therefore, no separate VMT analysis has been prepared for Caltrans' review of the proposed project.

Off-Ramp Vehicle Queuing Analysis. Interim Safety Guidance provides direction on a simplified safety analysis approach that reduces the risk to all road users and that focuses on multi-modal conflict analysis as well as access management issues. District traffic safety staff are encouraged to consider the proposed project's potential influence on safety on state roadways, including the following factors:

- Increased presence of pedestrians and bicyclists
- Degradation of the walking and bicycling environment and experience
- New pedestrian and bicyclist connection desires
- Multimodal conflict points, especially at intersections and project access locations
- Change in traffic mix such as an increase in bicyclists or pedestrians where features such as shoulders or sidewalks may not exist or are inconsistent with facility design (sidewalks, bike and multi-user paths, multimodal roadways, etc.)
- Increased vehicular speeds
- Transition between free flow and metered flow
- Increased traffic volumes
- Queuing at off-ramps resulting in slow or stopped traffic on the mainline or speed differentials between adjacent lanes
- Queuing exceeding turn pocket length that impedes through-traffic

The proposed project does not take direct access from a State facility; therefore, the project has not been reviewed for factors pertaining to site access or local roadways. However, the proposed project is expected to generate new project trips at the I-210 Freeway ramp interchanges at Buena Vista Street to the west of the project site and at the I-605 Freeway at Huntington Drive to the east of the project site. Therefore, an analysis of the project's effect on off-ramp queuing was prepared in order to determine if the project would cause, or contribute towards, slowing or stopped traffic on mainline travel lanes resulting in unsafe speed differentials between adjacent lanes. The following three (3) off-ramp locations were analyzed:

- Intersection No. 1: Buena Vista Street/Evergreen Street-I-210 Freeway Eastbound On/Off-Ramps

- Intersection No. 2: I-210 Freeway Westbound Off-Ramp/Central Avenue
- Intersection No. 7: I-605 Freeway On/Off-Ramps – Mt. Olive Drive/Huntington Drive

Pursuant to prior direction from Caltrans staff, the off-ramp queuing at the selected ramp intersections was analyzed using the HCM method for signalized intersections. The off-ramp queuing calculations were prepared using the *Synchro* software package which implements the HCM operational methodology. A *Synchro* network was created based on existing conditions field reviews at the above noted ramp intersections. In addition, specifics such as traffic volume data, lane configurations, etc., were coded to complete the existing network. The current signal timing and phasing data obtained from Caltrans were utilized in the analysis of each off-ramp intersection. The corresponding weekday AM and PM peak hour HCM worksheets for purposes of determining the 95th percentile vehicle queues are contained in Appendix G.

The queuing analysis was prepared for the existing and Future Year 2045 (opening year 2045) without and with project traffic conditions. The freeway off-ramp intersection approach was reviewed in terms of expected maximum vehicle queues (i.e., 95th percentile queues) which represent the maximum back of vehicle queues with 95th percentile traffic volumes. The corresponding maximum vehicle queue lengths were then compared to the total ramp storage lengths (i.e., the available storage length as measured from the applicable off-ramp lane striping from the point of gore to the respective off-ramp approach limit lines). The total queuing for the off-ramp was determined based on the sum of the maximum vehicle queues for each off-ramp lane. It is noted that the HCM worksheets report vehicle queuing in number of vehicles per lane (veh/ln), therefore an average length of 25 feet per queued vehicle (including vehicle separation) was assumed for analysis purposes. The total ramp storage length was determined based on the sum of the striped storage for all lanes provided at the off-ramp location.

As presented in Table 4.17-4, adequate storage area is provided for each off-ramp movement at each of the three ramp study intersections. The proposed project would not cause or contribute towards vehicle queuing which extends back into the I-210 Freeway or I-605 Freeway mainline lanes. Therefore, the proposed project is not anticipated to negatively influence safety on the State Highway System.

Table 4.17-4: Summary of Off-Ramp Vehicle Queuing [a]														
			Lane Group			95th Percentile Queue[d]								
No.	Intersection	Traffic Control	Move-ment	No. of Lanes[b]	Available Off-Ramp Storage (FT)[c]	Year 2024 Existing		Exceeds Storage?	Year 2045 Future w/o Project		Exceeds Storage?	Year 2045 Future w/ Project		Exceeds Storage?
						AM	PM	Yes/No?	AM	PM	Yes/No?	AM	PM	Yes/No?
1	Buena Vista Street/ Evergreen St.-I-210 EB On-Ramp	Signal	EBL/T EBT/R	1 1	965 965	408 328	298 295	No No	433 520	378 373	No No	433 520	378 373	No No
2	I-210 WB Off Ramp/ Central Avenue	Signal	NBL NBL/T/R	1 1	520 520	240 295	125 160	No No	310 383	168 205	No No	310 383	168 205	No No
7	I-605 On-Off Ramps-Mt. Olive Dr/ Huntington Drive	Signal	NBL NBL/T NBR	1 1 1	480 2,200 2,200	478 595 385	253 268 1,145	No No No	608 830 398	360 415 1,235	No[e] No No	608 830 398	360 415 1,235	No[e] No No

Source: LLG, 2025 (see Appendix G).

Notes:

[a] Intersection vehicle queuing analysis based on the Highway Capacity Manual (HCM), 7th Edition operational analysis methodology for signalized intersections. The 95th percentile queue is the maximum back of queue with 95th percentile volumes.

[b] Represents the number of lanes in the lane group for each off-ramp movement, according to the HCM intersection operational analysis methodology.

[c] Storage length measured from aerial photographs obtained from Google Earth, 2025. Available storage represents the sum of storage space provided by all off-ramp lanes accommodating the lane group.

[d] The HCM 7th Edition methodology worksheets report queues in number of vehicles per lane. The queue in vehicles per lane is multiplied by the number of lanes in the lane group. A length of 25 feet per queued vehicle (including vehicle separation) was assumed for analysis purposes. The reported queues therefore represent the calculated maximum back of queue in feet.

[e] Although the queue exceeds the specific lane movement storage, the excess queue can be accommodated within the NB shared left-turn/through lane since the storage for the NB shared left-turn/through lane of 3,700' is greater than the combined queues.

Non-Vehicular Plan Consistency

This section evaluates if the proposed Specific Plan is generally consistent with the goals and policies of the Circulation Element related to vehicular and non-vehicular circulation. A discussion of Vehicle Miles Traveled (VMT) impacts is presented in Section 4.17 Impact TRANS-2 following this section.

Transit Facilities. As previously summarized in Table 4.17-1, the Planning Area is served by Foothill Transit and LA Metro. Foothill Transit provides a total of three (3) public transit bus routes within the vicinity of the project site. Each line provides service approximately every 15-60 minutes during the morning and evening peak commute hours. The LA Metro A (previously L/Gold) Line Duarte/City of Hope Station is located approximately 0.4 miles from the project site. Light rail transit service is provided approximately every 7-8 minutes during the morning and evening peak commute hours.

The proposed project would not directly impact any existing Foothill Transit or LA Metro facilities as no physical changes to any transit facilities would occur as a result of buildout of the Specific Plan. Indirectly, the project could potentially result in increased bus and light rail ridership; however, the potential increase in residents within the Planning Area would be relatively minor and would occur over a period of twenty years. As such, impacts to transit facilities would occur incrementally over time and increase ridership would be addressed by Foothill Transit and LA Metro through their ongoing operations planning and maintenance and through collection of fees. The project would not conflict with General Plan Circulation Goal 3 and its policies which seek to increase the use of alternative modes of transportation for traveling to, from, or through Duarte. Therefore, buildout of the proposed Specific Plan and internal roadway and pedestrian network would not conflict with any program, plan, ordinance, or policy addressing transit facilities and impacts would be less than significant.

Bicycle Facilities. As shown in Exhibit 4.17-2, an existing Class III Bicycle Route is provided along the Duarte Bike Trail, which extends along the entirety of Royal Oaks Drive within the City boundaries from Buena Vista Street on the west to Encanto Parkway on the east, is located approximately 0.25 north of the project site. Class II bike lanes are proposed along Highland Avenue and Class III bike lanes are proposed along Central Avenue within close proximity to the Planning Area.

The proposed project would not directly impact any existing bicycle facilities as no physical changes to any bicycle facilities would occur as a result of buildout of the Specific Plan. Indirectly, the project could potentially result in increased use of bike lanes within close proximity to the project; however, the potential increase in residents within the Planning Area would be relatively minor and would occur incrementally over a period of twenty years. The project would not conflict with General Plan Circulation Goal 3 and its policies which seek to increase the use of alternative modes of transportation for traveling to, from, or through Duarte. Therefore, buildout of the proposed Specific Plan and internal roadway network would not conflict with any program, plan, ordinance, or policy addressing bicycle facilities and impacts would be less than significant.

Pedestrian Facilities. As described in Chapter 3.0, *Project Description,* the proposed project would utilize the existing driveways on Huntington Drive, Santo Domingo Avenue, and Central Avenue and will maintain public sidewalk access across the driveway openings. The proposed project therefore would not result in the removal, degradation, or loss of access to any existing pedestrian facilities in the vicinity. Additionally, the project would provide an ADA compliant pedestrian

walkway connecting the existing public sidewalks surrounding the project site to the walkways within the proposed development.

Projects within the campus are subject to discretionary review and approval that at a minimum requires Site Plan/Design Review consistent with DDC Chapter 19.122 (Site Plan and Design Review) and, where applicable, Minor Use Permit or Conditional Use Permit approval. In addition, a Master Plan of Development for the LPC must be reviewed and approved by the Planning Commission for consistency with the intent and regulations of the Specific Plan, which will include a conceptual site plan, an internal vehicle circulation plan, an internal pedestrian circulation plan, and a low-impact development and stormwater management plan. Utility undergrounding would be required if/when buildings that aerial utilities are served are demolished. As project phases are pursued, the Specific Plan requires any damage to sidewalks, parkways, and streets along Huntington Drive, Santo Domingo Avenue, and Central Avenue to be repaired and access points consistent with the Circulation and Access Plan to be implemented.

A review of the proposed project pedestrian walkways indicates that these primary characteristics are accommodated within and adjacent to the project. Proposed project features would include landscaped and lighted pedestrian walkways connecting facilities within the site, as well as connections with the adjacent public sidewalks along the project frontage. Street trees and streetscape plantings would be introduced along the same public frontages in accordance with the City's standards. In addition, project signage would include general ground level and wayfinding pedestrian signage around the perimeter of the project site, building identification signs, and other sign types. Wayfinding signs would be located at access points to the on-site amenities and facilities, parking area/s, and building entrances. With these improvements, buildout of the proposed Specific Plan and internal pedestrian network would not conflict with any program, plan, ordinance, or policy addressing pedestrian facilities and impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Conflicts with New VMT Thresholds

Impact TRANS-2 – Would the SPU conflict or be inconsistent with CEQA guidelines section 15064.3, subdivision (b)?

Analysis of Impacts

In compliance with the current statutory requirements for analysis of transportation impacts under CEQA, the City's Guidelines set forth the VMT screening criteria, impact criteria, and methodology applicable to proposed development projects and land use plans. The following sections discuss the VMT screening criteria, impact thresholds, methodology, and analysis for the project.

VMT Screening

Traditionally, public agencies have set certain thresholds to determine whether a project requires detailed transportation analysis or if it can be assumed to have less than significant environmental impacts without additional study. In the *Technical Advisory*, LCI recommends various screening criteria which may be applied to screen proposed land use projects out of detailed VMT analysis. Consistent with the recommendations provided in the *Technical Advisory*, the City's Guidelines recognize three screening criteria which may be applied to screen proposed land use projects out of detailed VMT analysis. Proposed projects are not required to satisfy all of the screening criteria in order to screen out of further VMT analysis; satisfaction of one criterion is generally sufficient for screening purposes. Projects, or project components, which are screened out of detailed VMT assessment based on these criteria are presumed to have less than significant transportation impacts. Projects or project components which are not screened out would be required to conduct a formal Transportation Impact Analysis to determine the significance of project impacts.

Transit Priority Areas Screening. CEQA Guidelines Section 15064.3(b)(1) states in part: "Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact." The *Technical Advisory* recommends additional screening criteria for projects which meet the statutory screening threshold, noting that certain project-specific or location-specific information might indicate that the presumption is not appropriate.

In keeping with the statutory presumption of less than significant impacts due to nearby high-quality transit and LCI's recommended secondary criteria, the City's Guidelines include a Transit Priority Areas (TPA) screening criterion. A TPA is defined in Public Resources Code Section 21099(a)(7) as the half-mile area around an existing major transit stop.[i] Land use development projects may be presumed to have a less than significant impact if located within 0.5-miles of a TPA; however, the presumption may not be appropriate if the project:

1. Has a Floor Area Ratio (FAR) of less than 0.75;
2. Includes more parking for use by residents, customers, or employees of the project than required by the City;
3. Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Southern California Association of Governments [SCAG]); or
4. Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

The San Gabriel Valley Council of Governments (SGVCOG) Vehicle Miles Traveled Evaluation Tool ("VMT Evaluation Tool"), which was developed by Fehr & Peers as part of the SB 743 VMT Implementation Study effort, is available for use in conducting VMT screening and evaluation in the City of Duarte. The Specific Plan area is located within 0.5-miles of the existing Metro A (previously L/Gold) Line Duarte/City of Hope Station. As reported in the SGVCOG worksheets provided in Appendix G, the project is situated within a TPA. However, it is noted that the answers to the subsequent screening questions require project-specific information such as the proposed FAR; therefore, the answer to these screening questions cannot be determined as of the

[i] Major transit stops and high-quality transit corridors are defined by Public Resources Code Sections 21064.3 and 21155, respectively.

preparation of this study. Because the screening criterion cannot be adequately assessed at this time, it is conservatively assumed that the Transit Priority Area screening criterion is not satisfied.

Low VMT Area Screening. It is assumed that projects located within areas which currently exhibit low VMT, and that incorporate similar features pertaining to density, land use mix, and transit availability, will tend to exhibit similarly low VMT. In areas where the existing VMT generation already falls below the applicable thresholds, and where projects are likely to generate similar levels of VMT, projects may be screened out of preparing detailed VMT analysis. The *Technical Advisory* notes that such screening is appropriate for residential and office projects. The City's Guidelines indicate that other employment-related land use projects may qualify for the use of this screening criterion if the proposed project can reasonably be expected to generate VMT which is similar to the existing land uses in the low VMT area.

The Specific Plan area is situated within Traffic Analysis Zone (TAZ) 22255400. As reported in the SGVCOG worksheets provided in Appendix G*,* the TAZ exhibits 27.08 home-based VMT per capita, which is higher than the threshold of 20.53 home-based VMT per capita. Therefore, the TAZ does not currently exhibit VMT below the applicable thresholds and cannot be considered a low VMT area. The Specific Plan site therefore does not satisfy the low VMT area screening criterion.

Project Type Screening. The City's Guidelines identify a list of land use types which may be presumed to have a less than significant impact. Absent substantial evidence to the contrary, the listed land uses are assumed to be local serving in nature and therefore would not generate new demand; rather, projects of these types would meet existing demand, shortening the distance that residents, employees, customers, or visitors would need to travel. For example, the City's Guidelines identify local serving schools, public parks, places of worship, public libraries, affordable, supportive, or transitional housing, assisted living facilities, senior housing, and more, as examples of local serving land uses. In addition, the City's Guidelines identify projects which are expected to generate less than 110 net new daily vehicle trips as being presumed to have a less than significant impact.

The *Technical Advisory* states that local serving retail may be presumed to cause less than significant impacts. By adding retail opportunities into the urban fabric and improving retail destination proximity, local serving retail developments tend to shorten trips and reduce VMT. The *Technical Advisory* suggests that the threshold for local serving versus regional serving retail (which may lead to substitution of longer regional trips instead of shorter local ones) is 50,000 square feet. Consistent with the presumption of less than significant impacts for local serving retail presented in the *Technical Advisory*, the City's Project Type screening criterion also includes local serving retail projects of less than 50,000 square feet.

The proposed Specific Plan includes development of components such as affordable housing, assisted living facilities, and senior housing considered in the City's Guidelines as local serving land uses. In addition, the Specific Plan is expected to accommodate up to 25,000 square feet of professional public office space which is expected to generate less than 110 net new daily vehicle trips. Lastly, the Specific Plan proposes to include 15,000 square feet of public retail space, which would fall below the 50,000 square-foot threshold for retail land uses. The Specific Plan therefore satisfies the Project Type screening criterion for senior housing.

Conclusion

The proposed project satisfies the Project Type screening criterion and is screened out of further analysis. Therefore, a VMT analysis is not required for the Specific Plan.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

None required.

Design Feature Hazards

Impact TRANS-3– Would the SPU substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Analysis of Impacts

A significant impact could occur if the proposed project substantially increased hazards due to a geometric design feature or introduced incompatible uses to the existing traffic pattern. Vehicular access to the LPC campus would continue to be provided via the existing main entrance driveway on Santo Domingo Avenue. A separate access driveway is planned to be provided on Santo Domingo Avenue north of the existing main entrance driveway for the proposed multi-use building.

The Affordable Senior Independent Living Unit(s) development will either be located on the west site of the campus along Santo Domingo Avenue, on the south side of the campus along Central Avenue, or integrated throughout the campus (with access from Central Avenue rather than Santo Domingo Avenue). If the Affordable Senior Independent Living Unit(s) development is located along Santo Domingo Avenue, it would need to share ingress/egress with the Mixed Use District so that only one additional access point is created. Alternatively, if the Affordable Senior Independent Living Unit(s) development is located on the south side of campus, a new Central Avenue ingress/egress would provide primary access to this portion of the development. In this case, the existing maintenance driveway on Central Avenue would be removed. If the Affordable Senior Independent Living Unit(s) development is located on the west side of campus with access from Santo Domingo, the existing maintenance access on Central Avenue may remain as emergency and maintenance access only. In either case, no more than two ingress/egress points would be located on Santo Domingo Avenue. The actual locations of certain ingress/egress points would depend upon the ultimate implementation of the flexible land use districts and the location of the Affordable Senior Independent Living Unit(s) development.

The existing gated emergency access driveway on Huntington Drive would remain unchanged and would continue to function only as emergency access, unless adequate mitigation is identified and implemented to allow for a secondary ingress/egress point for the LPC on Huntington Drive. No driveways/access points are allowed on Bradbourne Avenue. All connections (pedestrian and vehicular) between the LPC and the public right-of-way would have access-controlled gates. Internal circulation patterns would be correlated with new building development phases. All new roadways and internal private streets would comply with the City standards for minimum travel lane width, minimum roadway width, and minimum parking stall width.

All project driveways are anticipated to accommodate full access (i.e., left-turn and right-turn ingress and egress traffic movements). The proposed Specific Plan does not involve any changes to the alignment or uses of existing roadways, and the proposed project internal roadways and drive aisles would continue to be consistent with City of Duarte driveway spacing and design requirements.

Construction operations occurring on site as part of the SPU would comply with the California Building Code adopted in the City of Duarte Municipal Code. The area surrounding the project site is primarily developed with single- and multi-family residential uses, and commercial uses. The proposed uses for the Specific Plan would not be incompatible with existing uses in the surrounding area. Further, the project would not provide any off- site roadway improvements that could substantially increase hazards due to a design feature. As part of the City's Site Plan and Design Review process required under Development Code Chapter 19.122, Site Plan and Design Review, the project site plans would be reviewed and only approved after finding that the design, location, site plan configuration, and the effect of the proposed development on surrounding development, is consistent with the City's development standards, regulations, and applicable design guidelines/policies.

For these reasons, the project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Emergency Access

Impact TRANS-4 – Would the SPU result in inadequate emergency access?

Analysis of Impacts

Analysis of Impacts

A significant impact could occur if the design of the proposed project would not satisfy emergency access requirements of the Los Angeles County Fire Department or in any other way threaten the ability of emergency vehicles to access and serve the project site or adjacent uses.

Internally, there are four main roadways providing internal circulation for the Specific Plan area: Pepper Tree Lane, Orchard Way, Liquid Amber Drive, and Live Oak Drive. These roadways connect the project access points to smaller internal roadways and drive aisles that lead to residential buildings, parking lots, garages, and other facilities. The widths of these roadways are sufficient to provide access to fire and emergency vehicles and are consistent with California Fire Code requirements. All access features are subject to and must satisfy the City of Duarte design requirements, including the LA County Fire Department's requirements.

As previously discussed above, the project site has one primary controlled vehicular/pedestrian access from Santo Domingo Avenue located at the southeastern portion of the site. An emergency secondary access point (gated) is located on the northeast edge of the site, providing access to Huntington Drive, with signage indicating the entrance to the property is on Santo Domingo Avenue. The construction and operation of the proposed Specific Plan would result in a secondary access point along Santo Domingo Avenue and a new access point along Central Avenue; however, implementation of the Specific Plan would not place any permanent physical barriers on any roadways within the project area.

During construction activities associated with implementation of the proposed SPU, there is the potential that the traffic lanes located immediately adjacent to the project site may be temporarily closed or controlled by construction personnel. However, this would be temporary and emergency access to the project site and the surrounding area would be required to be maintained at all times. The project would be required to comply with all applicable requirements of the Duarte Development Code, including the CBC and Fire Code, and would be subject to approval by the LA County Fire Department. Approval by the LA County Fire Department would ensure compliance with access requirements, minimum roadway widths, fire lanes, signage, access walkways, among other requirements to ensure adequate emergency access would be provided to and within the project site. For these reasons, the project would not result in inadequate emergency access and impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Cumulative Impacts

Impact TRANS-4 – Would the SPU cause substantial adverse cumulative impacts with respect to transportation and traffic?

Analysis of Impacts

As detailed in Impact TRANS-2 above, the Specific Plan satisfies the Project Type screening criterion for VMT and is assumed to have a less than significant impact. VMT is considered a regional impact by nature. For this reason, the project would not cause substantial adverse cumulative impacts with respect to transportation and traffic.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

4.17.5 – References

City of Duarte (Duarte, 2007). *City of Duarte General Plan: Circulation Element*. August 14, 2007.

Linscott, Law & Greenspan Engineers. *Transportation Assessment Report*. July 23, 2026.

4.18 – TRIBAL CULTURAL RESOURCES

This section addresses potential impacts to Tribal Cultural Resources (TCR) associated with the Specific Plan Update (SPU). Issues of interest are impacts to Native American sites, features, places, cultural landscapes, sacred places, and objects with cultural value to Native American tribes that are identified within CEQA Guidelines: whether the GPU will cause a substantial adverse change in the significance of a tribal cultural resources, or objects with cultural value to a California Native American tribe and that is listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources, or a resources determined by the Lead Agency to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.

4.18.1 – ENVIRONMENTAL SETTING

Tribal Cultural Resources are the physical artifacts associated with the spiritual and religious lives of Native people that tie them together with their environment, each other, and their place in the universe. As described below, Tribal Cultural Resources include resources that are listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k) and/or resources determined by the lead agency to be significant to a California Native American tribe pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.

Historical Resources

The *Historic Resources Technical Report* prepared for the Specific Plan Update found that there is one potential historical resource located on the Project Site: the Morrison Ranch and the collection of associated buildings and features. These include the Morrison House and seven accessory structures: Unit 64/Cape Cod Cottage; Pool House; Pool; Unit 15/Cottage; pool shelter; perimeter wall; and maintenance building. In 2022, the Morrison House was found eligible for individual listing in the National Register of Historic Places (National Register) and the California Register of Historical Resources (California Register) at the local level of significance under Criteria B/2 and C/3for its association with Wayland A. and Lucile P. Morrison and for its architectural merit. At that time, only the Morrison House was evaluated for individual eligibility; ancillary buildings and the greater Westminster Garden site were not considered. The buildings collectively convey an association with the Morrison family and therefore are considered a historical resource for purposes of CEQA. The buildings located within Westminster Gardens that are not associated with the Morrison House, and which were constructed in phases beginning in the 1950s, are not individually or collectively considered historical resources. They are not associated with important events or patterns of development; they are not associated with significant persons; and they are not architecturally distinctive or eligible as an example of the property type.

Prehistory

Prehistory is most easily discussed chronologically in terms of recognized cultural development. Several chronologies have been proposed for inland Southern California, the most widely accepted is Wallace's four-part Horizon format, which was later updated and revised by Claude Warren (Wallace 1955) (Warren 1968). The following discussion is based on Warren's sequence,

but the time frames have been adjusted to reflect more recent archaeological findings, interpretations, and advances in radiocarbon dating.

Paleo-Indian Period (ca. 13,000 – 11,000 Years Before Present)

Little is known of Paleo-Indian peoples in inland Southern California, and the cultural history of this period follows that of North America in general. Based on new research from the Pacific Rim, it has been posited that modern humans settled islands of the eastern Pacific between 40,000 and 15,000 years ago. Evidence of coastal migration has also come from sites on islands off Alta and Baja California. All of these new findings have made the coastal migration theory gain credibility in recent times (Erlandson et al. 2007).

The timing, manner, and location of the Bering Strait crossing are a matter of debate among archaeologists, but the initial migration probably occurred as the Laurentide Ice Sheet melted along the Alaskan Coast and interior Yukon. The earliest radiocarbon dates from the Paleo-Indian Period in North America come from the Arlington Springs Woman site on Santa Rosa Island, located approximately 36 miles from the coast of California. Human remains discovered on the island date to approximately 13,000 years before present (Meltzer et al. 1997) (Johnson et al. 2002). Lifeways during the Paleo-Indian Period were characterized by highly mobile hunting and gathering. Prey included megafauna such as mammoth; technology included a distinctive flaked stone toolkit that has been identified across much of North America and into Central America. These earliest persons likely used some plant foods, but the Paleo-Indian toolkit recovered archaeologically does not include many tools that can be identified as designed specifically for plant processing.

The megafauna that appear to have been the focus of Paleo-Indian life went extinct during a warming trend that began approximately 10,000 years ago, and both the extinction and climatic change (which included warmer temperatures in desert valleys and reduced precipitation in mountain areas) were factors in widespread cultural change. Subsistence and social practices continued to be organized around hunting and gathering, but the resource base was expanded to include a wider range of plant and game resources. Technological traditions also became more localized and included tools specifically for the processing of plants and other materials. This constellation of characteristics has been given the name “Archaic,” and it was the most enduring of cultural adaptations to the North American environment throughout this time period.

Archaic Period (ca. 11,000 – 3,500 YBP)

The earliest Archaic Period life in inland Southern California has been given the name San Dieguito tradition, after the San Diego area where it was first identified and studied (Warren 1968). Characteristic artifacts include stemmed projectile points, crescents and leaf-shaped knives, which suggest a continued subsistence, focus on large game, although not megafauna of the earlier Paleo-Indian period. Milling equipment appears in the archaeological record at approximately 7,500 years ago (Moratto 1984). Artifact assemblages within this equipment include basin milling stones and unshaped manos, projectile points, flexed burials under cairns, and cogged stones, this assemblage has been given the name La Jolla Complex (7,500 – 3,000 YBP). The transition from San Dieguito life to La Jolla life appears to have been an adaptation to drying of the climate after 8,000 YBP, which may have stimulated movements of desert peoples to the coastal regions, bringing milling stone technology with them. Groups in the coastal regions focused on mollusks, while inland groups relied on wild-seed gathering and acorn collecting.

Late Prehistoric Period

Cultural responses to environmental changes around 4,000 – 3,000 years ago included a shift to more land-based gathering practices. This period was characterized by the increasing importance of acorn processing, which supplemented the resources from hunting and gathering. The period after A.D. 1400 is identified as the San Luis Rey Complex (Meighan 1954). San Luis Rey I (A.D. 1400-1750) is associated with bedrock mortars and milling stones, cremations, small triangular projectile points with concave bases, and Olivella beads. The San Luis Rey II (A.D. 1750 – 1850) period is marked by the addition of pottery, red and black pictographs, cremation urns, steatite arrow straighteners, and non-aboriginal materials (Meighan 1954) (Keller and McCarthy 1989). Work at Cole Canyon and other sites in Southern California suggest that this complex and the ethnographically described life of the native people of the region were well established by at least 1,000 years ago (Keller and McCarthy 1989).

Ethnographic Context

Information presented in the California volume of the Handbook of North American Indians shows the Planning Area is located near the traditional territory of the Tongva-Kizh Nation (also known as Gabrieleno Band of Mission Indians) (Heizer 1978). This ethnographic group is described below.

At the time of European contact, the City of Duarte was occupied by the Tongva Native Americans. Along with the neighboring Chumash, the Tongva were the most powerful indigenous people to inhabit Southern California. At the time of European contact, they may have numbered 5,000 to 10,000. Many lines of evidence suggest that the Tongva are descended of Uto-Aztecan-speaking peoples from Nevada who moved southwest into coastal Southern California 3,500 years ago. A hunter-gatherer society, the Tongva traded widely with neighboring peoples. Over time, scattered communities came to speak distinct dialects of the Tongva language, part of the Takic subgroup of the Uto-Aztecan language family. Along with the Chumash – their neighbors to the north and west – and other tribes along the Pacific coast, the Tongva built seaworthy canoes called *titi'at*. To build *titi'at*, they used planks that were sewn together, edge to edge, and then caulked and coated with either pine pitch, or, more commonly, the tar that was available either from the La Brea Tar Pits, or as asphaltum that had washed up on shore from offshore oil seeps. The *titi'at* could hold as many as 12 people, their gear, and the trade goods.

Gabrielino villages were self-contained and had an autonomous political structure comprised of non-localized lineages where the largest and dominant lineage's leader was usually the village chief. Village houses were domed, circular shaped structures, constructed from tree branches and thatched with tule, fern, or carrizo. The villages were located near fresh water and raw material resources. Villagers would have used temporary camps throughout their localized territories for hunting, gathering, and trips to gather raw material away from the main village (Bean and Smith 1978).

The first Europeans arrived in the Los Angeles area in 1542, when Portuguese explorer Juan Cabrillo reached San Pedro Bay, near present-day San Pedro. Cabrillo stated that his ship was greeted by indigenous people in canoes. However, it was not until the 1700's that Spanish explorers would reach the inland areas of Southern California. The Mission San Gabriel Arcangel was established by Spanish Franciscan missionaries in 1771. The Tongva/Gabrielino population numbered about 5,000 at this time. Well over 25,000 baptisms were conducted at San Gabriel between 1771 and 1834. The earliest ethnological surveys of the Christianized population of the San Gabriel area, who were then known by the Spanish as *Gabrielino*, were conducted in the

mid-19th century. By this time, the pre-Christian religious beliefs and mythology were already fading. The Tongva language was on the brink of extinction by 1900; only fragmentary records of the indigenous language and culture of the Tongva have been preserved.

In the 21st century, an estimated 1,700 people self-identify as members of the Tongva or Gabrielino tribe. In 1994, the state of California recognized the *Gabrielino-Tongva Tribe* and the *Fernandino-Tongva Tribe* but neither has gained federal recognition. The Gabrielino/Tongva people do not accept one organization or government as representing them.

4.18.2 – REGULATORY FRAMEWORK

Federal

National Historic Preservation Act of 1966

Enacted in 1966, the National Historic Preservation Act (NHPA) (16 U.S.C §§ 470 et seq.) declared a national policy of historic preservation and instituted a multifaceted program, administered by the Secretary of the Interior, to encourage the achievement of preservation goals at the federal, state, and local levels. The NHPA authorized the expansion and maintenance of the National Register of Historic Places (NRHP), established the position of State Historic Preservation Officer (SHPO), provided for the designation of State Review Boards, set up a mechanism to certify local governments to carry out the purposes of the NHPA, assist Native American tribes in preserving their cultural heritage, and created the Advisory Council on Historic Preservation (ACHP).

NHPA establishes the nation's policy for historic preservation and sets in place a program for the preservation of historic properties by requiring federal agencies to consider effects to significant cultural resources (i.e. historic properties) prior to undertakings**.**

Section 106 of the Federal Guidelines

Section 106 of the NHPA states that federal agencies with direct or indirect jurisdiction over federally funded, assisted, or licensed undertakings must take into account the effect of the undertaking on any historic property that is included in, or eligible for inclusion in, the NRHP and that the ACHP and SHPO must be afforded an opportunity to comment, through a process outlined in the ACHP regulations at 36 Code of Federal Regulations (CFR) Part 800, on such undertakings. The Section 106 process also gives Federally recognized Native American Tribes the chance to consult and comment on the project before it can be finalized.

National Register of Historic Places

The NRHP was established by the NHPA of 1966 as "an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment." The NRHP recognizes properties that are significant at the national, state, and local levels. To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must also possess integrity of location, design, setting, materials, workmanship, feeling, or association. A property is eligible for the NRHP if it is significant under one or more of the following criteria:

Criterion A: It is associated with events that have made a significant contribution to the broad patterns of our history.

Criterion B: It is associated with the lives of persons who are significant in our past.

Criterion C: It embodies the distinctive characteristics of a type, period, or method of construction; represents the work of a master; possesses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction.

Criterion D: It has yielded, or may be likely to yield, information important in prehistory or history.

Cemeteries, birthplaces, or graves of historic figures; properties owned by religious institutions or used for religious purposes; structures that have been moved from their original locations; reconstructed historic buildings; and properties that are primarily commemorative in nature are not considered eligible for the NRHP unless they satisfy certain conditions. In general, a resource must be at least 45 years of age to be considered for the NRHP, unless it satisfies a standard of exceptional importance.

Native American Graves Protection and Repatriation Act of 1990

The NAGPRA of 1990 sets provisions for the intentional removal and inadvertent discovery of human remains and other cultural items from federal and tribal lands. It clarifies the ownership of human remains and sets forth a process for repatriation of human remains and associated funerary objects and sacred religious objects to the Native American groups claiming to be lineal descendants or culturally affiliated with the remains or objects. It requires any federally funded institution housing Native American remains or artifacts to compile an inventory of all cultural items within the museum or with its agency and to provide a summary to any Native American tribe claiming affiliation.

State

California Environmental Quality Act (CEQA)

CEQA provides criteria to evaluate whether a building, structure, object, or site is significant. Under CEQA Guideline §15064.5(a), historic resources include the following those meeting the criteria listed below.

(1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code §5024.1, Title 14 CCR, Section 4850 et seq.)

(2) A resource included in a local register of historical resources, as defined in §5020.1(K) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of §5024.1 (g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

(3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, providing the lead agency's determination is supported

by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historic Resources (Pub. Res. Code §5024.1, Title 14 CCR, Section 4852) including the following:

> (A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
>
> (B) Is associated with the lives of persons important in our past;
>
> (C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
>
> (D) Has yielded, or may be likely to yield, information important in prehistory or history.

(4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to §5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in §5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be a historical resource as defined in Public Resources Code §5020.1(j) or 5024.1. In accordance with CEQA, properties designated or eligible at all levels are deserving of protection by a lead agency when any undertaking proposes to demolish or alter any such property.

Typically to be considered an historic resource under CEQA, the structure in question must at least be considered eligible for local listing. However, in some cases a structure may be considered ineligible such as after detailed historic or architectural assessment, and thus would no longer be considered an historic resource under CEQA.

California Register of Historical Resources

Created in 1992 and implemented in 1998, the California Register of Historical Resources (CRHR) is "an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate properties that are to be protected, to the extent prudent and feasible, from substantial adverse change (CA Public Resources Code)." Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks (CHLs) numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest program, identified as significant in historic resources surveys, or designated by local landmarks programs may be nominated for inclusion in the CRHR. A resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the State Historical Resources Commission determines that it meets one or more of the following criteria, which are modeled on NRHP criteria (Public Resources Code):

> Criterion 1: It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
>
> Criterion 2: It is associated with the lives of persons important in our past.
>
> Criterion 3: It embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of an important creative individual; or possesses high artistic values.

Criterion 4: It has yielded, or may be likely to yield, information important in history or prehistory.

Resources nominated to the CRHR must retain enough of their historic character or appearance to be recognizable as historic resources and to convey the reasons for their significance. It is possible that a resource whose integrity does not satisfy NRHP criteria may still be eligible for listing in the CRHR. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if, under Criterion 4, it maintains the potential to yield significant scientific or historical information or specific data. Resources that have achieved significance within the past 50 years also may be eligible for inclusion in the CRHR, provided that enough time has elapsed to obtain a scholarly perspective on the events or individuals associated with the resource.

Native American Heritage Commission, Public Resources Code Sections 5097.9–5097.991

Section 5097.91 of the Public Resources Code (PRC) established the Native American Heritage Commission (NAHC), whose duties include the inventory of places of religious or social significance to Native Americans and the identification of known graves and cemeteries of Native Americans on private lands. Under Section 5097.9 of the PRC, a state policy of noninterference with the free expression or exercise of Native American religion was articulated along with a prohibition of severe or irreparable damage to Native American sanctified cemeteries, places of worship, religious or ceremonial sites or sacred shrines located on public property. Section 5097.98 of the PRC specifies a protocol to be followed when the NAHC receives notification of a discovery of Native American human remains from a county coroner. Section 5097.5 defines as a misdemeanor the unauthorized disturbance or removal of archaeological, historic, or paleontological resources located on public lands.

California Native American Graves Protection and Repatriation Act of 2001

Codified in the California Health and Safety Code Sections 8010–8030, the California Native American Graves Protection Act (NAGPRA) is consistent with the federal NAGPRA. Intended to "provide a seamless and consistent state policy to ensure that all California Indian human remains, and cultural items be treated with dignity and respect," the California NAGPRA also encourages and provides a mechanism for the return of remains and cultural items to lineal descendants. Section 8025 established a Repatriation Oversight Commission to oversee this process. The act also provides a process for non–federally recognized tribes to file claims with agencies and museums for repatriation of human remains and cultural items.

California Assembly Bill 52

AB 52 specifies that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource, as defined, is a project that may have a significant effect on the environment. AB 52 requires a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation, prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. AB 52 specifies examples of mitigation measures that may be considered to avoid or minimize impacts on tribal cultural resources. The bill makes the above provisions applicable to projects that have a notice of preparation or a notice of negative declaration filed or mitigated negative declaration on or after July 1, 2015. AB 52 amends Sections 5097.94 and adds

Sections 21073, 21074, 2108.3.1., 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 to the California Public Resources Code (PRC), relating to Native Americans.

Senate Bill (SB) 18

California Government Code, Section 65352.3 incorporates the protection of California traditional tribal cultural places into land use planning for cities, counties, and agencies by establishing responsibilities for local governments to contact, refer plans to, and consult with California Native American tribes as part of the adoption or amendment of any general or specific plan proposed on or after March 1, 2005. SB18 requires public notice to be sent to tribes listed on the Native American Heritage Commission's SB18 Tribal Consultation list within the geographical areas affected by the proposed changes. Tribes must respond to a local government notice within 90 days (unless a shorter time frame has been agreed upon by the tribe), indicating whether or not they want to consult with the local government. Consultations are for the purpose of preserving or mitigating impacts to places, features, and objects described in Sections 5097.9 and 5097.993 of the Public Resources Code that may be affected by the proposed adoption or amendment to a general or specific plan.

Local

City of Duarte General Plan

The City of Duarte General Plan includes the following goals and policies related to Tribal cultural resources:

Historic Preservation Element

Goal HP-2: To maintain and update the City's inventory of historical resources.

Policies

HP-2.1.1: Encourage on-going research regarding the City's history and built environment, including any history of discrimination and/or social justice concerns in the development of the built environment.

Goal HP-3: To promote the preservation of local historical resources.

Policies

HP-3.1.1: Encourage property owners to preserve the character defining features of historical resources.

HP-3.1.2: Promote the preservation of historic and cultural resources by providing incentives and technical assistance. Promote the preservation of historic and cultural resources equitably across the City.

4.18.3 – SIGNIFICANCE THRESHOLDS

The methodology used to evaluate potential environmental impacts is described in Section 4.0. As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the General Plan Update could result in a significant impact if it:

A. Causes a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

   i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

   ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

B. Would the project cause substantial adverse cumulative impacts with respect to tribal cultural resources.

4.18.4 – IMPACTS AND MITIGATION MEASURES

Impact TRC-1 – Would the SPU cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: (i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k),

Analysis of Impacts

The definition for a Tribal Cultural Resource (TCR) is described in Section 4.18.2, above. This includes all cultural resources, with cultural value to a California Native American tribe that meets the criteria for inclusion on the California Register of Historical Resources (CRHR). This definition excludes cultural resources that ordinarily would be ineligible for inclusion on the CRHR. This impact considers TCRs that are not eligible for inclusion on the CRHR (i.e., if there is not a demonstrable public interest in that information, it does not possess a special and particular quality such as being the oldest of its type or the best available example of its type, and it is not directly associated with a scientifically recognized important prehistoric event or person).

There are no known TCRs in the Westminster Gardens community development that are not archaeological in nature. This means that there are no landscapes, places that are not archaeological sites, or other non-archaeological features that could be a TCR within the project site. Analysis, therefore, will consider impacts to TCRs in a similar way as to prehistoric archaeological resources. Prior to European contact, the Planning Area was inhabited by the Tongva/Gabrieleño Indian Tribe for many thousands of years. Development began in the San Gabriel Valley area began in the first half of the 19th century, but the area is known to contain archaeological resources that pre-date Spanish and Mexican land grants. Additionally, the Planning Area is located adjacent to the modern route of the San Gabriel River. The river in prehistory changed its course with winter floods and would have flowed over the alluvial soils in the planning area. Native Americans would have used the natural resources of the San Gabriel

River and its tributaries as a source of water and food. It is almost certain the Planning Area would have been utilized by the indigenous people living in this area for thousands of years. Much of the City, including the Planning Area, is developed, greatly reducing the potential for the discovery of TCRs. Areas that could have potential for discovery include undeveloped land, and prior development with shallow foundations. Westminster Gardens is almost fully developed and located in an urbanized area, with Parcel 3 along the northwest corner of the site remaining vacant and undeveloped (but was previously developed with a structure that was subsequently demolished).

Native American Consultation. Native American Consultation is required per SB18 when a General Plan, Specific Plan, or General Plan or Specific Plan Update is prepared, and must be conducted before the Update is adopted. As such, a search of the Sacred Lands File maintained by the Native American Heritage Commission (NAHC) was conducted. Three Federally recognized tribes are affiliated with the Project area: the Soboba Band of Luiseño Indians; the Santa Rosa Band of Cahuilla Indians; and the Torres Martinez Desert Cahuilla Indians, California. These tribes were contacted regarding the proposed SPU on January 26, 2024. Contact was also made with representatives of five non-Federally recognized tribes, including the Gabrieleño Band of Mission Indians - Kizh Nation; the Gabrieleno/Tongva San Gabriel Band of Mission Indians; Gabrielino/Tongva Nation; Gabrielino Tongva Indians of California; and Gabrielino-Tongva Tribe to solicit concerns about the project.

As of publication of this Draft EIR, the 30-day AB 52 and the 90-day SB 18 consultation periods had expired and while the City received two responses from Tribes (Gabrieleno Band of Mission Indians - Kizh Nation and San Manuel Band of Mission Indians), neither Tribe requested formal consultation. However, the Gabrieleno Band of Mission Indians - Kizh Nation indicated a desire to consult with the City on all future projects under the proposed SPU that would result in ground disturbances. All relevant correspondence for the project from FEMA, the NAHC, and consulting tribal representatives is included in Appendix A. This information is also included in Section 4.6 (Cultural Resources).

The Historic Preservation Element of the City existing General Plan contains Goals 2 and 3, advocating for the preservation and maintenance of inventory of the City's historic resources, and the technical assistance required to identify any previously unidentified resources. Section 7050.5 of the California Health and Safety Code requires that, if human remains are discovered during grading or earthmoving, work must be halted and the coroner contacted to determine the Most Likely Descendant (MLD). If the MLD is Native American, tribal representatives will be contacted to consult on the appropriate disposition of the remains. CEQA requires the City and any project developer, including the City if it is a public works or other City- sponsored project, to comply with state law if human remains are found during excavation. Finally, incorporation of Mitigation Measures CUL-1 through CUL-8 would ensure proper treatment of previously undiscovered tribal cultural resources.

With incorporation of Mitigation Measures CUL-1 through CUL-8, adherence to General Plan goals advocating historic preservation, the City's development requirements to review CEQA documents for impacts to archaeological resources, and required AB-52 consultation for projects under CEQA, potential impacts to tribal cultural resources as defined in Public Resources Code section 5020.1(k) by future development within the Planning Area would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

See Mitigation Measures CUL-1 through CUL-8.

Change TCR Significance

Impact TRC-2 – Would the SPU cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: (ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Analysis of Impacts

The Historic Preservation Element of the City existing General Plan contains Goals 2 and 3, advocating for the preservation and maintenance of inventory of the City's historic resources, and the technical assistance required to identify any previously unidentified resources. Section 7050.5 of the California Health and Safety Code requires that, if human remains are discovered during grading or earthmoving, work must be halted and the coroner contacted to determine the Most Likely Descendant (MLD). If the MLD is Native American, tribal representatives will be contacted to consult on the appropriate disposition of the remains. CEQA requires the City and any project developer, including the City if it is a public works project, to comply with state law if human remains are found during excavation. Native American consultation, as prescribed by SB18 and AB52, would also prevent impacts to cultural resources. Additionally, Public Resources Code section 5024.1, ensures that the lead agency shall consider the significance of the resource to a California Native American tribe. Finally, incorporation of Mitigation Measures CUL-1 through CUL-8 would ensure proper treatment of previously undiscovered tribal cultural resources.

With incorporation of Mitigation Measures CUL-1 through CUL-8, adherence to General Plan goals advocating historic preservation, the City's development requirements to review CEQA documents for impacts to archaeological resources, and required AB-52 consultation for projects under CEQA, potential impacts to tribal cultural resources as defined in Public Resources Code section 5024.1 by future development within the Planning Area would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Cumulative Impacts

Impact TCR-3 - Would the SPU cause substantial adverse cumulative impacts with respect to tribal cultural resources?

Analysis of Impacts

There is a potential for archaeological/TCRs to exist within the Planning Area, particularly in the remaining undeveloped portion of the project site, or where existing older foundations are shallow, and where archaeological resources, including human remains, could remain below the prior level of disturbance. Therefore, it is possible that earthwork within the City or surrounding jurisdictions may disturb Native American tribal cultural or archaeological resources. State law requires local jurisdictions, including the City, to consult with local Native American tribal representatives when development or public works projects may affect tribal cultural resources (i.e., SB 18 and AB 52). This government-to-government consultation process is critical to identifying actions that could have significant impacts on tribal cultural resources before any ground disturbance occurs in the surrounding region.

On a cumulative level, impacts to TCRs from both within Westminster Gardens and Duarte, and the surrounding jurisdictions (i.e. the cities of Azusa, Arcadia, Bradbury, Irwindale, Temple City, and unincorporated Los Angeles County) should be considered. These jurisdictions contain TCRs which, as with all cultural resources, are non-renewable. Damaging, disturbing, or destroying TCRs results in a permanent loss of resources that can never be replaced, and future projects with impacts to cultural resources from all surrounding jurisdictions contribute to the cumulative impact to TCRs. The Historic Preservation Element of the City's General Plan contains Goals 2 and 3, advocating for the preservation and maintenance of inventory of the City's historic resources, and the technical assistance required to identify any previously unidentified resources.

Existing regulations ensure that the City considers the significance of all cultural resources which have cultural value to a Native American tribe. Incorporating this regulation into the development process helps ensure that TCRs are protected where they would otherwise not be by CEQA. Consistent with federal and state laws, the General Plans of the surrounding jurisdictions have similar goals and policies to protect cultural resources within their boundaries as well. Additionally, the project would include incorporation of mitigation measures intended to properly treat previously undiscovered TCRs. Finally, state law requires the City and surrounding jurisdictions to notify Native American representatives if tribal human remains are found.

With incorporation of project-level mitigation measures, adherence to the existing General Plan goals and policies, the City's development requirements to review CEQA documents for impacts to archaeological resources, and required AB-52 consultation for projects under CEQA, the potential cumulative impacts to cultural resources would be minimized, and future development in Westminster Gardens under the SPU would not make a significant contribution to any cumulative regional impacts on cultural resources.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

4.18.5 – REFERENCES

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4.19 – UTILITIES AND SERVICE SYSTEMS

This EIR chapter addresses utilities and service systems impacts associated with the proposed Specific Plan Update (SPU). Issues of interest are utilities and service systems impacts identified by the CEQA Guidelines: whether the SPU will require or result in the relocation or construction of new or expanded water, wastewater treatment, or other facilities; will have sufficient water supplies; will result in a determination by the wastewater treatment provider that it has adequate capacity to serve the project's demand in addition to existing commitments; will generate solid waste in excess of standards; and will comply with regulations related to solid waste. Some of the information in this chapter is taken from the *Final Water Supply Assessment* prepared for the proposed project by California American Water (see Appendix E).

4.19.1 – ENVIRONMENTAL SETTING

Water Services

The Upper San Gabriel Valley Municipal Water District (Upper District) is the special district operating as the wholesale water provider for 26 water retailers within its 18 city, 144 square mile service area. The City of Duarte receives 100% of its water from local groundwater wells within the San Gabriel Basin. The Upper District does not produce groundwater from the Basin, as such, the California American Water Company (Cal-Am) as member agency of the Upper District, produces, treats, and distributes groundwater for residential, commercial, and industrial uses. Cal-Am's customer cities include Duarte and Bradbury, as well as portions of neighboring Azusa, Irwindale, Monrovia, and some unincorporated areas of Los Angeles County.

According to the 2020 Urban Water Management Plan (UWMP) prepared by the district, the Basin from which Duarte receives its water supply, historically goes through phases of drafting and filling, and is well-managed and can ensure long-term reliability to consumers. The Upper District does not manage groundwater resources the Basin, however it is a Responsible Agency that sells imported water used in groundwater recharge. According to the UWMP, as well as California Groundwater Live, as of July 2026, the well had a "much above normal" level of water. In addition, the SPU was included in Cal Am's Comprehensive Planning Study projections, which were used for the 2025 UWMP.

Groundwater Supplies

Duarte is located over the Main San Gabriel groundwater Basin (Main Basin). The Main Basin is located in the San Gabriel Valley, and is bounded on the north by the San Gabriel Mountains; on the west by the San Rafael and Merced Hills, on the south by the Puente Hills and the San Jose Hills, and on the east by a low divide between the San Gabriel River system and the Upper Santa Ana River system. The Main Basin is administered by the Main Basin Watermaster, a nine-member board appointed by the Los Angeles County Superior Court. Since 1973, the agency manages water resources and enforces water rights within the Main Basin. The Main Basin is a large groundwater basin replenished by stream runoff from the adjacent mountains and hills, by rainfall directly on the surface of the valley floor, subsurface inflow from the neighboring Raymond and Puente Basins, return flow from water applied for overlying uses, as well as replenished with imported water. The Upper District overlays the Main Basin along with the San Gabriel Municipal Water District (SGVMWD) and the Three Valleys Municipal Water District (TVMWD).

The Main Basin has a total freshwater storage capacity of approximately 9.5 million acre-feet. There is no limit to the amount of water that can produced from the Main Basin, however, production in excess of a water right is subject to a Replacement Water Assessment (as overseen by the Watermaster). The Watermaster maintains records of each producer's water rights and annual production. The Watermaster then uses funds collected from the producer's overproduction to purchase imported water. The Upper District obtains imported water via the Metropolitan Water District of Southern California (Metropolitan). The Watermaster coordinates the purchase and delivery of imported water for groundwater replenishment, offsetting any overproduction, and ensuring adequate water supplies for residents and consumers.

Wastewater

The City of Duarte contracts with the Los Angeles County Public Works Sewer Maintenance Division for maintenance of its sewer system. Duarte is among 37 cities and unincorporated communities that belong to the Consolidated Sewer Maintenance District (CSMD). The collection system consists of over 4,600 miles of gravity sewer lines and a total of 159 pump stations. Cities in the CSMD are responsible for the proper design and construction of their respective sewer system. The City of Duarte does not have a sewer maintenance agreement with the CSMD, and is responsible for the upkeep of sewer lines within the city. The Duarte Public Works Department is responsible for the city's sewer collection system, which consists of 45.6 miles of gravity sewer lines and zero pump stations. Flows from the city's sewer system discharge into the County Whittier Narrows and San Jose Creek Water Reclamation plants for treatment and disposal.

The Los Angeles Sanitation District (LACSD) has no trunk sewers within Westminster Gardens. The CSMD maintains a sewer main along Huntington Drive, Bradbourne Avenue, Central Avenue, and Santo Domingo Avenue. There is one existing 15"- inch sewer main on Huntington Drive, one 8-inch sewer main on Brabourne Avenue, one 10- inch sewer main on Central Avenue, and one 15-inch sewer man on Santo Domingo Avenue. There are several existing sewer manholes fronting the project's property line. There are six sewer manholes on Huntington Drive, two on Bradbourne Avenue, six on Central Avenue, and five on Santo Domingo Avenue. The sewer main along Huntington Drive is approximately 1,300 feet long (from the start of sewer main at the intersection of Amberwood Drive and Huntington Drive to the main line along Santo Domingo Avenue) and flows east to west. The sewer main along Bradbourne Avenue is approximately 1,000 feet long (from the start of sewer main at the intersection of Oakwood Lane and Bradbourne Avenue to the main line along Central Avenue) and flows north to south. The sewer main along Central Avenue is approximately 1,600 feet long (from Bradbourne Avenue to the main line along Santo Domingo Avenue) and flows east to west. The sewer main along Santo Domingo Avenue is approximately 1,700 feet long (from the start of the sewer main at Huntington Drive to the end of the main line along Central Avenue) and flows north to south. There are existing sewer connections that connect to the main lines along Central Avenue and Santo Domingo Avenue. Additionally, there are existing sewer facilities located onsite that service the residential and amenity buildings. There are existing 6-inch and 8-inch sewer lines, sanity sewer cleanouts, and sewer manholes located onsite throughout the project site.

Stormwater

The Los Angeles County Department of Public Works (LACDPW) orchestrates stormwater capture and replenishment for approximately 85 cities within the county. The storm drain system in Duarte is maintained by the Los Angeles County Flood Control District (LACFCD) which conveys stormwater through a network of mains and catch basins until it is eventually discharged in the Pacific Ocean via the San Gabriel River and its tributaries. In 2012, Los Angeles County

adopted the Municipal Separate Storm Sewer Permit (MS4 Permit), which allows permittees within the county to develop Watershed Management Programs (WMPs). WMPs implement requirements of the MS4 permit on a local scale through various strategies, measures, and best management practices (BMPs). The City of Duarte, along with the cities of Arcadia, Bradbury, Monrovia, and Sierra Madre, belongs to the Rio Hondo/San Gabriel River Water Management Joint Powers Authority (JPA), a city-coalition that implements the Rio Hondo/San Gabriel River Revised WMP. Participation in the MS4 Permit serves as an National Pollutant Discharge Elimination System (NPDES) Permit, and fulfills waste discharge requirements under State law.

The City of Duarte maintains two reinforced concrete storm drain pipes in Huntington Drive a 18-inch line and a 20-inch to 30-inch line, both with varying depths along the Westminster Gardens. These two storm-drain structures are adjacent to the project site. Additionally, the City of Duarte maintains an existing 4'-0" Wide x 1'-6" High Reinforcing Concrete Box at the intersection of Huntington Drive and Santo Domingo Avenue. The 18-inch storm drain in Huntington Drive is located 38 feet north of the centerline and the 20 to 30-inch storm drain in Huntington Drive is located 42 feet south of the centerline. There are five immediate off-site catch basins located along the curbs fronting the project site. Three are located on Huntington Drive, one on Central Avenue, and the other is on Santo Domingo Avenue. There are two catch basins located north of Westminster Gardens across Huntington Drive and Central Avenue respectively. There are existing gutters located onsite. Additionally, there are also two down-drains located on multiple existing buildings that collect roof drainage. These flows infiltrate into the ground or flow through the existing gutters that ultimately lead into the concrete channel. The concrete channel crosses through the entire project site vertically, from the northern property line to the southern property line. The run-off from the project site sheet flows into the concrete channel.

Solid Waste and Recycling Services

Solid waste collection, disposal, and recycling services in Duarte are provided under contract to the city by Burrtec Waste. Solid waste collected in the city is taken to the Azusa Landfill Reclamation Facility in the neighboring city of Azusa. The landfill has a disposal acreage of 266 acres and has a maximum permitted capacity of 80,571,760 cubic yards (CY), a maximum permitted daily throughput of 8,000 tons per day (CalRecycle 2024).

Energy Services

Electrical services to the Planning Area are provided by Southern California Edison (SCE) while natural gas is supplied by the Southern California Gas Company (SCGC).

Telecommunications Service

Telecommunication services are provided by Charter Spectrum, AT&T, Verizon, Direct TV, and Frontier.

4.19.2 – REGULATORY FRAMEWORK

Federal

Clean Water Act (CWA)

The CWA is the cornerstone of surface water quality protection in the United States. The statute employs a variety of regulatory and non-regulatory tools to sharply reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. The State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Board (RWQCB) are responsible for ensuring implementation and compliance with the provisions of the Federal CWA.

National Pollution Discharge Elimination System (NPDES)

The NPDES permit program addresses water pollution by regulating point sources that discharge pollutants to waters of the United States. Created in 1972 by the federal Clean Water Act, the NPDES permit program authorizes state governments to perform many permitting, administrative, and enforcement aspects of the program. The Act prohibits discharging “pollutants” through a “point source” into a “water of the United States” unless they have an NPDES permit. The permit contains limits on what can be discharged, creates monitoring and reporting requirements, and other provisions to ensure the discharge does not diminish water quality and/or people’s health.

State

California Safe Drinking Water Act

The Safe Drinking Water Act (SDWA), administered by EPA in coordination with the California Department of Public Health (CDPH), is the main Federal law that ensures the quality of drinking water. Under SDWA, EPA sets standards for drinking water quality and oversees the states, localities, and water suppliers who implement those standards.

California Department of Resources, Recycling, and Recovery (CalRecycle)

CalRecycle oversees, manages, and monitors waste generated in California. It provides limited grants and loans to help California cities, counties, businesses, and organizations meet the State waste reduction, reuse, and recycling goals. It also provides funds to clean up solid waste disposal sites and co-disposal sites, including facilities that accept hazardous waste substances and non-hazardous waste. CalRecycle develops, manages, and enforces waste disposal and recycling regulations, including AB 939 and SB 1016 (see below).

Assembly Bill 939 (AB 939) (Public Resources Code 41780)

The California Integrated Waste Management Act Requires cities and counties to prepare integrated waste management plans (IWMPs) and to divert 50 percent of solid waste from landfills beginning in calendar year 2000 and each year thereafter. AB 939 also requires cities and counties to prepare Source Reduction and Recycling Elements (SRRE) as part of the IWMP. These elements are designed to develop recycling services to achieve diversion goals, stimulate local recycling in manufacturing, and stimulate the purchase of recycled products.

Senate Bill (SB) 1016

This requires that the 50 percent solid waste diversion requirement established by AB 939 be expressed in pounds per person per day. SB 1016 changed the CalRecycle review process for each municipality's IWMP. The CalRecycle Board reviews a jurisdiction's diversion rate compliance in accordance with a specified schedule. As of 2018, the Board is required to review a jurisdiction's source reduction and recycling element and hazardous waste element every two years.

Senate Bills 610 and 221, Water Supply Assessment and Verification

Senate Bills (SB) 610 and 221 amended State law to improve the link between the information on water supply availability and certain land use decisions made by cities and counties. Both statutes require detailed information regarding water availability (water supply assessment or WSA) to be provided to city and county decision-makers prior to approval of specified large development projects (projects greater than 500 dwelling units, or an equivalent water demand). Both statutes require this detailed information to be included in the administrative record. Under SB 610, WSAs must be furnished to local governments for inclusion in the environmental document for certain projects, as defined in Water Code 10912, subject to the California Environmental Quality Act (CEQA). Under SB 221, approval by a city or county of certain residential subdivisions requires an affirmative written verification of sufficient water supply.

Statewide Water Conservation Act of 2009 (Senate Bill X7-7)

In November 2009, the California State legislature passed, and the Governor approved, a comprehensive package of water legislation, including Senate Bill (SB) X7-7 addressing water conservation. In general SB X7-7 requires a 20 percent reduction in per capita urban water use by 2020, with an interim 10 percent target in 2015. The legislation requires urban water users to develop consistent water use targets and to use those targets in their Urban Water Management Plans (UWMPs). SB X7-7 also requires certain agricultural water supplies to implement a variety of water conservation and management practices and to submit Agricultural Water Management Plans.

State Water Resources Control Board

The SWRCB, in coordination with nine Regional Water Quality Control Boards, performs functions related to water quality, including issuance and oversight of wastewater discharge permits (e.g., NPDES), other programs regulating stormwater runoff, and underground and above-ground storage tanks. The SWRCB has also issued statewide waste discharge requirements for sanitary sewer systems, which include requirements for development of a sewer system management plan (SSMP).

Title 22 of California Code of Regulations

Title 22 regulates the use of reclaimed wastewater. In most cases, only disinfected tertiary water may be used on food crops where the recycled water would come into contact with the edible portion of the crop. Standards are also prescribed for the use of treated wastewater for irrigation of parks, playgrounds, landscaping, and other non-agricultural irrigation. Regulation of reclaimed water is governed by the nine RWQCBs and the California Department of Public Health (CDPH).

Urban Water Management Planning Act

In 1983, the California Legislature enacted the Urban Water Management Planning Act (Water Code Section 10610–10656). The Act states that every urban water supplier that provides water to 3,000 or more customers, or that provides over 3,000 acre-feet (AF) annually, should make every effort to ensure the appropriate level of reliability in its water service sufficient to meet the needs of its various categories of customers during normal, dry, and multiple dry years. The Act requires that urban water suppliers adopt an urban water management plan at least once every five years and submit it to the Department of Water Resources. Noncompliant urban water suppliers are ineligible to receive funding pursuant to Division 24 or Division 26 of the California Water Code, or receive drought assistance from the State, until the urban water management plan (UWMP) is submitted and deemed complete pursuant to the Urban Water Management Planning Act.

Regional

Los Angeles Basin MS4 Permit

Municipal separate storm sewer systems (MS4) are issued permits based on the size of the municipality. MS4 permit requirements include reduction of pollutant discharges to the "maximum extent practicable" and protection of water quality. Requirements also include identification of major outfalls and pollutant loads and control of discharges from new development and redevelopment. To address these objectives, municipalities are required to prepare stormwater management plans. Although the NPDES program does not regulate nonpoint sources of pollution, the Los Angeles Basin Regional Water Quality Control Board (RWQCB) has other programs in place to address nonpoint sources. The MS4 Permit also contains requirements that are necessary to improve efforts to reduce the discharge of pollutants in stormwater runoff to the maximum extent practicable and achieve water quality standards. The MS4 permit requires developments and redevelopments to implement Best Management Practices (BMPs) to control pollution in runoff from permitted sites. The BMPs that are required include the following programs:

- Litter, debris and trash control
- Incident response investigation and reporting
- New development and redevelopment
- Private construction activities
- Permittee activities (for sewage, streets and roads, and MS4 facilities)
- Public education and outreach
- Implementation of Total Maximum Daily Loads
- Reporting Requirements and Notifications

Los Angeles Countywide Integrated Waste Management Plan

Pursuant to AB939, the County prepared the 1996 Countywide Integrated Waste Management Plan (CIWMP) in collaboration with its cities to ensure a coordinated effort at solid waste reduction and landfilling. The CIWMP, is comprised of five key elements, the Countywide Summary Plan, the Countywide Siting Element, the Source Reduction and Recycling Element (SRRE), the Household Hazardous Waste Element (HHWE) and the Non-Disposal Facility Element (NDFE).

- Countywide Summary Plan: The Countywide Summary Plan contains goals and policies, and a summary of issues faced by the County and its cities. The Summary Plan provides steps needed for all cities to meet the 50% division mandate.

- Countywide Siting Element: The Siting Element provides evidence that there is at least 15 years of remaining capacity to hold waste for the County and its cities. If there is not adequate capacity, the Siting Element contains discussion of alternative disposal sites and additional diversion programs.
- Source Reduction and Recycling Element (SRRE): The SRRE provides analysis of the local waste stream to determine where to focus diversion efforts.
- Household Hazardous Waste Element (HHWE): The HHWE details programs that assist in recycling, treatment and disposal practices for Household Hazardous Waste programs.
- Non-Disposal Facility Element (NDFE): The NDFE goal is to identify existing and proposed waste management facilities that would require a solid waste permit to be operationally compliant.

Local

City of Duarte General Plan

The City of Duarte General Plan includes the following goals and policies related to utilities and service systems:

Safety Element

Goal Safe-1: To protect the citizens, their property, and public facilities from natural, man-made, and climate change related hazards.

Policies

Safe-1.1.10: Ensure that adequate provisions are made to supply drinking water for an extended period in the event of a major disaster.

Goal Safe-6: To minimize the risks to lives and property due to the use and storage of hazardous materials.

Policies

Safe-6.1.1: Implement the Hazardous Materials actions listed in the Mitigation Actions Matrix in Part III (Mitigation Strategies) of the City of Duarte Hazard Mitigation Plan.

Safe-6.1.2: Monitor to the greatest extent possible the location of hazardous materials that could adversely impact Duarte residents, and businesses, and include information on soil contamination and storage of hazardous materials in the City's Geographic Information System.

Safe-6.1.3: Regulate the delivery, use, and storage of hazardous materials within the city limits according to regulations and guidelines set forth by the Los Angeles County Fire Department.

Safe-6.1.4: Provide community members with information on the proper storage and disposal of hazardous materials and e-waste.

Open Space and Conservation Element

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

Policies

OSC-2.1.1: Work to conserve current water supplies and seek new sources of water.

OSC-2.1.2: Maintain groundwater recharge areas to protect water quality and ensure continued recharge of groundwater basins.

OSC-2.1.3: Require the use of native and other drought-resistant plants to reduce the amount of water used for landscaping.

OSC-. 2.1.4: Require the installation of water saving irrigation systems for all new development.

OSC-2.1.5: Reduce the amount of impervious surfaces through the use of porous ground cover materials. As appropriate, focus efforts in disadvantaged communities.

OSC-2.1.6: Encourage water conservation in residential, commercial, and industrial development.

Goal OSC-4: To prolong the life and safety of landfills and find an environmentally safe alternative means for the disposal of solid waste.

Policies

OSC-4.1.1: Work towards achieving waste-reduction and diversion goals.

OSC-4.1.2: Remove as much as possible from the waste stream, and, preferably, to reuse it and to continue to increase alternative ways to create diversion.

OSC-4.1.3: Promote the city's recycling program as a viable alternative to trash disposal.

OSC-4.1.4: Consider increasing bulk community round-ups from twice a year to more frequent round-ups.

Municipal Code

Chapters 6.08 (Garbage and Rubbish Disposal), 6.09 (Collection of Recyclable Materials), 6.10 (Diversion of Construction and Demolition Waste), 6.12 (Sewage Disposal), 6.13 (Onsite Wastewater Treatment Systems), 6.14 (Solid Waste Disposal), and 6.15 (Stormwater and urban Runoff Pollution Control) all regulate and provide guidance on power, water, and waste utility operation within the City. This includes guidance on the permitted disposal of waste materials and the maintenance of stormwater facilities within the city.

4.19.3 – SIGNIFICANCE THRESHOLDS

As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the SPU could result in a significant impact if it would:

A. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

B. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.

C. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

D. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

E. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

F. Would the project cause substantial adverse cumulative impacts with respect to utilities and service systems.

4.19.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to utilities and service systems which could result from the implementation of the SPU and recommends mitigation measures as needed to reduce significant impacts.

New or Expanded Facilities

Impact UTIL-1 – Would the SPU require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Analysis of Impacts

Implementation of the proposed SPU would include the phased development of future residential and mixed-use developments within Westminster Gardens. The SPU proposes the development of approximately 401 new residential units spread out among multistory residential buildings and single-family cottages, as well as 84,337 square feet of retail, office, and accessory amenities serving the project area. This growth would not require the expansion of existing utility infrastructure within Duarte, and the SPU does not include any specific proposals for new facilities. Any future implementing developments and/or infrastructure projects subject to CEQA would be required to undergo environmental review with respect to their discrete impacts at the time of their proposal.

Water. According to the City's 2020 Urban Water Management Plan (UWMP), the City is estimated to provide water service to an area with a 2025 population of approximately 28,398. The UWMP also estimated the City was projected to have a population of approximately 30,108 by 2045 – an estimated increase of 1,710 persons over the life of the Specific Plan. The estimated

future population for the City's service area was based on projections obtained from the Southern California Association of Governments (SCAG). The SCAG data incorporates demographic trends, existing land use, general plan land use policies, and input and projections from the Department of Finance (DOF) and the US Census Bureau at the time those documents were prepared (circa 2020). The UWMP indicated these population estimates were used to prepare its water consumption estimates (p. 3-8, CAW, 2021). Table 3-5 in Chapter 3, Project Description, shows the anticipated growth in both the residential and non-residential components beyond existing conditions within the WGSP area. As shown in Table 3-5, it is anticipated that buildout of the proposed Specific Plan would result in approximately 754 additional permanent residents within the Duarte water service area by 2045, which is within the estimated increase of 1,710 persons for the UWMP service area.

Furthermore, the Water Supply Assessment (WSA) that was prepared for the proposed SPU concludes that CAW's total projected water supplies available during average, single dry, and multiple dry water years will meet the projected water demand for all phases of the project, in addition to CAW's existing and planned future uses (CAW, 2024) (see Appendix E). It was also concluded that CAW will be able to offset an increase in groundwater pumping from the Main San Gabriel Basin (MSGB) due to the project by paying for replacement water from the MSGB Watermaster. As stated in Sections 5.1.2 and 5.5 of the WSA, there is no limit on the quantity of groundwater that CAW can extract from the MSGB if CAW purchases the equivalent amount of replacement water. It is assumed the Upper San Gabriel Valley Municipal Water District (UGVMWD) will continue to be able to meet demands for replacement water. While not foreseen at this time, if extreme drought conditions occur that cannot be fully mitigated with the range of actions and tools described above, it is possible that in the future the MSGB Watermaster may have to institute mandatory water conservation measures in order to manage the aquifer. If that occurs, CAW would likely need to pass similar measures on to its customers, including the Planning Area, in accordance with its Water Shortage Contingency Plan in effect at that time. Under such circumstances, water needed to meet human health and safety needs would be prioritized, and outdoor water use would typically be the most restricted. Additionally, the City would coordinate with CAW to pursue access of these supplies and necessary infrastructure upgrades. Therefore, impacts to groundwater supply, recharge, and management from the potential population increase that could result from implementation of the proposed Specific Plan would be less than significant.

Implementation of the proposed SPU would see the phased development of new senior living facilities over a period of several decades, with an anticipated addition of 401 new residential units and up to 84,337 square feet of nonresidential uses. The City of Duarte, and Westminster Gardens, receives 100% of its water from local groundwater supplies that are determined to be at above normal levels, with a sufficient capacity to fulfill the needs of the 18-city service area, with the added assurance of imported water supplies to replenish wells in the event of overuse. The proposed SPU does not require or result in the relocation or construction of new or expanded water facilities.

As outlined in the Regulatory Framework section above, the Open Space and Conservation Element of the City's General Plan includes Conservation Goal 2, which includes multiple policies meant to protect the City's water supply to meet future demands. Policies 2.1.1 through 2.1.2 seek to conserve current supplies and maintain recharge areas for continued use, while trying to find new sources for future demand. Policies 2.1.3 through 2.1.6 outline various water conservation strategies, including but not limited to implementing drought-resistant landscaping and water-tolerant irrigation systems. With implementation of these General Plan goals and policies, and continued regulatory compliance with state and regional water quality standards,

development within Westminster Gardens as part of the SPU will not result in significant impacts related to groundwater supply.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Wastewater. The City of Duarte contracts with the Los Angeles County Public Works Sewer Maintenance Division for maintenance of its sewer system and belongs to the Consolidated Sewer Maintenance District (CSMD). The Duarte Public Works Department is responsible for the city's sewer collection system, which consists of 45.6 miles of gravity sewer lines and zero pump stations. Flows from the city's sewer system discharge into the County Whittier Narrows and San Jose Creek Water Reclamation plants for treatment and disposal. Any population growth and expanded development within Westminster Gardens under the SPU is not anticipated require or result in the relocation or construction of new or expanded wastewater treatment facilities or treatment processes, as current facilities are considered adequate to meet growth forecasts of the City as a whole. Future development as part of the proposed SPU would connect to existing wastewater facilities that already connect to Westminster Gardens.

As outlined in the Regulatory Framework section above, the City's Municipal Code includes Chapters 6.12 (Sewage Disposal) and 6.13 (Onsite Wastewater Treatment Systems) that regulate and provide guidance on wastewater facility operation within the City. The SPU would not directly require or result in the relocation or construction of new or expanded wastewater treatment facilities, the construction or relocation of which could cause significant environmental effects. With implementation of existing policies and regulations, impacts to wastewater facilities from new development within Westminster Gardens, will be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Stormwater. The storm drain system in Duarte is maintained by the Los Angeles County Flood Control District (LACFCD) which conveys stormwater through a network of mains and catch basins until it is eventually discharged in the Pacific Ocean via the San Gabriel River and its tributaries. In 2012, Los Angeles County adopted the Municipal Separate Storm Sewer Permit (MS4 Permit), which allows permittees within the county to develop Watershed Management Programs (WMPs). Participation in the MS4 Permit serves as a National Pollutant Discharge Elimination System (NPDES) Permit, and fulfills waste discharge requirements under State law.
The City of Duarte, along with the cities of Arcadia, Bradbury, Monrovia, and Sierra Madre, belongs to the Rio Hondo/San Gabriel River Water Management Joint Powers Authority (JPA), a city-coalition that implements the Rio Hondo/San Gabriel River Revised WMP.
Development within Westminster Gardens would result in an increase in impermeable surfaces leading to the potential for increased stormwater runoff. The SPU does not include any specific

development or project that would substantially alter existing drainage patterns within Westminster Gardens, including through the alteration of the course of a stream or river or through the addition of impervious surfaces. However, future development will be assessed at a site-specific project level when proposed. Any future projects within Westminster Gardens under the SPU would be required to adhere to local, state, and federal law and policy (See Section 4.10.2) regulating impacts to streams, rivers, and drainage patterns through the area that may also lead to the increase in impervious surfaces. Any impacts would be required to be analyzed in subsequent project-level CEQA documentation, wherein any potentially significant impacts would be required to be mitigated to less than significant level.

Westminster Gardens in its existing condition is mostly flat and highly developed, with the northwestern corner of the project site at the junction of Santo Domingo and Huntington Drive currently undeveloped. There is no significant anticipated risk of erosion resulting from steep slopes or from wind and rain in areas of exposed soils within Westminster Gardens. Future development resulting from implementation of the SPU has the potential to expose surficial soils and, as a result, local soils may be subject to erosion or loss of topsoil during development as a result of the SPU. Development may also increase downstream runoff by increasing impervious surfaces on specific sites. Future development as part of the SPU would connect to the existing storm-drainage network that runs through and around Westminster Gardens. Additionally, the City's development review process would examine potential increases in runoff from potential projects as part of the SPU and require post-development runoff to not exceed pre-development levels through project design such as the use of detention basins. With these protections potential impacts are less than significant and no mitigation is required.

The SPU limits site imperviousness to 70 percent to manage stormwater flows effectively. As outlined in the Regulatory Framework section above, Conservation Policy 2.1.5 aims to reduce the amount of impervious surfaces and prioritize the use of porous ground cover materials instead. Additionally, Chapter 6.15 (Stormwater and urban Runoff Pollution Control) of the City's Municipal Code regulates and provides guidance on Stormwater and pollution runoff within the City of Duarte, and by extension Westminster Gardens. With implementation of this established General Plan goals and policies, continued regulatory compliance with state and regional water quality standards, stormwater and runoff guidelines in the Municipal Code, and standards within the SPU, development within Westminster Gardens as part of the SPU will not result in significant impacts related to the local storm drain system.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Electric Power, Natural Gas and Telecommunications. There are no plans at present to relocate or expand electric power, natural gas, and telecommunication facilities within the City. Implementation of the SPU would not require or result in the relocation or construction of new or expanded electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. Any impacts from new development will be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Water Supplies

Impact UTIL-2 – Would there be sufficient water supplies available to serve reasonably foreseeable future development in the Planning Area during normal, dry and multiple dry years?

Analysis of Impacts

The availability of water supplies is discussed in Impact UTIL-1 above. According to the City's 2020 Urban Water Management Plan (UWMP), the City is estimated to provide water service to an area with a 2025 population of approximately 28,398. The UWMP also estimated the City was projected to have a population of approximately 30,108 by 2045 – an estimated increase of 1,710 persons over the life of the Specific Plan. The estimated future population for the City's service area was based on projections obtained from the Southern California Association of Governments (SCAG). The SCAG data incorporates demographic trends, existing land use, general plan land use policies, and input and projections from the Department of Finance (DOF) and the US Census Bureau at the time those documents were prepared (circa 2020). The UWMP indicated these population estimates were used to prepare its water consumption estimates (p. 3-8, CAW, 2021).

Table 3-5 in Chapter 3, Project Description, shows the anticipated growth in both the residential and non-residential components beyond existing conditions within the WGSP area. As shown in Table 3-5, it is anticipated that buildout of the proposed Specific Plan would result in approximately 754 additional permanent residents within the Duarte water service area by 2045, which is within the estimated increase of 1,710 persons for the UWMP service area. Since most of the City's water supply comes from groundwater sources, the growth represented by the proposed Specific Plan would not that upon which the UWMP was developed.

Furthermore, the Water Supply Assessment (WSA) that was prepared for the proposed SPU concludes that CAW's total projected water supplies available during average, single dry, and multiple dry water years will meet the projected water demand for all phases of the project, in addition to CAW's existing and planned future uses (CAW, 2024) (see Appendix E). It was also concluded that CAW will be able to offset an increase in groundwater pumping from the Main San Gabriel Basin (MSGB) due to the project by paying for replacement water from the MSGB Watermaster. As stated in Sections 5.1.2 and 5.5 of the WSA, there is no limit on the quantity of groundwater that CAW can extract from the MSGB if CAW purchases the equivalent amount of replacement water. It is assumed the Upper San Gabriel Valley Municipal Water District (UGVMWD) will continue to be able to meet demands for replacement water.

While not foreseen at this time, if extreme drought conditions occur that cannot be fully mitigated with the range of actions and tools described above, it is possible that in the future the MSGB Watermaster may have to institute mandatory water conservation measures in order to manage the aquifer. If that occurs, CAW would likely need to pass similar measures on to its customers, including the Planning Area, in accordance with its Water Shortage Contingency Plan in effect at that time. Under such circumstances, water needed to meet human health and safety needs would be prioritized, and outdoor water use would typically be the most restricted. Additionally,

the City would coordinate with CAW to pursue access of these supplies and necessary infrastructure upgrades. Therefore, impacts to groundwater supply, recharge, and management from the potential population increase that could result from implementation of the proposed Specific Plan would be less than significant.

Implementation of the SPU would see the phased development of new senior living facilities over a period of several decades, with an anticipated addition of 401 new residential units and up to 84,337 square feet of nonresidential uses. The City of Duarte, and Westminster Gardens, receives 100% of its water from local groundwater supplies that are determined to be at above normal levels, with a sufficient capacity to fulfill the needs of the 18-city service area, with the added assurance of imported water supplies to replenish wells in the event of overuse. The proposed SPU does not require or result in the relocation or construction of new or expanded water facilities.

As outlined in the Regulatory Framework section above, the Open Space and Conservation Element of the City's General Plan includes Conservation Goal 2, which includes multiple policies meant to protect the City's water supply to meet future demands. Policies 2.1.1 - .2 seek to conserve current supplies and maintain recharge areas for continued use, while trying to find new sources for future demand. Policies 2.1.3 - .6 outline various water conservation strategies, including but not limited to implementing drought-resistant landscaping and water-tolerant irrigation systems. With implementation of these General Plan goals and policies, and continued regulatory compliance with state and regional water quality standards, development within Westminster Gardens as part of the SPU would not result in significant impacts related to water supplies.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Wastewater Treatment

Impact UTIL-3 – Would the SPU result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Analysis of Impacts

As mentioned in Impact UTL-1 above, future development as part of the SPU would connect to existing wastewater facilities located around Westminster Gardens, and would not require or result in the relocation or construction of new wastewater treatment facilities. The City's existing wastewater infrastructure that connects Westminster Gardens is discussed in the Environmental Setting section above.

Duarte's sewer collection system consists of 45.6 miles of gravity sewer lines and zero pump stations. Flows from the city's sewer system discharge into the County Whittier Narrows and San Jose Creek Water Reclamation plants for treatment and disposal. Any population growth and expanded development within Westminster Gardens under the SPU is not anticipated require or

result in the relocation or construction of new or expanded wastewater treatment facilities or treatment processes, as current facilities are considered adequate to meet growth forecasts of the City as a whole. Future development as part of the proposed SPU would connect to existing wastewater facilities that already connect to Westminster Gardens.

As outlined in the Regulatory Framework section above, the City's Municipal Code includes Chapters 6.12 (Sewage Disposal) and 6.13 (Onsite Wastewater Treatment Systems) that regulate and provide guidance on wastewater facility operation within the City. Development of Westminster Gardens as part of the SPU would continue to be adequately served by the existing wastewater treatment facilities, and would induce undue demand on the provider's existing commitments. With implementation of existing policies and regulations, impacts to wastewater facilities from new development within Westminster Gardens, will be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Solid Waste

Impact UTIL-4 – Would the SPU generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Analysis of Impacts

Implementation of the SPU is anticipated to result in the development of up to 401 residential units and 84,337 square feet of office, retail, and community amenities over a development period of several decades. With this expansion, there will be a relative expansion of the need for solid waste services within Westminster Gardens. Under the SPU, Westminster Gardens is expected to accommodate more residential and nonresidential uses. In order to estimate solid waste generation under the SPU, per-capita waste generation rates for the City were used (pounds per day per resident). According to CalRecycle's 2019 Per Capita Disposal Rate Estimates, it is estimated that a California resident has a per resident disposal rate of 6.3 pounds/resident/day (CalRecycle 2019). With the addition of up to 401 new dwelling units, there will be an assumed increase of 754 new residents to Westminster Gardens (as the project site is a senior living community, we can infer that the residential population will most likely not have children within a household). As such, 754 new residents would lead to approximately 4,750 lbs/per day (2.38 tons per day), and 866.9 tons (1,733,823 lbs) of waste per year.

Solid waste collection, disposal, and recycling services in Duarte are provided under contract to the city by Burrtec Waste. Solid waste collected in the city is taken to the Azusa Landfill Reclamation Facility in the neighboring city of Azusa. The landfill has a disposal acreage of 266 acres and has a maximum permitted capacity of 80,571,760 cubic yards (CY), and a maximum permitted daily throughput of 8,000 tons per day (CalRecycle 2024). The estimated addition of 2.38 tons of daily solid waste equates to approximately 0.03% of the landfills daily intake capacity.

As outlined in the Regulatory Framework section above, the Open Space and Conservation Element of the Duarte General Plan includes Conservation Goal 4, which includes policies that aim to use of existing landfills and find environmentally safe alternative means for the disposal of solid waste. Policies 4.1.1 and 4.1.2 achieve this goal through means of waste-reduction strategies, whereas policies 4.1.3 and 4.1.4 focus on recycling and bulk-round up programs. Additionally, the City must comply with a variety of state and regional laws and regulations regarding solid waste recycling and must coordinate with Los Angeles County regarding solid waste disposal. Compliance with these laws and regulations, as well implementing General Plan policies, will help control the amount of waste produced within Westminster Gardens as part of the SPU, and reduce potential impacts to less than significant levels.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

No mitigation is required.

Impact UTIL-5 – Would the SPU comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Analysis of Impacts

Any future project completed under the proposed SPU would be required to comply with all applicable Federal, State, and Local statutes and regulations related to solid waste management and reduction. The City will continue to comply with established laws and regulations regarding solid waste minimization and recycling. Therefore, the proposed SPU will not interfere with the City's compliance with federal, state, and local management and reduction statutes and regulations related to solid waste.

As outlined in the Regulatory Framework section above, the Open Space and Conservation Element of the Duarte General Plan includes Conservation Goal 4, which includes policies that aim to use of existing landfills and find environmentally safe alternative means for the disposal of solid waste. Policies 4.1.1 and 4.1.2 achieve this goal through means of waste-reduction strategies, whereas policies 4.1.3 and 4.1.4 focus on recycling and bulk-round up programs. Additionally, the City must comply with a variety of state and regional laws and regulations regarding solid waste recycling and must coordinate with Los Angeles County regarding solid waste disposal. Compliance with these laws and regulations, as well implementing General Plan policies, will help control the amount of waste produced within Westminster Gardens as part of the SPU, and reduce potential impacts to less than significant levels.

Level of Significance Before Mitigation:

Less than significant.

Mitigation Measures

No mitigation is required.

Cumulative Impacts

Impact UTIL-6 – Would the SPU cause substantial adverse cumulative impacts with respect to utilities and service systems?

Analysis of Impacts

Future development within Westminster Gardens as part of the proposed SPU would not require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. Utilities could be potentially impacted by an anticipated increase in population, however, existing facilities within Duarte are able to adequately accommodate future population growth within the community. Future development within Westminster Gardens is phased out over several decades, and is within anticipated growth forecasts for the region. As such, water supplies and water treatment facilities are able to meet this eventual increase in demand. Additionally, new facilities are subject to both the provisions of the Duarte General Plan, Municipal Code, and compliance with CEQA, when required. Environmental review would identify site-specific conditions and physical changes resulting from utility services expansion. Typical impacts associated with new facilities include short-term construction activities related to air quality pollutant emissions, temporary traffic detours, changes in traffic distribution, and noise.

It was determined that the region's water supply would be able to accommodate future development within Westminster Gardens as well as development of other projects in the region. Additionally, development as part of the SPU not expected to have significant impacts on sewer/wastewater, storm drainage, energy, telecommunications, or solid waste infrastructure and service providers in the region. All of the local jurisdictions within the surrounding region have goals and policies similar to the City of Duarte regarding the maintenance and, when necessary, the expansion of utility systems to accommodate growth. As such, the proposed SPU will not have cumulative impacts on regional utility services.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

No mitigation is required.

4.19.5 – REFERENCES

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4.20 – WILDFIRE

This section describes the potential for wildfire on lands located in or near State Responsibility Areas (SRA) or lands classified as very high fire hazard severity zones by the California Department of Forestry and Fire Protection (CAL FIRE). In addition, it discusses potential impacts of the proposed General Plan Update (SPU) on wildfire hazards, including: emergency response/evacuation, project exacerbation of wildfire risks, exposure to pollutant concentrations from a wildfire; exacerbation of fire risk from infrastructure improvements, to significant risks of runoff, post-fire slope instability, or drainage changes.

4.20.1 – ENVIRONMENTAL SETTING

Climate

The Planning Area is located in eastern Los Angeles County, approximately 23 miles east of downtown Los Angeles, and approximately 11 miles east of Pasadena. The city is bounded by the San Gabriel Mountains and Angeles National Forest to the North, the City of Monrovia to the west, and Irwindale to the south. The city is located in the San Gabriel Valley, a geographic region occupying the southeastern portion of Los Angeles County. The valley's boundaries are defined by the San Gabriel Mountains to the north, the San Rafael Hills and Los Angeles City limits to the west, the Puente Hills to the south, and the Chino Hills bounding the east. The region, much like the broader Los Angeles County, is defined by a semi-arid, Mediterranean climate with mild winters and warm summers. The greater Los Angeles region is classified as a Mediterranean climate, but specific weather conditions are dependent on local factors such as topography and proximity to the Pacific Ocean.

The climate is determined by the North Pacific High-Pressure System, a subtropical anticyclone whose presence in the northeastern pacific results in hot, dry summers in the region and mild, wet winters. This pattern is generally interrupted by regional variances, such as the Santa Ana winds during the fall, and storms hailing from the Pacific Northwest during the winter. El Niño and La Niña patterns every two to seven years also have large effects on weather and rainfall received between November and March. Given the city's inland location within the county, the city is subject to hotter summers and colder winters compared to city's located closer to the coast.

The city's average temperatures range from a high of 76.6 degrees Fahrenheit (ºF) in August to a low of 52.6 degrees ºF in December. Annual precipitation is approximately 11 inches, falling mostly from December through March. Given the city's location adjacent to the San Gabriel Mountains, elevations range from 400 feet up to approximately 2500 feet above mean sea level (AMSL). The elevation of project site is approximately 512 feet AMSL.

Wind Patterns

The North Pacific High-Pressure System drives the prevailing winds in the basin. High winds can cause property damage and pose health risks, especially during the fire season. In addition to the typical regional wind patterns in the region, Santa Ana winds represent a particularly strong, dry wind hazard. Santa Ana winds are katabatic, meaning they develop as winds descend through mountain passes where they accelerate, dry out, and heat up. These winds are felt throughout the Los Angeles County region, including the project site, as it is located within the Basin, and to

the west of the eastern mountain ranges where they originate. As these winds are typically strong, hot, and dry, these pose a unique and constant threat of igniting and spreading wildfires.

Fire Hazards Severity Zones

Duarte's location at the base of the San Gabriel Mountains creates an urban/wildland interface that makes Duarte more susceptible to wildfires than cities that do not border the foothills. The California Department of Forestry and Fire Protection (CalFire) ranks fire hazard of wildland areas of the state using four main criteria: fuels, weather, assets at risk, and level of service. According to Cal Fire's Fire Hazard Severity Zone map, the entire northern portion of Duarte is located in a Very High Fire Hazard Severity Zone (VHFHSZ). The majority of this area is located in the undeveloped foothills of the San Gabriel Mountains; however, there are some developed portions of the City located within the VHFHSZ. Additionally, areas along the San Gabriel River, including part of City of Hope, are designated as being within a VHFHSZ. Westminster Gardens is located in an urbanized portion of the City, and is not within an area designated as a VHFHSZ. However, there are areas of the City designated as VHFHSZ less than 0.20 miles to the north of the Planning Area.

State Responsibility Areas

State Responsibility Areas (SRA) designate those areas where CAL FIRE has responsibility for wildland fire protection. SRAs do not include lands that are within city boundaries or within federally owned lands. The project site is considered a Local Responsibility Area (LRA), with the nearest SRAs being a small strip of land that stretches out of the Morris Reservoir located within the San Gabriel Mountains.

4.20.2 – REGULATORY FRAMEWORK

State

California Fire Code

The City has adopted the 2008 California Fire Code issued by the California Building Standards Commission with amendments to address specific local conditions and needs. These provisions include construction standards and fire hydrant requirements, road widths and configurations designed to accommodate the passage of fire trucks and engines, and requirements for minimum fire flow rates for water mains.

Local

City of Duarte General Plan

The City of Duarte General Plan includes the following goals and policies related to urban fire protection activities:

Goal Safe-1: To protect the citizens, their property, and public facilities from natural, man-made, and climate change related hazards.

Policies

Safe-1.1.1: Implement the Multi-Hazard actions listed in the Mitigation Actions Matrix in Part III (Mitigation Strategies) of the City of Duarte Hazard Mitigation Plan which would enable the city to operate in a self-sufficient manner following a natural or man-made disaster.

Safe-1.1.2: Promote the development of community programs or neighborhood disaster relief groups that train volunteers to assist police, fire, and civil defense personnel to perform effectively after the occurrence of a natural or man-made disaster.

Safe-1.1.3: Expand and intensify precautionary measures in high-risk areas, including in disadvantaged communities, to reduce loss from natural or man-made disasters and investigate ways of reducing the likelihood of their occurrence.

Safe-1.1.4: Consider climate change vulnerability and safety implications during the review process for all development proposals, including those involving City-owned facilities and infrastructure.

Safe-1.1.5: Coordinate with the Los Angeles County Sheriff's Department, Los Angeles County Fire Department, and neighboring cities to ensure that adequate services are ready and available to serve the community in the event of natural or man-made disasters.

Safe-1.1.6: Cooperate with federal, state, and county agencies responsible for the enforcement of all health, safety, and environmental laws.

Safe-1.1.7: Maintain hazard mitigation plans, disaster preparedness and emergency response plans, and update plans at regular intervals and when new information is available.

Safe-1.1.8: Establish designated emergency response and evacuation routes throughout the City, for each climate hazard (e.g. wildfire, storm flooding, etc.), prioritizing the most high-risk and disadvantaged populations.

Safe-1.1.9: Update emergency and disaster response measures to account for increased heat days with a focus on reducing health risks for the highest-risk individuals and disadvantaged communities.

Safe-1.1.10: Ensure that adequate provisions are made to supply drinking water for an extended period in the event of a major disaster.

Goal Safe-2: To establish, maintain, and develop an awareness on the part of all citizens of Duarte on how to react, protect themselves and each other, as well as how to survive in the event of a natural or man-made disaster or danger.

Policies

Safe-2.1.1: Establish and support all appropriate media for reaching all segments of the community (English-speaking and non-English speaking) to educate residents

concerning emergency preparedness and safety, focusing on the most vulnerable communities such as those in the Very High Fire Hazard Severity Zone.

Safe-2.1.2: Present or support an on-going series of community meetings or seminars, and a community handbook on disaster preparedness and procedures. The program should be about minimizing hazards in the home, wildfire mitigation and disaster planning, and developing disaster preparedness and evacuation plans.

Safe-2.1.3: Encourage private businesses to develop disaster preparedness plans for their employees.

Safe-2.1.4: Coordinate emergency planning efforts with building managers of high-occupancy facilities, dependent care centers (nursing homes, day care centers, etc.) and critical facilities located in the City to facilitate effective emergency response.

Safe-2.1.5: Increase public awareness of City emergency response plans, evacuation routes, and emergency shelters, with a focus on populations at greatest risk and disadvantaged communities.

Safe-2.1.6: Maintain a citizens notification system regarding natural, man-made, or climate change hazards that reaches all populations in the community with a focus on reaching disadvantaged communities.

Goal Safe-5: To minimize the risk to lives and property due to fire hazards.

Policies

Safe-5.1.1: Implement the Wildfire actions and the Multi-Hazard actions listed in the Mitigation Actions Matrix in Part III (Mitigation Strategies) of the City of Duarte Hazard Mitigation Plan.

Safe-5.1.2: Continue to support "mutual assistance" agreements between the fire departments of the local cities, Los Angeles County, and the U.S. Government.

Safe-5.1.3: Continue to support programs to reduce fire hazards of vegetation in areas of extreme to high fire risk. Such programs may take a variety of forms, but may include weed and brush removal and control and use of fire-resistant plantings.

Safe-5.1.4: Provide an adequate level of fire equipment, peak load water supply, and personnel to protect the community.

Safe-5.1.5: Require all new development and re-development in the VHFSZ to comply with the following standards, codes, and regulations:

- Title 14, CCR, division 1.5, chapter 7, subchapter 3, article 3 (commencing with section 1299.01) (Fire Hazard Reduction Around Buildings and Structured Regulations) for SRAs and VHFSZ, and with the California Government Codes 51175-57789 (Very High Fire Severity Zones),

- The latest fire-safe standards,
- The Board of Forestry and Fire Protection Fire Safe Regulations; and,
- The most current version of the California Building Codes and California Fire Code.

Safe-5.1.6: Require all new development in the VHFSZ to develop site-specific fire management plans addressing fuel modification or incorporating open space and other defensible space areas, as well as multiple points of ingress and egress for evacuation and emergency vehicle access before approval.

Safe-5.1.7: Identify areas with inadequate access/evacuation routes and develop mitigation measures or improvement plans for these areas.

Safe-5.1.8: Minimize new development in the Very High Fire Hazard Severity Zone, and, when feasible, locate all new essential public facilities outside of the Very High Fire Hazard Severity Zone.

Safe-5.1.9: Minimize risks to existing development in Very High Fire Hazard Severity Zones by identifying existing nonconforming development to contemporary fire safe standards, in terms of road standards and vegetative hazard, and requiring all development to meet or exceed the City of Duarte Title 15 – Fire under the Duarte Municipal Code and applicable updates.

Safe-5.1.10: Work with California American Water Company (water provider) to identify, maintain, and ensure the long-term integrity of future water supply for fire suppression needs, and ensure that water supply infrastructure adequately supports existing and future development and redevelopment, and provides adequate water flow to combat structural and wildland fires, including during peak domestic demand periods.

Safe-5.1.11: Establish and Maintain community fire breaks and fuel modification/reduction zones, including public and private road clearance as described in the Duarte Hazard Mitigation Plan.

Safe-5.1.12: Require that all homes and businesses have visible street addressing and signage.

Safe-5.1.13: Evaluate evacuation route capacity, safety, and viability under a range of emergency scenarios to facilitate fire, police, and ambulance access and resident egress, as part of the next update to the City of Duarte Local Hazard Mitigation Plan.

<u>City of Duarte Municipal Code</u>

Title 15 (Fire) regulates and establishes policies dealing with the safeguarding of life and property from fire and explosion hazards arising from the storage, handling, and use of hazardous substances, materials and devices, and from conditions hazardous to life or property in the occupancy of buildings and premises.

4.20.3 – SIGNIFICANCE THRESHOLDS

The methodology used to evaluate potential environmental impacts is described in Section 4.0. As identified in Appendix G of the Guidelines for Implementation of CEQA, the Specific Plan Update has the potential to result in significant impacts if the following thresholds are exceeded.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the SPU:

A. Substantially impair an adopted emergency response plan or emergency evacuation plan.
B. Due to slope, prevailing winds and other factors exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.
C. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.
D. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.
E. Cause substantial adverse cumulative impacts with respect to wildfire.

4.20.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to wildfires which could result from the implementation of the project and recommends mitigation measures as needed to reduce significant impacts.

Emergency Response Plans

Impact WILD-1 – Would the SPU substantially impair an adopted emergency response plan or emergency evacuation plan?

Analysis of Impacts

The City of Duarte is located against the western slopes of the San Gabriel Mountains, with a majority of land within the city's boundaries being undeveloped forest land in and around the Angeles National Forest. As such, the forested and undeveloped northern portions of the City are susceptible to wildfire risks. Westminster Gardens, however, is located in a fully urbanized area of the city, and is not located in a Very High Fire Hazard Severity Zone (VHFHSZ) or State Responsibility Area (SRA). As outlined in the Safety Element of the city's General Plan, the project is not located in an area susceptible to wildfire risk. However, there are areas of the City designated as VHFHSZ less than 0.20 miles to the north of the Planning Area.

The Los Angeles County Department of Public Works identifies I-210 and I-605 as freeway disaster routes, as well as Huntington Drive as a disaster route (Los Angeles County Department of Public Works, 2008). Implementation of the proposed SPU would not interfere with the availability of these routes in the event of a wildfire or other disaster event. These routes are all well-maintained and capable of supporting an evacuation function. In any disaster warranting evacuation, the exact emergency routes used would depend on a number of variables, including the type, scope, and location of the incident.

Goals and policies within the City's existing General Plan outline various strategies to mitigate potential wildfire hazards to property and residents. Safety Element Goal S-2 includes multiple policies related to community and education on emergency preparedness in the event of a disaster scenario, including wildfire hazards. Safety Policy Safe 2.1.1. aims to establish and support multi-lingual media to educate residents concerning emergency preparedness and safety, with an emphasis on those residents in more vulnerable communities located in VHFHSZs. Safety Policy Safe 2.1.5. aims to increase public awareness of the City's emergency response plans, evacuation routes, and emergency shelters, focusing on areas at the most risk. Construction related changes to the area as a result of implementation of the SPU would be temporary, and would be of a nature that would still allow evacuation in the event of an emergency. Emergency access would be maintained to all properties during construction. Therefore, development under the SPU will have no impacts in this regard.

Level of Significance Before Mitigation

No impact.

Mitigation Measures

None required.

Prevailing winds

Impact WILD-2 – Would the SPU result in impacts due to slope, prevailing winds, and other factors, exacerbating wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Analysis of Impacts

According to the Safety Element of the Duarte General Plan, the city's location at the base of the San Gabriel Mountains creates an urban/wildland interface, that makes the city more susceptible to wildfires than cities that do not border the foothills. This interface primarily impacts hillside development, with residents living north of Royal Oak Drive being at substantial wildfire risk. Westminster Gardens is located in the southern portion of the city, and is not located in a VHFHSZ or SRA. However, there are areas of the City designated as VHFHSZ less than 0.20 miles to the north of the Planning Area. There are no significant slopes, strong prevailing winds, or other factors that could cause or exacerbate wildfire risks in and immediately adjacent to Westminster Gardens, and it is unlikely the SPU would expose community members to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

The City of Duarte is located in an urban/wildland interface, making the area more susceptible to wildfires. While the project site is not located in VHFHSZ, there are goals and policies within the Safety Element of the City's General Plan included to mitigate wildfire risks to residents and property. Safety Goal S-5 establishes 13 policies that outline strategies to minimize fire hazards to the community. As there are no significant slopes or strong prevailing winds in the project site, with adherence to Safety Element policies, development under the SPU would have no impacts relative to prevailing winds and increased pollutant exposure.

Level of Significance Before Mitigation

No impact.

Mitigation Measures

None required.

Maintenance of Infrastructure

Impact WILD-3 – Would the SPU require the installation or maintenance of associated infrastructure such as roads, fuel breaks, emergency water resources, powerlines, or other utilities that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Analysis of Impacts

Westminster Gardens is located in a developed area and does not contain any VHFHSZ or SRAs. New urban development in the project site as a result of the SPU will not require the installation or maintenance of associated infrastructure such as roads, fuel breaks, emergency water resources, powerlines, or other utilities that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Therefore, there are no impacts in this regard.

Level of Significance Before Mitigation

No impact.

Mitigation Measures

None required.

Expose People or Structures to Risk

Impact WILD-4 – Would the SPU expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Analysis of Impacts

Westminster Gardens is located in an urbanized area, and is not located in a VHFHSZ or SRA, and is not at risk of wildfire. According to the Federal Emergency Management Agency (FEMA) flood maps, Westminster Gardens is located in a portion of the city considered “Zone X”, meaning it is outside the 500-year floodplain. The project site is therefore in an area with no flood risk. Goals and policies within the City’s existing General Plan outline various strategies to mitigate potential wildfire hazards to property and residents. Safety Element Goal S-1 includes policies establishing various community hazard programs, as well as reviewing the existing emergency infrastructure to provide adequate services to residents in the event of a natural or man-made disaster, such as post-fire flooding or landslides. Development under the SPU would have no impacts relative to downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes

Level of Significance Before Mitigation

No impact.

Mitigation Measures

None required.

Cumulative Impacts

Impact WILD-5 - Would the SPU cause substantial adverse cumulative impacts with respect to wildfires?

Analysis of Impacts

Based on the analysis in Impact WILD-1 through WILD-4, the proposed SPU would not have a cumulative impact on the ability of local agencies to protect residents, workers and structures from wildfires. Future development within Westminster Gardens under the SPU could increase the population and/or activities and ignition sources within the site, that in turn, may increase the number of people and structures exposed to risk of loss, injury, or death from fires. However, the project site is located in an urbanized area, and not considered at risk of wildfire impacts. Due to the location of Westminster Gardens, the proposed SPU would not make a significant contribution to any cumulatively considerable wildfire impacts in the surrounding region.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

4.20.5 – REFERENCES

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5.0 – ALTERNATIVES TO THE PROPOSED SPECIFIC PLAN UPDATE

Section 15126.6 of the CEQA Guidelines requires an EIR to *"describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives."* The section also states that *"the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if those alternatives would impede to some degree the attainment of the project objectives, or would be more costly."* Pursuant to Section 15126.6, this chapter describes three alternatives to the Specific Plan Update (project), including the CEQA-mandated No Project Alternative, and compares the impacts of each alternative to the proposed project. The ability of each alternative to meet the basic project objectives is also described, and the "environmentally superior" alternative among the three is identified, as required by the CEQA Guidelines.

5.1 – RATIONALE FOR ALTERNATIVE SELECTION

In accordance with CEQA Guidelines Section 15126.6(a), an EIR does not need to evaluate every conceivable alternative. A feasible range of alternatives has been evaluated that will allow decision-makers to make a reasoned choice that meets most of the project objectives. Further, Section 15124(b) of the CEQA Guidelines requires "[a] statement of objectives sought by the proposed project." The objectives for the proposed SPU are included in Chapter 3, Project Description. The following objectives have been identified for the project:

- Redevelop the Life Plan Community to provide a high-quality and safe residential development containing an integrated mix of Independent Living, Assisted Living and Memory Care Units and skilled nursing, that would respond to the growing demand and cater to the existing and future needs of the senior segment of the local population.
- Create a self-sufficient community that will provide services and amenities to enhance livability for the resident population, including establishing areas of mixed-use development by allowing compatible office and retail uses as part of, or immediately adjacent to, residential units.
- Create affordable Independent Living Units in support of the City's Regional Housing Needs Allocation (RHNA) and to provide an additional housing option for Very-Low- and Moderate-income senior residents.
- Implement a community that remains compatible with and respectful to the surrounding land uses, physically and aesthetically.
- Provide additional site access and improve pedestrian connectivity both within community and to the greater surrounding community.
- Implement an updated development plan, including specific development and design standards consistent with the City's General Plan and with minimal deviation from the City's Zoning Code regulations for setbacks, height, parking, etc.
- Retain the historic Morrison House and associated grounds for administrative support functions and as a Community Hub.

While selecting alternatives to be considered for analysis, the City focused on analyzing those alternatives which could potentially reduce the significant unavoidable effects related to the proposed SPU and which would also achieve project objectives.

5.2 – ALTERNATIVES CONSIDERED

The following alternatives have been evaluated in comparison to the proposed SPU:

- Alternative 1: No Project/Existing Conditions
- Alternative 2: Reduced (-25%) Non-Residential Alternative
- Alternative 3: Reduced (-25%) Residential Alternative

In accordance with CEQA Guidelines Section 15126.6(d), the discussion of impacts associated with the alternatives is less detailed than the evaluation included in Chapters 4.1 through 4.20 of the impacts associated with implementation of the SPU. Table 5-1 shows the development assumptions of each alternative. Table 5-2 shows how impacts associated with the implementation of the alternatives compared to the impacts associated with implementation of the Project; the reader is advised to refer to the accompanying text for a fuller explanation.

Table 5-1: Land Use Alternatives Development Assumptions

Land Use	Net Change 2045			
		Alternatives		
	Proposed SPU	1. No Project/ Existing (2026) Conditions	2. Reduced (-25%) Non-Residential Alternative	3. Reduced (-25%) Residential Alternative
Residential (Units/Beds)	550	149	550	413
Residential (SF)	763,000	137,508	763,000	572,250
Non-Residential SF[(a)]	112,000	27,663	84,000	112,000
Residents	1,010	256	1,010	758
Employees	169	67	127	169

Source: Table 3-5, DEIR Project Description, MIG, 2026

[(a)] Includes resident amenity, residential care facility, utility/maintenance, office/library, and retail land uses

Table 5-2
Alternatives' Impacts Compared to Project Impacts

Impact/Resource	Alternative 1: No Project/ Existing (2026) Conditions	Alternative 2: Reduced (-25%) Non-Residential Alternative	Alternative 3: Reduced (-25%) Residential Alternative
Aesthetics	Similar LTS	Similar LTS	Similar LTS
Agriculture and Forest Resources	Similar LTS	Similar LTS	Similar LTS
Air Quality	Reduced LTS	**Reduced SU**	**Reduced SU**
Biological Resources	Similar LTS	Similar LTS	Similar LTS
Cultural Resources	Similar LTS	Similar LTS	Similar LTS
Energy	Reduced LTS	Reduced LTS	Reduced LTS
Geology and Soils	Similar LTS	Similar LTS	Similar LTS
Greenhouse Gas Emissions	Reduced LTS	**Reduced SU**	**Reduced SU**
Hazards and Hazardous Materials	Similar LTS	Similar LTS	Similar LTS
Hydrology and Water Quality	Reduced LTS	Reduced LTS	Reduced LTS
Land Use and Planning	Similar LTS	Similar LTS	Similar LTS
Mineral Resources	Similar LTS	Similar LTS	Similar LTS
Noise	Reduced LTS	Reduced LTS	Reduced LTS
Population and Housing	Reduced LTS	Similar LTS	Reduced LTS
Public Services	Reduced LTS	Reduced LTS	Reduced LTS
Recreation	Similar LTS	Similar LTS	Similar LTS
Transportation (VMT)	Reduced LTS	Reduced LTS	Reduced LTS
Tribal Cultural Resources	Similar LTS	Similar LTS	Similar LTS
Utilities and Service Systems	Reduced LTS	Reduced LTS	Reduced LTS
Wildfire	Similar LTS	Similar LTS	Similar LTS

Source: MIG, 2026
LTS= Less Than Significant Impact
SU= **Significant and Unavoidable Impact**

5.3 – ALTERNATIVE 1: NO PROJECT/EXISTING (2026) CONDITIONS

The following discussion of the No Project Alternative is based on the CEQA Guidelines Section 15126.6(e)(3)(A) which states:

"When the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, an alternative will be the continuation of the existing plan, policy or operation into the future. Typically this is a situation where other projects initiated under the existing plan will continue while the new plan is developed. Thus, the projected impacts of the proposed plan or alternative plans would be compared to the impacts that would occur under the existing plan. Consistent with CEQA Guidelines Section 15126.6(e)(3)(A), the No Project Alternative represents the continued implementation of the adopted Specific Plan land use and zoning for the project area."

5.3.1 – Principal Characteristics

The No Project/Existing (2026) Conditions Alternative (No Project Alternative) assumes that existing conditions within the Planning Area would remain in place, and only development anticipated under the current Specific Plan would occur in the future. Development assumptions for this alternative are shown in Table 5.-1. For this alternative, it is assumed that no new development would occur within the Planning Area other than development anticipated under the existing Specific Plan. This alternative also assumes no additional residents or employees over existing conditions. Additionally, no new development standards associated with the proposed Specific Plan Update would be implemented; the standards associated with the current Specific Plan would be applicable. This alternative would also not assist the City in meeting its current Regional Housing Needs Allocation (RHNA) allocation for affordable housing units.

5.3.2 – Analysis of No Project/Existing (2026) Conditions Alternative

The potential impacts associated with the No Project Alternative are described below.

1. *Aesthetics.* The No Project Alternative would result in no new development within the Planning Area other than development anticipated under the existing Specific Plan. As with the Specific Plan, aesthetic impacts are anticipated to be similarly less than significant under the No Project Alternative. The San Gabriel Mountains are visible to the north of the Planning Area, and are visible from many locations within the Planning Area. Views of the mountains would continue to be partially or fully obstructed by existing development, trees, and roadway features throughout the Planning Area. Although such obstructions are usually minimal in nature, they do exist, and they are typical of any type of built/urbanized environment. This alternative would result in a similar less than significant impact when compared to the project.

2. *Agriculture and Forestry Resources.* The Planning Area does not contain any land identified as "important farmland" (Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance). Additionally, the Planning Area does not have any land zoned or utilized primarily for agricultural or forestry purposes. Similar to the proposed project, this alternative would have a less than significant impact on agriculture or forestry resources.

3. *Air Quality.* As described in Section 4.3, the proposed project would result in a significant unavoidable air quality impact associated with construction-related toxic air contaminants.

The No Project alternative would not involve any net new development within the Planning Area other than development anticipated under the existing Specific Plan. Therefore, this alternative would have less than significant air quality impacts when compared to the proposed project.

4. *Biological Resources.* There are no Significant Ecological Areas (SEAs) designated by Los Angeles County within the Planning Area. The Planning area consists of four parcels totaling approximately 32 acres that may provide low or marginal quality habitat for biological resources. The proposed project would result in less than significant impacts to biological resources with incorporation of mitigation measures for nesting birds and jurisdictional drainages. No new development would occur within the Planning Area under this alternative other than development anticipated under the existing Specific Plan. Therefore, similar to the project, this alternative would have less than significant biological resources impacts.

5. *Cultural Resources.* The only known cultural resource within the Planning Area is the historic Morrison House located in the central portion of the site. Similar to the proposed project, this alternative would not result in any physical changes to the Morrison House. The proposed project would result in less than significant impacts to cultural resources with incorporation of mitigation measures requiring tribal monitoring/consulting, protocols for discovery of Tribal and archaeological resources (including buried human remains), and treatment measures. No new development would occur within the Planning Area under this alternative other than development anticipated under the existing Specific Plan. Therefore, similar to the project, this alternative would have less than significant cultural resources impacts.

6. *Energy.* Even though the No Project Alternative would result in no new development within the Planning Area other than development anticipated under the existing Specific Plan, existing development within the Planning Area would continue to require the consumption of electricity, natural gas, and vehicle fuel resources. However, this alternative would result in reduced energy consumption compared to the proposed project. For this reason, this alternative would have a reduced less than significant energy impact compared to the project.

7. *Geology and Soils.* The No Project Alternative would result in geology and soils impacts similar to those associated with the project as both this alternative and the project would be exposed to the same existing geologic conditions within the City. While this alternative would not result in an new development within the Planning Area other than development anticipated under the existing Specific Plan, the existing development would be subject to the same potential geologic hazards as the proposed project. All retrofits or improvements of existing buildings within the Planning Area would be required to be designed and constructed in compliance with all applicable City and State codes and requirements. Existing General Plan policies related to geology and seismic issues would be applicable to this alternative, as is the case with the project. Therefore, similar to the proposed project, the No Project Alternative would have a less than significant geology and soils impacts compared to the project.

8. *Greenhouse Gas Emissions.* The proposed project would result in a significant unavoidable greenhouse gas (GHG) emissions impact. Because this alternative does not involve any new development within the Planning Area other than development anticipated under the existing Specific Plan, it would not exceed GHG thresholds of significance, and GHG emissions associated with this alternative would be reduced compared to the project.

Therefore, the No Project Alternative would result in less than significant GHG impacts compared to the project.

9. *Hazards and Hazardous Materials.* Common household hazardous waste associated with the existing assisted living facility includes oils, cleaning chemicals, pesticides/herbicides, and electronic waste. Hazardous materials are also likely present within the Planning Area in the form of asbestos-containing materials (ACM) and lead-based paint (LBP) used on the construction of existing buildings. The No Project Alternative would not result in any new development within the Planning Area other than development anticipated under the existing Specific Plan. The existing occupants and employees of the assisted living facility would continue to dispose of common household hazardous waste in accordance with all state and local regulations. All retrofits or improvements of existing buildings within the Planning Area would be required to collect and dispose of ACM and LBP in accordance with federal, state, and local requirements. Therefore, similar to the proposed project, the No Project Alternative would have a less than significant hazards and hazardous materials impact.

10. *Hydrology and Water Quality.* This alternative would result in no new development within the Planning Area. Since no new development would occur under this alternative other than development anticipated under the existing Specific Plan, impacts to groundwater supply would be less than the project. Additionally, potential water quality impacts that could occur as a result of the proposed project would not occur under this alternative. Therefore, the No Project Alternative would have reduced less than significant hydrology and water quality impacts compared to the project.

11. *Land Use and Planning.* The proposed Specific Plan includes a Circulation and Access Plan that would utilize the existing internal roadway network within the Planning Area and would include one additional secondary ingress/egress along Santo Domingo Avenue or Central Avenue depending on the eventual land uses chosen. No changes to the existing roadway system surrounding the Planning Area would occur as a result of the proposed project. As with the project, the No Project Alternative would not physically divide an established community because the existing internal street grid pattern would remain in place and no physical alterations to the circulation of the surrounding area would occur. The No Project Alternative would also similarly not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, similar to the project, this alternative would have a less than significant land use and planning impact.

12. *Mineral Resources.* There are no portions of the Planning Area that are designated MRZ-2. As such, there are no areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists within the Planning Area. This alternative would not result in any new development within the Planning Area other than development anticipated under the existing Specific Plan. Therefore, similar to the project, this alternative would have a less than significant impact on mineral resources.

13. *Noise.* The project would result in potentially significant construction-related noise and vibration that would be reduced to less than significant with incorporation of mitigation measures. The project would result in less than significant operational noise and vibration impacts. The No Project Alternative would not result in any new development within the Planning Area other than development anticipated under the existing Specific Plan.

Therefore, this alternative would have a reduced less than significant impact when compared to the project.

14. *Population and Housing.* Similar to the project, this alternative would not displace any existing people our housing. This alternative would result in no new development within the Planning Area other than development anticipated under the existing Specific Plan. As a result, this alternative would not result in any new population growth. Therefore, this alternative would result in a reduced less than significant population and housing impact compared to the project.

15. *Public Services.* This alternative would result in no new residential or non-residential development. As such, this alternative would not result in increases in demand for public services when compared to the project. Therefore, the No Project Alternative would result in reduced less than significant public services impacts compared to the project.

16. *Recreation.* The Planning Area includes a private park for existing residents. The proposed project would not result in increased demand on local recreation facilities given the older population of the assisted living facility and the presence of the private park on site. The No Project Alternative would also not result in increased demand for recreational facilities when compared to the project. Therefore, similar to the project, this alternative would result in a reduced less than significant recreation impact.

17. *Transportation.* As described in Section 4.17.4, the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. In addition, the project would have less than significant impacts related to vehicle miles traveled (VMT), increased hazards due to geometric design features, or inadequate emergency access. The No Project Alternative would not result in any new development within the Planning Area other than development anticipated under the existing Specific Plan. Therefore, this alternative would result in reduced less than significant transportation impacts when compared to the project.

18. *Tribal Cultural Resources.* The proposed project would result in less than significant impacts to tribal cultural resources with incorporation of mitigation measures requiring tribal monitoring/consulting, protocols for discovery of Tribal and archaeological resources (including buried human remains), and treatment measures. No new development would occur within the Planning Area under this alternative other than development anticipated under the existing Specific Plan. Therefore, similar to the project, this alternative would have less than significant cultural resources impacts.

19. *Utilities and Service Systems.* This alternative would result in no new development within the Planning Area other than development anticipated under the existing Specific Plan. Since no new development would occur under this alternative, water supply demand would be less than the project. Additionally, potential increased demand for wastewater, stormwater, and solid waste services that could occur as a result of the proposed project would not occur under this alternative. Therefore, the No Project Alternative would have reduced less than significant utilities and service systems impacts compared to the project.

20. *Wildfire.* Westminster Gardens is located in an urbanized portion of the City, and is not within an area designated as a VHFHSZ. However, there are areas of the City designated as VHFHSZ less than 0.20 miles to the north of the Planning Area. The proposed project would result in less than significant wildfire impacts. The No Project Alternative would not result in

any new development in the Planning Area other than development anticipated under the existing Specific Plan. The existing residents of the Planning Area would be exposed to similar potential wildfire hazards. Therefore, similar to the project, this alternative would result in a less than significant wildfire impact.

Attainment of Project Objectives

The No Project Alternative assumes that no new development would occur within the Planning Area other than development anticipated under the existing Specific Plan. This alternative would not include any of the Circulation and Access Plan improvements or secondary site ingress/egress point. The No Project Alternative would not meet any of the project objectives.

5.4 – ALTERNATIVE 2: REDUCED (-25%) NON-RESIDENTIAL ALTERNATIVE

5.4.1 – Principal Characteristics

The Reduced (-25%) Nonresidential Alternative reflects a reduced amount of non-residential building area and a reduced number of employees (both approximately 25 percent less) within the Planning Area when compared to those expected under the proposed Specific Plan. Development assumptions for this alternative are shown in Table 5-1. This alternative would fulfill all of the project objectives but not to the same degree as the proposed Specific Plan.

5.4.2 – Analysis of the Reduced Non-Residential Alternative

The potential impacts associated with the Reduced Non-Residential Alternative are described below.

1. *Aesthetics.* Existing Scenic vistas within and surrounding the Planning Area include the San Gabriel Mountains to the north. As with the proposed Specific Plan, scenic vistas within view of the Planning Area would continue to be partially or fully obstructed by existing development, trees, and roadway features throughout the Planning Area. The proposed Specific Plan includes design standards and guidelines general building and site design. These design standards and guidelines would preserve and enhance the visual quality and character of the Planning Area. Further, various policies of the City's General Plan outlined in section 4.1.2 seek to minimize the aesthetic impact of signs through the strict enforcement of the Municipal Sign Ordinance, and ensure new residential development is compatible in design, bulk, and height with existing nearby residential development. These General Plan policies apply indirectly to the visual character of the Planning Area. Finally, future projects within the Planning Area would be subject to the lighting and glare restrictions of the City of Duarte Municipal Code Section 19.50.070 (Outdoor Lighting), which establishes outdoor lighting standards that are intended to balance safety and security needs for lighting with efforts to ensure that light trespass (spill light), light pollution, and glare have a negligible impact on surrounding properties, particularly residential uses. Any new development under the Reduced Non-Residential Alternative would be required to undergo design review, which would ensure compliance with regulations and review for potential light and glare. Therefore, similar to the project, this alternative would result in a less than significant aesthetics impact.

2. *Agriculture and Forestry Resources.* The Planning Area does not contain any land identified as "important farmland" (Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance). Additionally, the Planning Area does not have any land zoned or utilized primarily for agricultural or forestry purposes. Therefore, similar to the proposed project, this alternative would have a less than significant impact on agriculture or forestry resources.

3. *Air Quality.* As described in Section 4.3, the project would result in a significant unavoidable air quality impact. While this alternative would result in a reduction in the amount of non-residential development compared to the proposed project, the proposed increase in overall development capacity under this alternative could still exceed SCAQMD-recommended CEQA thresholds during construction activities for ROG. ROG is an ozone precursor pollutant, and the region is designated non-attainment for ozone. As such, similar to the Specific Plan, this alternative could result in construction emissions that exceed SCAQMD regional CEQA thresholds, and increase the frequency and/or severity of air quality

violations in the Basin or otherwise impede attainment of air quality standards, particularly national and state ozone standards. The air quality mitigation measures needed for the proposed Specific Plan would also be required for this alternative. However, even with mitigation this alternative would still result in a reduced significant and unavoidable impact when compared to the project.

4. *Biological Resources.* There are no Significant Ecological Areas (SEAs) designated by Los Angeles County within the Planning Area. The Planning area consists of four parcels totaling approximately 32 acres that may provide low or marginal quality habitat for biological resources. The proposed project would result in less than significant impacts to biological resources with incorporation of mitigation measures for nesting birds and jurisdictional drainages. The biological resources mitigation measures needed for the proposed Specific Plan would also be required for this alternative. Therefore, similar to the project, this alternative would have less than significant biological resources impacts with incorporation of mitigation measures.

5. *Cultural Resources.* As with the project, development under the Reduced Non-Residential Alternative could uncover previously unknown cultural resources or destroy/change structures that could be considered historic. The only known cultural resource within the Planning Area is the historic Morrison House located in the central portion of the site. Similar to the proposed project, this alternative would not result in any physical changes to the Morrison House. The proposed project would result in less than significant impacts to cultural resources with incorporation of mitigation measures requiring tribal monitoring/consulting, protocols for discovery of Tribal and archaeological resources (including buried human remains), and treatment measures. The cultural resources mitigation measures needed for the proposed Specific Plan would also be required for this alternative. Therefore, similar to the project, this alternative would have less than significant cultural resources impacts with incorporation of mitigation measures.

6. *Energy.* As with the project, development associated with the Reduced Non-Residential Alternative would require the consumption of electricity, natural gas, and vehicle fuel resources to accommodate growth. Development under this alternative would have reduced energy consumption compared to the project. Similar to the project, under this alternative new development and associated land use changes would be required to comply with statewide mandatory energy requirements outlined in Title 24, Part 6, of the California Code of Regulations (the CALGreen Code), which would decrease estimated electricity and natural gas consumption in new and/or retrofitted structures compared to the older existing structures in the Planning Area. Given the reduced level of non-residential development, this alternative would have a reduced less than significant energy impact compared to the project.

7. *Geology and Soils.* The Reduced Non-Residential Alternative would result in geology and soils impacts similar to those associated with the project as both this alternative and the project would be exposed to the same existing geologic conditions within the City. As with the project, existing building requirements for new development would be applicable under this alternative. Additionally, all future projects would be required to be designed and constructed in compliance with all applicable City and State codes and requirements. Existing General Plan policies related to geology and seismic issues would be applicable to this alternative, as is the case with the project. Therefore, similar to the project, the Reduced Non-Residential Alternative would have a less than significant geology impact.

8. *Greenhouse Gas Emissions.* The project would result in significant unavoidable greenhouse gas (GHG) emissions impacts. This alternative would result in a reduction in non-residential development and associated reduction in GHG emissions, and the mitigation measures identified for the project would also be required for this alternative. However, even with the reduction in non-residential development associated with this alternative, GHG emissions associated with this alternative would still exceed SCAQMD significance thresholds. Therefore, future development within the Planning Area under this alternative would result in reduced but still significant and unavoidable GHG impacts when compared to the project.

9. *Hazards and Hazardous Materials.* Hazardous materials would be present during construction and operation of development associated with the Reduced Non-Residential Alternative. The amount and use of these hazardous materials present during construction would be limited, would be in compliance with existing government regulations, and would not be considered a significant hazard. Common household hazardous waste associated with the existing and proposed uses includes oils, cleaning chemicals, pesticides/herbicides, and electronic waste. Hazardous materials are also likely present within the Planning Area in the form of asbestos-containing materials (ACM) and lead-based paint (LBP) used on the construction of existing buildings. The existing occupants and employees of the assisted living facility would continue to dispose of common household hazardous waste in accordance with all state and local regulations. Additionally, all demolition of existing buildings within the Planning Area would be required to collect and dispose of ACM and LBP in accordance with federal, state, and local requirements. Therefore, similar to the proposed project, the No Project Alternative would have a less than significant hazards and hazardous materials impact.

10. *Hydrology and Water Quality.* Development associated with implementation of the Reduced Non-Residential Alternative would be subject to all existing water quality regulations and programs. This alternative assumes a population and housing increase that would be similar to the proposed project and a reduction in non-residential development. Impacts to the groundwater supply would be less than significant under this alternative. Therefore, similar to the proposed project, the Reduced Non-Residential Alternative would have a less than significant hydrology and water quality impact.

11. *Land Use and Planning.* The proposed Specific Plan includes a Circulation and Access Plan that would utilize the existing internal roadway network within the Planning Area and would include one additional secondary ingress/egress along Santo Domingo Avenue or Central Avenue depending on the eventual land uses chosen. No changes to the existing roadway system surrounding the Planning Area would occur as a result of the proposed project. The Reduced Non-Residential Alternative would include the improvements identified in the Circulation and Access Plan for the Specific Plan. Future development proposals under the proposed Specific Plan would be subject to the City's standard development review and approval process requiring compliance with the City's Municipal Code and fire code compliance review to meet California Fire Code (CCR Title 24 Part 9), Section 503. As with the project, the Reduced Non-Residential Alternative would not physically divide an established community because the existing street grid pattern would remain in place and no physical alterations to the circulation of the area would occur. Development would be consistent with the design guidelines of the adopted Specific Plan, and would not conflict with regulations adopted to avoid environmental effects. Therefore, similar to the project, this alternative would have a less than significant land use and planning impact.

12. *Mineral Resources.* There are no portions of the Planning Area that are designated MRZ-2. As such, there are no areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists within the Planning Area. Therefore, similar to the project, this alternative would have a less than significant impact on mineral resources.

13. *Noise.* The project would result in potentially significant construction-related noise and vibration that would be reduced to less than significant with incorporation of mitigation measures. The project would result in less than significant operational noise impacts. The Reduced Non-Residential Alternative would result in less non-residential development than the project but a similar amount of residential development. Under this alternative, mitigation measures would still be required to ensure that construction noise and vibration is mitigated to less than significant for projects located near sensitive receptors. Due to the reduction in development under this alternative the traffic noise impact would be reduced when compared to the project. Therefore, this alternative would have a reduced less than significant impact when compared to the project.

14. *Population and Housing.* This alternative would result in a reduced amount of non-residential development and employment growth compared to the proposed project. The proposed project would have less than significant populations and housing impacts. Given that this alternative would have similar population and housing growth as the proposed project, it would similarly result in less than significant impacts related to population and housing.

15. *Public Services.* This Alternative would result in a decrease in non-residential uses, which would result in decreased demand for fire and police services compared to the project. This alternative would have the same amount of residential development and population growth as the project and would have the same demand for schools services, park facilities, and other community facilities when compared to the project. Due to the reduction in demand for police and fire protection services, this alternative would have reduces less than significant impacts when compared to the proposed project.

16. *Recreation.* This alternative would result in a similar amount of residential development and population growth as the proposed project. The Planning Area includes a private park for existing residents. The proposed project would not result in increased demand on local recreation facilities given the older population of the assisted living facility and the presence of the private park on site. The Reduced Non-Residential Alternative would also not result in increased demand for recreational facilities when compared to the project. Therefore, similar to the project, this alternative would result in a less than significant recreation impact.

17. *Transportation.* As described in Section 4.17.4, the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. In addition, the project would have less than significant impacts related to vehicle miles traveled (VMT), increased hazards due to geometric design features, or inadequate emergency access. The Reduced Non-Residential Alternative would result a similar amount of residential development and population growth, but less non-residential development and employment growth when compared to the project. Therefore, this alternative would result in reduced less than significant transportation impacts.

18. *Tribal Cultural Resources.* As with the project, development under the Reduced Non-Residential Alternative could uncover previously unknown cultural resources or

destroy/change structures that could be considered historic. The proposed project would result in less than significant impacts to tribal cultural resources with incorporation of mitigation measures requiring tribal monitoring/consulting, protocols for discovery of Tribal and archaeological resources (including buried human remains), and treatment measures. The cultural resources mitigation measures needed for the proposed Specific Plan would also be required for this alternative. Therefore, similar to the project, this alternative would have less than significant cultural resources impacts with incorporation of mitigation measures.

19. *Utilities and Service Systems.* This alternative would result in a similar amount of residential development but a reduced amount of non-residential development and associated employment growth. Since less non-residential development would occur under this alternative, demand for water, wastewater, stormwater, and solid waste services would be reduced. Therefore, this alternative would have a reduced less than significant utilities and service system impact when compared to the project.

20. *Wildfire.* Westminster Gardens is located in an urbanized portion of the City, and is not within an area designated as a VHFHSZ. However, there are areas of the City designated as VHFHSZ less than 0.20 miles to the north of the Planning Area. The proposed project would result in less than significant wildfire impacts. The Reduced Non-Residential Alternative would result in less development within the Planning Area than under the proposed project. However, the residents and employees within the Planning Area would be exposed to similar potential wildfire hazards. Therefore, similar to the project, this alternative would result in a less than significant wildfire impact.

Attainment of Project Objectives

The Reduced Non-Residential Alternative assumes that the amount of residential development and population growth would be similar to the project while the amount of non-residential development and employment growth would be decreased. The Reduced Non-Residential Alternative would fulfill all of the project objectives but not to the same degree as the proposed SPU, but it still assists the City in meeting is RHNA goal by providing 150 additional affordable dwelling units.

5.5 – ALTERNATIVE 3: REDUCED (-25%) RESIDENTIAL ALTERNATIVE

5.5.1 – Principal Characteristics

The Reduced (-25%) Residential Alternative reflects a reduced amount of residential building area and a reduced number of residents (both approximately 25 percent less) within the Planning Area when compared to those expected under the proposed Specific Plan. Development assumptions for this alternative are shown in Table 5-1. This alternative would fulfill most of the project objectives but not to the same degree as the proposed Specific Plan.

5.5.2 – Analysis of the Reduced Residential Alternative

The potential impacts associated with the Reduced Residential Alternative are described below.

1. *Aesthetics.* Existing Scenic vistas within and surrounding the Planning Area include the San Gabriel Mountains to the north. As with the proposed Specific Plan, scenic vistas within view of the Planning Area would continue to be partially or fully obstructed by existing development, trees, and roadway features throughout the Planning Area. The proposed Specific Plan includes design standards and guidelines general building and site design. These design standards and guidelines would preserve and enhance the visual quality and character of the Planning Area. Further, various policies of the City's General Plan outlined in section 4.1.2 seek to minimize the aesthetic impact of signs through the strict enforcement of the Municipal Sign Ordinance, and ensure new residential development is compatible in design, bulk, and height with existing nearby residential development. These General Plan policies apply indirectly to the visual character of the Planning Area. Finally, future projects within the Planning Area would be subject to the lighting and glare restrictions of the City of Duarte Municipal Code Section 19.50.070 (Outdoor Lighting), which establishes outdoor lighting standards that are intended to balance safety and security needs for lighting with efforts to ensure that light trespass (spill light), light pollution, and glare have a negligible impact on surrounding properties, particularly residential uses. Any new development under the Reduced Residential Alternative would be required to undergo design review, which would ensure compliance with regulations and review for potential light and glare. Therefore, similar to the project, this alternative would result in a less than significant aesthetics impact.

2. *Agriculture and Forestry Resources.* The Planning Area does not contain any land identified as "important farmland" (Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance). Additionally, the Planning Area does not have any land zoned or utilized primarily for agricultural or forestry purposes. Therefore, similar to the proposed project, this alternative would have a less than significant impact on agriculture or forestry resources.

3. *Air Quality.* As described in Section 4.3, the project would result in a significant unavoidable air quality impact. While this alternative would result in a reduction in the amount of residential development compared to the proposed project, the proposed increase in overall development capacity under this alternative could still exceed SCAQMD-recommended CEQA thresholds during construction activities for ROG. ROG is an ozone precursor pollutant, and the region is designated non-attainment for ozone. As such, similar to the Specific Plan, this alternative could result in construction emissions that exceed SCAQMD regional CEQA thresholds, and increase the frequency and/or severity of air quality violations in the Basin or otherwise impede attainment of air quality

standards, particularly national and state ozone standards. The air quality mitigation measures needed for the proposed Specific Plan would also be required for this alternative. However, even with mitigation this alternative would still result in a reduced significant and unavoidable impact when compared to the project.

4. *Biological Resources.* There are no Significant Ecological Areas (SEAs) designated by Los Angeles County within the Planning Area. The Planning area consists of four parcels totaling approximately 32 acres that may provide low or marginal quality habitat for biological resources. The proposed project would result in less than significant impacts to biological resources with incorporation of mitigation measures for nesting birds and jurisdictional drainages. The biological resources mitigation measures needed for the proposed Specific Plan would also be required for this alternative. Therefore, similar to the project, this alternative would have less than significant biological resources impacts with incorporation of mitigation measures.

5. *Cultural Resources.* As with the project, development under the Reduced Residential Alternative could uncover previously unknown cultural resources or destroy/change structures that could be considered historic. The only known cultural resource within the Planning Area is the historic Morrison House located in the central portion of the site. Similar to the proposed project, this alternative would not result in any physical changes to the Morrison House. The proposed project would result in less than significant impacts to cultural resources with incorporation of mitigation measures requiring tribal monitoring/consulting, protocols for discovery of Tribal and archaeological resources (including buried human remains), and treatment measures. The cultural resources mitigation measures needed for the proposed Specific Plan would also be required for this alternative. Therefore, similar to the project, this alternative would have less than significant cultural resources impacts with incorporation of mitigation measures.

6. *Energy.* As with the project, development associated with the Reduced Residential Alternative would require the consumption of electricity, natural gas, and vehicle fuel resources to accommodate growth. Development under this alternative would have reduced energy consumption compared to the project. Similar to the project, under this alternative new development and associated land use changes would be required to comply with statewide mandatory energy requirements outlined in Title 24, Part 6, of the California Code of Regulations (the CALGreen Code), which would decrease estimated electricity and natural gas consumption in new and/or retrofitted structures compared to the older existing structures in the Planning Area. Given the reduced level of residential development, this alternative would have a reduced less than significant energy impact compared to the project.

7. *Geology and Soils.* The Reduced Residential Alternative would result in geology and soils impacts similar to those associated with the project as both this alternative and the project would be exposed to the same existing geologic conditions within the City. As with the project, existing building requirements for new development would be applicable under this alternative. Additionally, all future projects would be required to be designed and constructed in compliance with all applicable City and State codes and requirements. Existing General Plan policies related to geology and seismic issues would be applicable to this alternative, as is the case with the project. Therefore, similar to the project, the Reduced Residential Alternative would have a less than significant geology impact.

8. *Greenhouse Gas Emissions.* The project would result in significant unavoidable greenhouse gas (GHG) emissions impacts. This alternative would result in a reduction in residential development and associated reduction in GHG emissions, and the mitigation measures identified for the project would also be required for this alternative. However, even with the reduction in residential development associated with this alternative, GHG emissions associated with this alternative would still exceed SCAQMD significance thresholds. Therefore, future development within the Planning Area under this alternative would result in reduced but still significant and unavoidable GHG impacts when compared to the project.

9. *Hazards and Hazardous Materials.* Hazardous materials would be present during construction and operation of development associated with the Reduced Residential Alternative. The amount and use of these hazardous materials present during construction would be limited, would be in compliance with existing government regulations, and would not be considered a significant hazard. Common household hazardous waste associated with the existing and proposed uses includes oils, cleaning chemicals, pesticides/herbicides, and electronic waste. Hazardous materials are also likely present within the Planning Area in the form of asbestos-containing materials (ACM) and lead-based paint (LBP) used on the construction of existing buildings. The existing occupants and employees of the assisted living facility would continue to dispose of common household hazardous waste in accordance with all state and local regulations. Additionally, all demolition of existing buildings within the Planning Area would be required to collect and dispose of ACM and LBP in accordance with federal, state, and local requirements. Therefore, similar to the proposed project, the No Project Alternative would have a less than significant hazards and hazardous materials impact.

10. *Hydrology and Water Quality.* Development associated with implementation of the Reduced Residential Alternative would be subject to all existing water quality regulations and programs. This alternative assumes a reduction in residential development and an increase in non-residential development that would be similar to the proposed project and. Impacts to the groundwater supply would be less than significant under this alternative. Therefore, similar to the proposed project, the Reduced Residential Alternative would have a less than significant hydrology and water quality impact.

11. *Land Use and Planning.* The proposed Specific Plan includes a Circulation and Access Plan that would utilize the existing internal roadway network within the Planning Area and would include one additional secondary ingress/egress along Santo Domingo Avenue or Central Avenue depending on the eventual land uses chosen. No changes to the existing roadway system surrounding the Planning Area would occur as a result of the proposed project. The Reduced Residential Alternative would include the improvements identified in the Circulation and Access Plan for the Specific Plan. Future development proposals under the proposed Specific Plan would be subject to the City's standard development review and approval process requiring compliance with the City's Municipal Code and fire code compliance review to meet California Fire Code (CCR Title 24 Part 9), Section 503. As with the project, the Reduced Residential Alternative would not physically divide an established community because the existing street grid pattern would remain in place and no physical alterations to the circulation of the area would occur. Development would be consistent with the design guidelines of the adopted Specific Plan, and would not conflict with regulations adopted to avoid environmental effects. Therefore, similar to the project, this alternative would have a less than significant land use and planning impact.

12. *Mineral Resources.* There are no portions of the Planning Area that are designated MRZ-2. As such, there are no areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists within the Planning Area. Therefore, similar to the project, this alternative would have a less than significant impact on mineral resources.

13. *Noise.* The project would result in potentially significant construction-related noise and vibration that would be reduced to less than significant with incorporation of mitigation measures. The project would result in less than significant operational noise impacts. The Reduced Residential Alternative would result in less residential development than the project but a similar amount of non-residential development. Under this alternative, mitigation measures would still be required to ensure that construction noise and vibration is mitigated to less than significant for projects located near sensitive receptors. Due to the reduction in development under this alternative the traffic noise impact would be reduced when compared to the project. Therefore, this alternative would have a reduced less than significant impact when compared to the project.

14. *Population and Housing.* This alternative would result in a reduced amount of residential development and population growth compared to the proposed project. The proposed project would have less than significant population and housing impacts. Given that this alternative would have reduced population and housing growth as the proposed project, it would result in reduced less than significant population and housing impacts.

15. *Public Services.* This Alternative would result in a decrease in residential development, which would result in decreased demand for schools services, park facilities, and other community facilities when compared to the project. This alternative would have the same amount of non-residential development and employment growth as the project and would have the same demand for fire and police services when compared to the project. Due to the reduction in demand for schools services, park facilities, and other community facilities, this alternative would have reduces less than significant impacts when compared to the proposed project.

16. *Recreation.* This alternative would result in a similar amount of non-residential development and employment growth as the proposed project but a reduced amount of population growth. The Planning Area includes a private park for existing residents. The proposed project would not result in increased demand on local recreation facilities given the older population of the assisted living facility and the presence of the private park on site. The Reduced Residential Alternative would also not result in increased demand for recreational facilities when compared to the project. Therefore, similar to the project, this alternative would result in a less than significant recreation impact.

17. *Transportation.* As described in Section 4.17.4, the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. In addition, the project would have less than significant impacts related to vehicle miles traveled (VMT), increased hazards due to geometric design features, or inadequate emergency access. The Reduced Residential Alternative would result a similar amount of non-residential development and employment growth, but less residential development and population growth when compared to the project. Therefore, this alternative would result in reduced less than significant transportation impacts.

18. *Tribal Cultural Resources.* As with the project, development under the Reduced Residential Alternative could uncover previously unknown cultural resources or destroy/change structures that could be considered historic. The proposed project would result in less than significant impacts to tribal cultural resources with incorporation of mitigation measures requiring tribal monitoring/consulting, protocols for discovery of Tribal and archaeological resources (including buried human remains), and treatment measures. The cultural resources mitigation measures needed for the proposed Specific Plan would also be required for this alternative. Therefore, similar to the project, this alternative would have less than significant cultural resources impacts with incorporation of mitigation measures.

19. *Utilities and Service Systems.* This alternative would result in a similar amount of non-residential development but a reduced amount of residential development and associated population growth. Since less residential development would occur under this alternative, demand for water, wastewater, stormwater, and solid waste services would be reduced. Therefore, this alternative would have a reduced less than significant utilities and service system impact when compared to the project.

20. *Wildfire.* Westminster Gardens is located in an urbanized portion of the City, and is not within an area designated as a VHFHSZ. However, there are areas of the City designated as VHFHSZ less than 0.20 miles to the north of the Planning Area. The proposed project would result in less than significant wildfire impacts. The Reduced Residential Alternative would result in less development within the Planning Area than under the proposed project. However, the residents and employees within the Planning Area would be exposed to similar potential wildfire hazards. Therefore, similar to the project, this alternative would result in a less than significant wildfire impact.

Attainment of Project Objectives

The Reduced Residential Alternative assumes that the amount of non-residential development and employment growth would be similar to the project while the amount of residential development and population growth would be decreased. The Reduced Residential Alternative would fulfill all of the project objectives but not to the same degree as the proposed SPU.

5.6 - ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The No Project Alternative would reduce the significant and unavoidable impacts of the proposed project to less than significant while neither the Reduced Non-Residential Alternative nor the Reduced Residential Alternative would eliminate or reduce any of the significant impacts of the SPU to less than significant levels. Therefore, the No Project Alternative would reduce potential impacts to the greatest degree and would therefore be the “environmentally superior alternative.” This conclusion is based on the comparative impact conclusions in Tables 5-1 and 5-2 and the analysis within this chapter.

The CEQA Guidelines (Section 15126.6[e][2]) stipulate, "If the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. In this case the No Project alternative is environmentally superior although it does not meet any project objectives. Neither Alternative 2 nor Alternative 3 would eliminate or reduce any of the significant impacts of the proposed project to less than significant levels, even with mitigation. However, Alternative 3, the Reduced Residential Alternative would reduce potential impacts to the greatest degree and would therefore be the “environmentally superior alternative.”

This conclusion is based on the comparative impact conclusions in Tables 5-1 and 5-2 and the analysis within this chapter. While both Alternative 2 and Alternative 3 would result in reduced or similar less than significant impacts as the project, Alternative 3 would result in an overall greater reduction in development potential than Alternative 2. Therefore, other than Alternative 1 (No Project/Existing Conditions), Alternative 3, Reduced (25%) Residential Development Capacity, would result in the least adverse environmental impacts and would therefore be the “environmentally superior alternative.” However, this alternative would not meet the objectives to nearly the same degree as the project, including assisting the City with meeting its RHNA obligation for affordable housing.

6.0 – CEQA-MANDATED SECTIONS

6.1 – CUMULATIVE IMPACTS

Section 15130(a) of the CEQA Guidelines requires that the EIR "discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable...." The CEQA Guidelines (Section 15355) define "cumulative impacts" as "...two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts."

The analyses of quantitative cumulative impacts in this EIR are based on the "summary of projections" method, as authorized by section 15130(b)(1)(B) of the CEQA Guidelines.

The proposed SPU is itself a cumulative project because it would be implemented across the entire Planning Area incrementally and cumulatively over approximately 20 years (the horizon year is 2045 but the life of the plan could extend beyond 2045). This Program EIR evaluates the SPU as one "project" in accordance with CEQA. All potentially significant cumulative impacts are addressed in each of the impact topical areas (Air Quality, Land Use and Planning, etc.) in Chapters 4.1 through 4.20 of this EIR.

6.2 – GROWTH-INDUCING EFFECTS

CEQA Guidelines Section 15126.2(d) requires that an EIR discuss "...the ways in which the proposed SPU could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment."

The proposed Specific Plan Update (SPU) has a planning horizon year of 2045. It is estimated that growth under the SPU would result in increases of approximately 353 Independent Living units (market rate and/or affordable), 48 Assisted/Memory Care units/beds, 46,878 square feet of resident amenity space, 3,109 square feet of utility and maintenance space, 19,350 square feet of office space, and 15,000 square feet of retail space. An estimated increase of approximately 401 residents and 102 jobs are also projected by the 2045 horizon year. However, no unplanned, substantial, detrimental, growth-inducing effect is expected because the Specific Plan is the City's overall guide to growth and development in the future.

The goals, policies and implementing actions, contained in the existing General Plan address the potentially negative aspects of growth, and have been designed to facilitate development efficiently and effectively in an area where roads and infrastructure already exist. The more compact urban form envisioned by the SPU is expected to improve the livability in the Planning Area by improving walking and bicycling opportunities, increasing economic vitality and job opportunities, reducing vehicle-miles-traveled (VMT), and improving the health outcomes and overall quality of life for the residents of the Specific Plan area. The potential growth-related impacts associated with the SPU have also been evaluated in the topical Chapters of this EIR (Air Quality, Biological Resources, etc.) and, as appropriate, mitigation measures have been applied to address such impacts. In addition, implementation of the proposed SPU would not involve the extension of roads, major sewer or water lines, or the construction of other major infrastructure facilities that would induce growth in areas adjoining the Planning Area.

6.3 – SIGNIFICANT UNAVOIDABLE IMPACTS

CEQA Guidelines Section 15126.2(b) requires that the EIR discuss "significant environmental effects which cannot be avoided if the proposed project is implemented." The impacts listed below are identified as significant and unavoidable for one of four reasons: 1) no potentially feasible mitigation has been identified; 2) potential mitigation has been identified but may be found by the Lead Agency to be infeasible; 3) with implementation of feasible mitigation, the impact still would not, or might not, be reduced to a less-than-significant level; or 4) implementation of the mitigation measure would require approval of another jurisdictional agency, whose approval will be pursued by the Lead Agency but cannot be guaranteed as of the publication of this EIR. Because these significant unavoidable impacts "cannot be alleviated without imposing an alternative design" (CEQA Guidelines Section 15126.2[b]), Chapter 5.0 (Alternatives to the Proposed Specific Plan Update) of this EIR evaluates a range of feasible alternatives that could lessen the identified significant unavoidable impacts, and evaluates for each alternative the ability to meet the Project objectives.

The following impacts have been identified in this EIR as significant and unavoidable:

Section 4.3 Air Quality

- Impact AIR-3: Expose sensitive receptors to substantial pollutant concentrations.

Section 4.8, Greenhouse Gas Emissions

- Impact GHG-1: Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.
- Impact GHG-3: Cause a substantial adverse cumulative impact with respect to greenhouse gas emissions (Cumulative Impact).

The implications of each significant unavoidable impact identified above are described in the particular EIR chapter referenced with the impact. The SPU is being proposed, notwithstanding these effects, to fully achieve the project objectives described in Chapter 3.0 of this EIR. If the City approves the updated Specific Plan (or an alternative to the proposed SPU) that would result in significant unavoidable impacts, the City must adopt a "Statement of Overriding Considerations" per CEQA Guidelines Section 15093 describing why the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of the approved Plan outweigh its significant unavoidable impacts.

6.4 – SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

CEQA Guidelines Section 15126.2(c) requires that the EIR discuss "significant irreversible environmental changes which would be caused by the proposed SPU should it be implemented." Since nearly all of the Planning Area is developed and the SPU would not significantly change the circulation pattern or make other major changes to major infrastructure facilities, there would not be any significant irreversible physical changes caused by the SPU. The proposed SPU would result in an irreversible commitment of energy resources, primarily in the form of fossil fuels, including fuel oil, natural gas, and gasoline or diesel fuel for construction equipment and vehicles, and the use of these same resources during long-term operation of individual projects facilitated by the Plan. Because development facilitated by the proposed SPU would be required by law to comply with California Code of Regulations Title 24 (including updates over time) and adopted

City energy conservation ordinances and regulations, Plan implementation would not be expected to use energy in a wasteful, inefficient, or unnecessary manner.

The consumption or destruction of other non-renewable or slowly renewable resources would also result during construction, occupancy, and use of individual development sites under the proposed SPU. These resources would include, but would not be limited to, lumber, concrete, sand, gravel, asphalt, masonry, metals, and water. SPU implementation would also irreversibly use water and solid waste landfill resources. However, development under the proposed SPU would not involve a large commitment of those resources relative to supply, nor would it consume any of those resources wastefully, inefficiently, or unnecessarily, especially considering ongoing City conservation and recycling programs.