

3.10 LAND USE AND PLANNING

This section provides an overview of existing land uses, land use designations, applicable plans and policies, and evaluates the potential for land use impacts associated with the alternatives.

3.10.1 Regulatory Setting

Applicable regional and local plans and regulations are included in the following discussion. A variety of sources, including applicable General Plans and zoning maps, were used to evaluate potential land use impacts.

3.10.1.1 Regional

Southern California Association of Governments Regional Comprehensive Plan. The Southern California Association of Governments (SCAG) is designated by the federal government as the Southern California region’s Metropolitan Planning Organization and Regional Transportation Planning Agency. SCAG has sought to address regional planning concerns through various plans and programs, including the 2008 *Regional Comprehensive Plan (RCP)*.

The RCP addresses regional issues including housing, traffic/transportation, water, and air quality, and serves as an advisory document to local agencies in the Southern California region to use for preparing local plans and handling local issues of regional significance. RCP land use, transportation and air quality goals are as follows:

- **Land Use and Housing:** Successfully integrate land and transportation planning and achieve land use and housing sustainability by implementing the Compass Blueprint 2% Strategy:¹
 - Focusing growth in existing and emerging centers and along major transportation corridors.
 - Creating significant areas of mixed-use development and walkable, “people-scaled” communities.
 - Providing new housing opportunities, with building types and locations that respond to the region’s changing demographics.
 - Targeting growth in housing, employment and commercial development within walking distance of existing and planned transit stations.
 - Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots.
 - Preserving existing, stable, single-family neighborhoods.
 - Protecting important open space, environmentally sensitive areas, and agricultural lands from development.²
- **Transportation**
 - A more efficient transportation system that reduces and better manages vehicle activity.
 - A cleaner transportation system that minimizes air quality impacts and is energy efficient.

¹ The Compass Blueprint 2% Strategy is a guideline for how and where the Growth Vision for Southern California’s future can be implemented and calls for changes to current land use and transportation trends on only 2 % of the land area of the region.

² <http://www.compassblueprint.org/about/vision>. Accessed August 16, 2011.

- **Air Quality**

- Reduce emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable.
- Reverse current trends in greenhouse gas (GHG) emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas.
- Minimize land uses that increase the risk of adverse air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM₁₀, PM_{2.5}, ultrafine), and carbon monoxide.
- Expand green building practices to reduce energy-related emissions from developments to increase economic benefits to business and residents.

SCAG 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy. The *SCAG Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) presents the transportation vision for Los Angeles, Orange, San Bernardino, Imperial, Riverside, and Ventura Counties. The RTP/SCS identifies priorities for transportation planning within the Southern California region, sets goals and policies, and identifies performance measures for transportation improvements to ensure that future projects are consistent with other planning goals for the area. Transportation projects being constructed within the SCAG region must be listed in the RTP/SCS.

The 2012 RTP/SCS goals are as follows:

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

3.10.1.2 Local

The project would traverse six Southern California cities. Each City has an adopted General Plan, and in many of the proposed LRT station areas, Specific Plans guide development. The General Plans outline the overall context for planning decisions, while the specific plans set out additional parameters for development in subareas of the cities. Most of the corridor Cities identify the proposed project as a potential future project. Each City also has a zoning code, which is a set of legal regulations that the city uses to implement the policies and land use designations outlined in the General and Specific Plans.

The following General or Specific Plans govern growth and development within the corridor area.

City of Glendora

General Plan

The *Glendora Community Plan 2025* comprises several elements that were adopted between 2006 and 2008. The Circulation Element broadly supports the project through its goal of coordinated transportation and land use planning (Goal 2). The Circulation Element encourages and facilitates alternative travel modes and includes a description of the Foothill Extension of the Gold Line. In addition, construction of a Gold Line station is included in the Circulation Element. The Land Use Element of the General Plan was updated in September 2009. Within the Land Use Element, the site of the historic Glendora rail depot is identified as an area planned for revitalization and future development, as is the area south of the alignment between Vermont Avenue on the west, Pasadena Avenue on the east, and Alostia Avenue (Route 66) on the south (City of Glendora 1992).

The City plans also call for promoting growth in the Central Business District, which is 0.5 mile north of the project. Near the proposed Glendora Station, in the area is along the Alostia Avenue (Route 66) corridor, just south of the project alignment, the plans call for revitalization. According to the Land Use Element, the City encourages mixed-use development that allows for high-density residential units in this area. Such development could be expected to provide the density needed to generate the anticipated level of Gold Line ridership at the station.

Specific Plan

The proposed Glendora Station would be within the *Glendora Route 66 Corridor Specific Plan (2003)* Town Center Mixed-Use District, which is, “intended to provide a complementary mix of land use and development types that are compatible with, and reinforce, pedestrian activity and transit utilization” (City of Glendora 2003 p. 2-6). The Specific Plan includes incentives for mixed-use development. It indicates that a light-rail passenger terminal would require an Administrative Use Permit (City of Glendora 2003 p. 6-6). One of the Planning Factors included in the Specific Plan recognizes future plans of Metro to include eastward extension of the Gold Line light rails transit system with a transit station in Glendora (City of Glendora 2003). Guiding Principle 2.0 supports coordinated land use, urban design, transportation, and infrastructure planning (City of Glendora 2003 Chapter 3). Specific Plan Objective LU-4 encourages the establishment of land use regulations that support increased pedestrian activity in key focus areas. Specific Plan Objective LU-5 supports the coordination of land use planning with transportation and infrastructure planning (City of Glendora 2003).

City of San Dimas

General Plan

The Land Use Element of the *City of San Dimas General Plan (1991)* includes goals related to the efficient use of urban infrastructure. According to Goals Statement L-4, a rail line would create an urban form that efficiently uses urban infrastructure and services. A rail line would provide infrastructure to support transit-oriented development opportunities. Goals Statement L-6 promotes revitalization of the downtown area. Policies for achieving this goal include Policy 6.1.2, which encourages office and mixed-use development in the downtown area, and Policy 6.2.1, which supports the establishment of a transit station in the downtown area. The goals expressed in the Circulation Element include Goals Statement C-2 (i.e., to promote a public transportation system that is safe and convenient, and meets the identified needs of the City of San Dimas). Designation of a commuter rail station is listed as one of the policy solutions to help achieve this goal (Policy 2.1.1). In the Land Use Element, the City identified seven

potential transit nodes along the Burlington Northern Santa Fe (BNSF) Railway and Southern Pacific Railroad alignments.

City of La Verne

General Plan

The City of La Verne General Plan was adopted in December 1998 (City of La Verne 1998). Goal 6 of the Transportation Element expresses the City’s desire to “contribute toward a comprehensive public transportation system,” in part by encouraging the development of additional commuter rail systems along available rights-of-way. In the Land Use Element, the City states its desire to “promote design that incorporates concentrated densities, mixed uses, and housing types; mass transit; narrow landscaped streets; greenbelts; downtown revitalization and adaptive re-use; and civic centers.” (Implementation Measure 3.5.e). The City of La Verne has a goal of creating a functional downtown (Land Use Element, Goal 10). However, the City is concerned about protecting low-density residential land uses (Implementation Measure 1.2.h).

Specific Plan

The City of La Verne’s *Arrow Corridor Specific Plan* encompasses 693.2 acres in eastern Los Angeles County. The area covered by the *Arrow Corridor Specific Plan* is in the southern portion of La Verne, directly west and north of the Pomona, and east of San Dimas. The alignment and the site of the proposed La Verne station would be located within this area. The *Arrow Corridor Specific Plan*, adopted in August 2006, provides for improving the physical characteristics of the area and providing for revitalization of economic resources. Objective 5 of the plan is to “realize land uses that are compatible with surrounding uses and take advantage of site characteristics.” Objective 7, in part, encourages the use of environmentally sound principles for development by relying on guidelines that protect the natural environment, encourages wise use of natural resources, and promotes energy savings.

Land uses within the Specific Plan area include a mixture of intensively developed light industrial and commercial urban uses, with a scattering of residences in the northern part of the area and a rapidly developing business park in the central area.

Specific Plan

The *Lordsburg Specific Plan* was adopted in 1992 and last updated in 2004. This specific plan area covers the southern portion of La Verne. The eastern boundary passes within one block of the City of Pomona boundary, while the western boundary is formed by Wheeler Avenue. The University of La Verne is located within this Specific Plan area. Goals of the Specific Plan include the following:

- Structure land use, circulation and urban design in a manner that captures a coherent whole.
- Ensure that all development is consistent with the General Plan.
- Revitalize and preserve the unique character of downtown La Verne.

Specific Plan

The 1981 *Walnut Street Specific Plan* applies to the area located west of E Street, east of A Street, and north of the Southern Pacific Railroad right-of-way. The plan includes several development standards to achieve objectives related to the preservation of the existing residential neighborhood by encouraging home ownership and providing a balanced residential environment.

*City of Pomona***General Plan**

According to the City's website, the *City of Pomona General Plan* is currently being updated. The discussion of rail transit in the City's 1976 General Plan notes the environmental effects associated with rail lines, such as noise, dust, vibration, and visual pollution. Traffic safety at rail crossings is another concern. Pomona's basic land use and circulation goals include developing a safe, efficient, and coherent system of circulation; expanding the choices of available travel modes, which will effectively increase freedom of movement for Pomona's residents; and strengthening Pomona's position as an important regional center through transportation planning (City of Pomona 1976, p. 5). The Circulation/Transportation Element includes policies, such as encouraging the development of a northern traffic-carrying facility within the east-west corridor to serve the needs of Pomona and Pomona Valley residents better by increasing access to the city and decreasing the use of local city streets as carriers of inter-city traffic (City of Pomona 1976 p. 49). At the time of this environmental document's preparation, a draft General Plan was out for public review. The 2011 draft General Plan identifies future Metro Gold Line and potential High Speed Rail expansions. According to the 2011 draft General Plan, the foundation for the transportation programs of the General Plan should be to align new development with transit networks and improve connectivity between systems. The 2011 draft General Plan identifies transit-oriented districts throughout the City. These districts would feature a mix of uses located close to major transit stops or transportation crossroads. The districts are intended to take advantage of transit service by concentrating potential rider populations of residents, workers, and visitors next to stations and creating settings to encourage connectivity.

*City of Claremont***General Plan**

The last comprehensive update of the *City of Claremont General Plan* occurred in 2006. The City supports regional solutions to mobility and air quality problems and has a stated policy to support the development of both commuter and light rail service to Claremont. The goals and objectives of the Community Mobility Element build upon the City's existing transportation network and enhance it with options that are intended to improve mobility (City of Claremont Community Mobility Element). The General Plan identifies a planned Gold Line Station to be located in the City (City of Claremont 2009).

*City of Montclair***General Plan**

The *City of Montclair General Plan* underwent a comprehensive update in 1999. The General Plan provides direction for future development in the city and its sphere of influence. It represents a formal expression of community goals and desires, and provides guidelines for decision-making regarding City development. The General Plan encompasses the 5.4 square-mile area located within Montclair's corporate boundary, as well as the 1.1 square-mile area of unincorporated San Bernardino County within Montclair's sphere of influence. This area is generally north of Phillips Boulevard, between the county line for Los Angeles County and Benson Avenue.

Specific Plan

The *North Montclair Downtown Specific Plan* (1998) is a land use policy guidance document that includes transit-related uses within and adjacent to the Montclair Transcenter and a pedestrian connection

along Fremont Street between the Transcenter and Montclair Plaza. Portions of the alignment and the site of the proposed Montclair Station would be within the area covered by this Specific Plan. The Specific Plan includes a goal of ensuring that the Transcenter plays a key role in the long-term development of the North Montclair commercial district. The Specific Plan identifies the City of Montclair as the eastern terminus of the Gold Line light rail, which would link the foothill communities of the San Gabriel Valley with Pasadena and Downtown Los Angeles.

3.10.2 Existing Conditions

Land uses along the project alignment encompass a range of land use types. Much of the land uses surrounding the project alignment are industrial or commercial. In many cases, these land uses were developed in response to the presence and availability of railroad service. However, there are also substantial sections of residential land uses that abut the existing rail alignment.

The project would traverse the cities of Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair. The following discussion describes existing and planned land uses in each of these cities as they relate to the project. For a more detailed account of the surrounding land uses along the project alignment, please refer to Figure 3.10-1 through Figure 3.10-25, which show the project alignment and surrounding land uses.

3.10.2.1 City of Glendora

The project alignment would traverse through the central and southern portions of the City of Glendora. The surrounding land uses include residential, commercial, industrial, facilities, educational uses, and vacant parcels (see Figure 3.10-1 through Figure 3.10-11). Education and medical facilities in the surrounding area include Citrus College, East Valley Hospital Medical Center and Foothill Presbyterian Hospital.

3.10.2.2 City of San Dimas

The proposed alignment would traverse the central portion of the City of San Dimas. Land uses located in the surrounding area include residential, commercial, mixed use, and industrial (see Figure 3.10-11 and Figure 3.10-15). The Puddingstone Shopping Center and Frontier Shopping Center are located in the surrounding area. The San Dimas City Hall and San Dimas Senior Citizens Center are located northeast of the proposed station.

Frontier Village, which includes the city's historic downtown core, underwent façade upgrades in the 1970s to reflect a frontier theme. Encouraged uses in this area are neighborhood commercial and service businesses. A commercial area south of the alignment is planned for future growth.

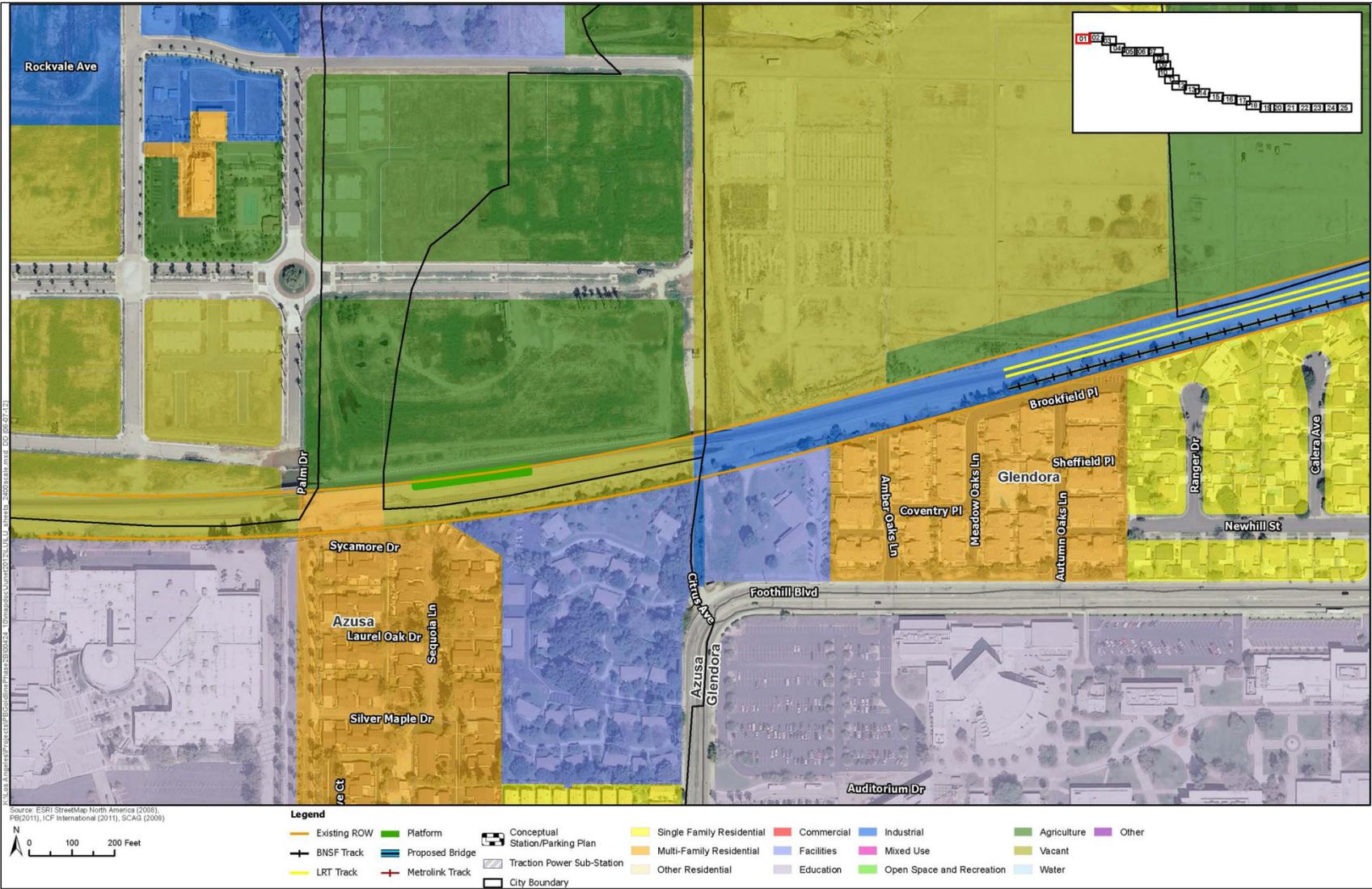


Figure 3.10-1. Land Use (Glendora)

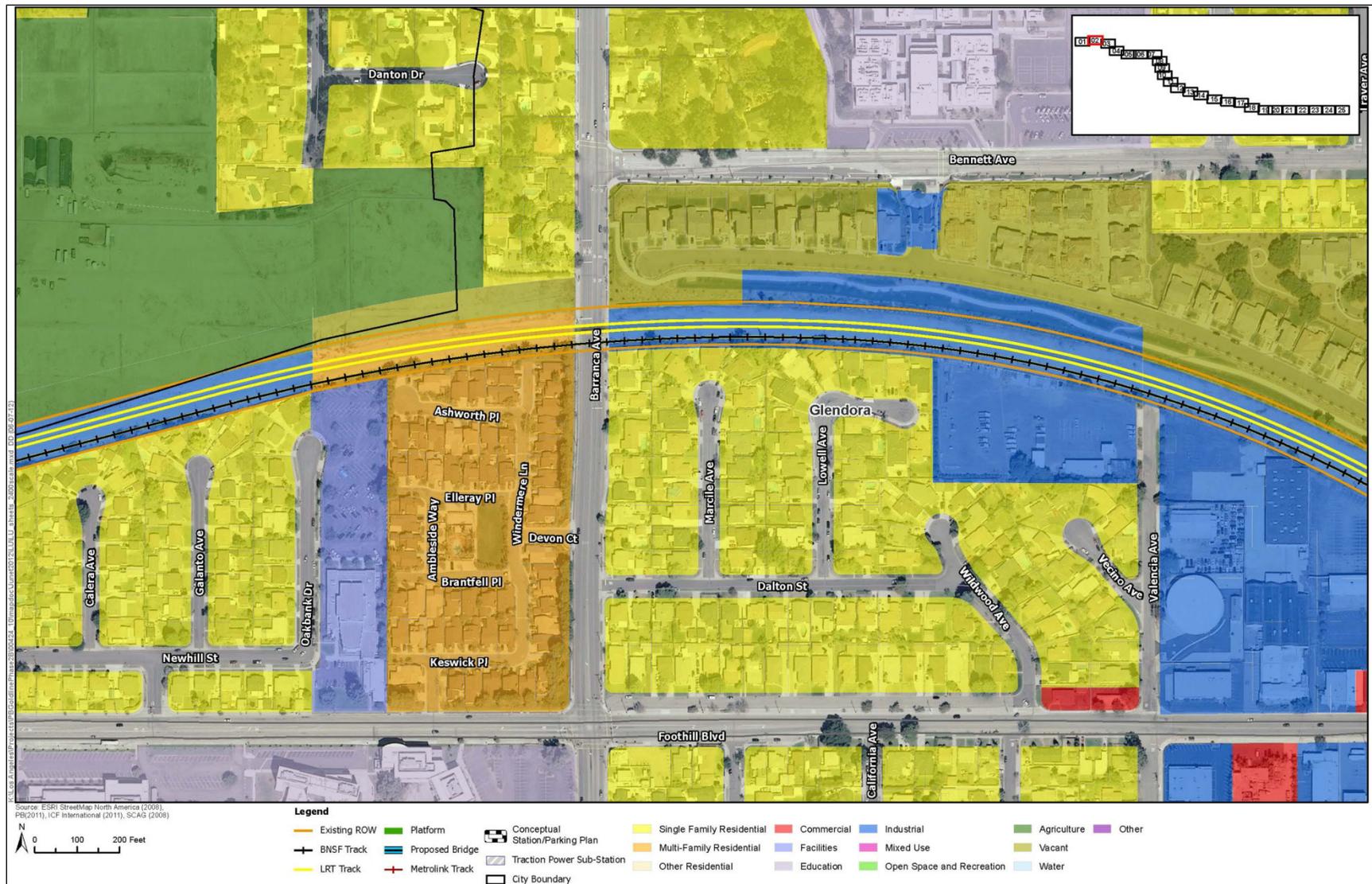


Figure 3.10-2. Land Use (Glendora)