3-10 LAND USE AND PLANNING

Changes Since the Draft EIS/EIR

Subsequent to the release of the Draft EIS/EIR in April 2004, the Gold Line Phase II project has undergone several updates:

Name Change: To avoid confusion expressed about the terminology used in the Draft EIS/EIR (e.g., Phase I; Phase II, Segments 1 and 2), the proposed project is referred to in the Final EIS/EIR as the Gold Line Foothill Extension.

Selection of a Locally Preferred Alternative and Updated Project Definition: Following the release of the Draft EIS/EIR, the public comment period, and input from the cities along the alignment, the Construction Authority Board approved a Locally Preferred Alternative (LPA) in August 2004. This LPA included the Triple Track Alternative (2 LRT and 1 freight track) that was defined and evaluated in the Draft EIS/EIR, a station in each city, and the location of the Maintenance and Operations Facility. Segment 1 was changed to extend eastward to Azusa. A Project Definition Report (PDR) was prepared to define refined station and parking lot locations, grade crossings and two rail grade separations, and traction power substation locations. The Final EIS/EIR and engineering work that support the Final EIS/EIR are based on the project as identified in the Final PDR (March 2005), with the following modifications. Following the PDR, the Construction Authority Board approved a Revised LPA in June 2005. Between March and August 2005, station options in Arcadia and Claremont were added.

Changes in the Discussions: To make the Final EIS/EIR more reader-friendly, the following format and text changes have been made:

Discussion of a Transportation Systems Management (TSM) Alternative has been deleted since the LPA decision in August 2004 eliminated it as a potential preferred alternative.

Discussions of the LRT Alternatives have eliminated the breakout of the two track configurations used in the Draft EIS/EIR (Double Track and Triple Track). The Final EIS/EIR reports the impacts of a modified triple track configuration (2 LRT tracks and 1 freight track with two rail grade separations) but focuses on the phasing/geographic boundaries included in the LPA decisions.

Two LRT alternatives in the Final EIS/EIR are discussed under the general heading "Build Alternatives," and are defined as:

1. Full Build (Pasadena to Montclair) Alternative: This alternative would extend LRT service from the existing Sierra Madre Villa Station in Pasadena through the cities of Arcadia, Monrovia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona, and Claremont, terminating in Montclair. The cities from Pasadena to Azusa are also referred to in the Final EIS/EIR as Segment 1. The cities from Glendora to Montclair are also referred to in the Final EIS/EIR as Segment 2. Key changes from the Draft EIS/EIR are the inclusion of Azusa in Segment 1, the elimination of the Pacific Electric right-of-way option between Claremont and Montclair, the inclusion of a 24-acre Maintenance and Operations facility in Irwindale (the site is smaller than in the Draft EIS/EIR), and the addition of two rail grade separations. Note that the Maintenance and Operations Facility is located in Segment 1 but is part of the Full Build Alternative. In other words, it would not be constructed as an element of the Build LRT to Azusa Alternative (described below). The length of the alternative is approximately 24 miles. One station (and parking) would be located in each city, except for Azusa, which would have two. There are two options for the station locations in Arcadia and Claremont. Segment 1 would include 2 LRT tracks throughout and 1 freight track between the Miller Brewing

Company in Irwindale and the eastern boundary of Azusa. The freight track that now exists west of Miller Brewing, which serves a single customer in Monrovia, would be removed from service following relocation of that customer by the City of Monrovia. Segment 2 would include two LRT tracks throughout and 1 freight track between the eastern boundary of Azusa and Claremont. In Claremont, the single freight track joins up with the double Metrolink tracks (which are also used for freight movement) and continues through to Montclair (and beyond). This alternative also includes two railroad grade separations (in Azusa and in Pomona) so that LRT tracks would pass above the at-grade freight track. These allow the LRT and freight services to operate independently (thus eliminating the time-constrained double track option discussed in the Draft EIS/EIR). Implementation of the alternative would include relocation of the existing freight track within the rail right-of-way, but there would be no changes in the service provided to customers. The alternative includes 8 new traction power substations in Segment 2, as well as the 8 in Segment 1.

2. Build LRT to Azusa Alternative: This alternative (also referred to as Segment 1) would extend LRT service from the existing Sierra Madre Villa Station in Pasadena through the cities of Arcadia, Monrovia, Duarte, Irwindale, and to the eastern boundary of Azusa. (The main change from the Draft EIS/EIR is the inclusion of the City of Azusa.) The length of the alternative is approximately 11 miles. One station (and parking facility) would be located in each city, except for Azusa, which would have two. There are two options for the station location in Arcadia. Segment 1 would include two LRT tracks throughout and 1 freight track between the Miller Brewing Company in Irwindale and the eastern boundary of Azusa. The freight track that now exists west of Miller Brewing, which serves a single customer in Monrovia, would be removed from service following relocation of that customer by the City of Monrovia. This alternative also includes the railroad grade separation in Azusa so that LRT tracks would pass above the at-grade freight track. This allows the LRT and freight services to operate independently (thus eliminating the time-constrained double track option discussed in the Draft EIS/EIR). Implementation of the alternative would include relocation of the existing freight track within the rail right-of-way, but there would be no changes in the service provided to customers. The alternative also includes 8 new traction power substations.

As in the Draft EIS/EIR, impact forecasts use 2025 conditions, except for traffic impacts, which reflects a 2030 forecast based on the recently adopted 2004 SCAG Regional Transportation Plan.

Summary of Impacts

The Build Alternatives would not be expected to generate substantive land use changes in any of the cities in Phase I or ~~Phase II~~ the Foothill Extension because the types of projects are not of sufficient scale to induce such changes~~,~~ with one exception.

The City of Monrovia Redevelopment Agency is working to relocate a granary in that city that is served by freight service. Upon relocation, the City will be pursuing a mixed-use redevelopment of the area that surrounds the City's transit center and the proposed LRT station.

3-10.1 Existing Conditions

Land use in the corridor covers the range of land use types that are typically found in mature suburban communities. As might be expected in a study corridor that has an existing railroad line as its spine, much of the adjoining land uses are industrial or commercial. In many cases, these land uses were developed in response to the availability of railroad service. However, there are substantial sections of

residential land uses that adjoin the existing rail alignment. Only the City of Irwindale has no adjoining residential land use.

Land use planning is conducted by each of the cities, and by Los Angeles County for the two small pockets of unincorporated areas along the corridor (East Pasadena and East Azusa Unincorporated Areas). Each of the cities has an adopted general plan, and in many of the proposed light rail 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 sub-areas of the cities. Each city also has a zoning code, which is the set of legal regulations used to implement the policies and land use map designations outlined in general and specific plans. The following discussion describes existing and planned land uses, as well as the local land use plans, policies and zoning regulations in each of the ~~Phase II~~ cities as they relate to the proposed Gold Line ~~Phase II~~ Foothill Extension project.

3-10.1.1 Foothill Extension, Segment 1 Cities

Land uses for the areas near stations in this segment are shown on **Figures 3-10.1, 3-10.2, and 3-10.3**.

a. Pasadena

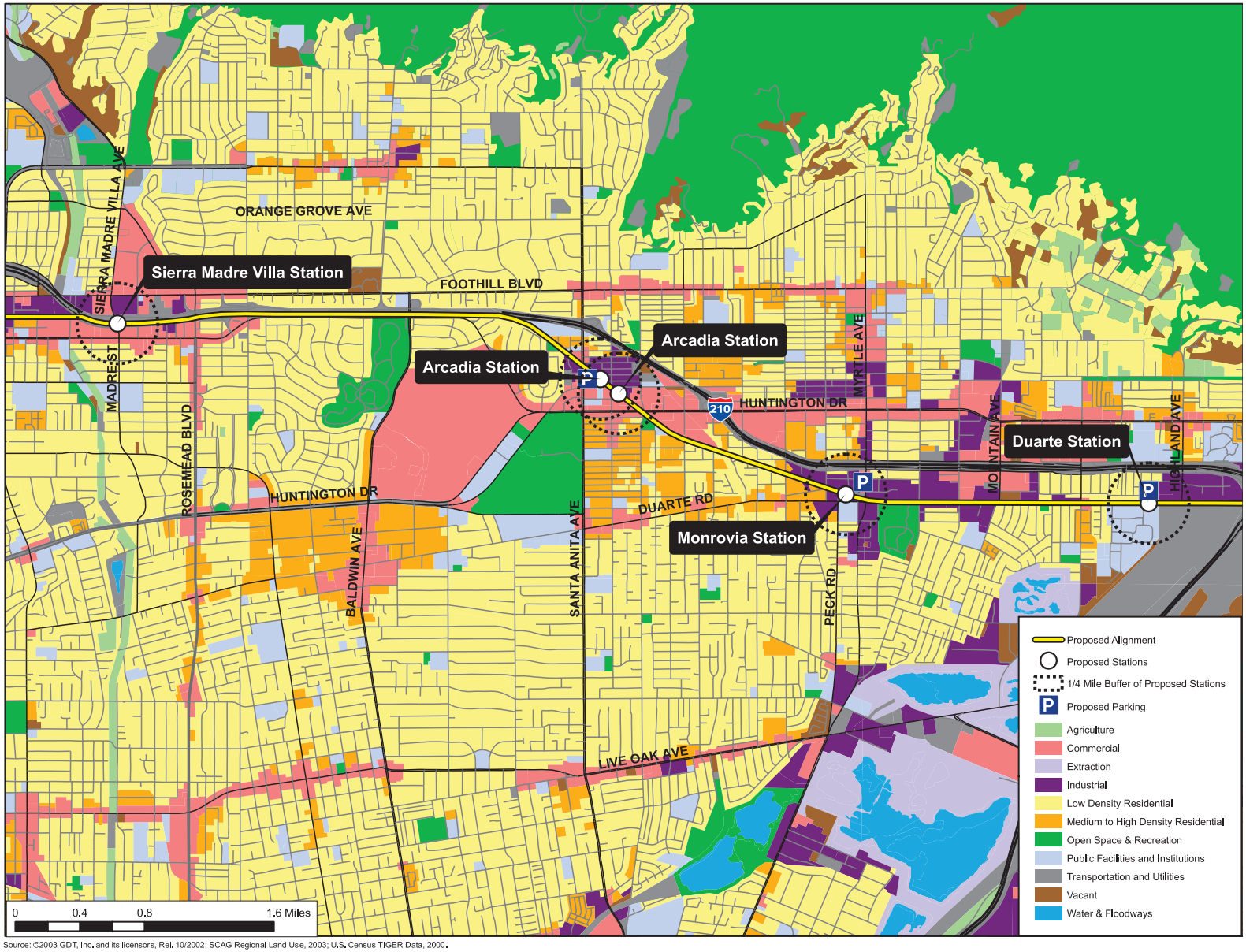
The Gold Line ~~Phase II~~ Foothill Extension project would extend the rail line within Pasadena from the line's current eastern terminus at Sierra Madre Villa Station for approximately one-half mile to the City's eastern boundary at Rosemead Boulevard, continuing within the ~~LACMTA~~ Construction Authority-owned right-of-way in the median of the I-210 freeway.

The City of Pasadena has policies and guidelines in its General Plan that support transit-oriented development and enhanced public transportation. The eastward extension of Gold Line services is consistent with the principals embodied in the City's Vision Statement, especially principal number five, that "Pasadena will be a city where people can circulate without cars." More specifically, the city has established a framework for the General Plan's Mobility Element (2003, draft) that focuses on four major objectives, all of which can be met via further development of the Gold Line. These objectives include the promotion of a livable community, encouragement of non-auto travel, protection of neighborhoods by discouraging auto traffic from passing through local neighborhoods on their way to alternate locations, and management of multi-modal corridors to promote and improve city transportation services.

In both the East Colorado Boulevard Specific Plan (2003) and the East Pasadena Specific Plan (2000), Pasadena strongly supports transit-oriented opportunities to support the city's light rail stations. The existing Sierra Madre Villa Gold Line Station is directly north of the Chihauhuita Sub-Area of the East Colorado Boulevard Specific Plan, which extends eastward to Sycamore Avenue south of the I-210 Freeway along Colorado Boulevard. The area within a quarter-mile radius of the Gold Line Station has been identified in this specific plan as a "transit node," a designation which aims to create a commuter-oriented destination by allowing for mixed-use redevelopment, higher residential densities, parking reductions, and increased height limits.[1]

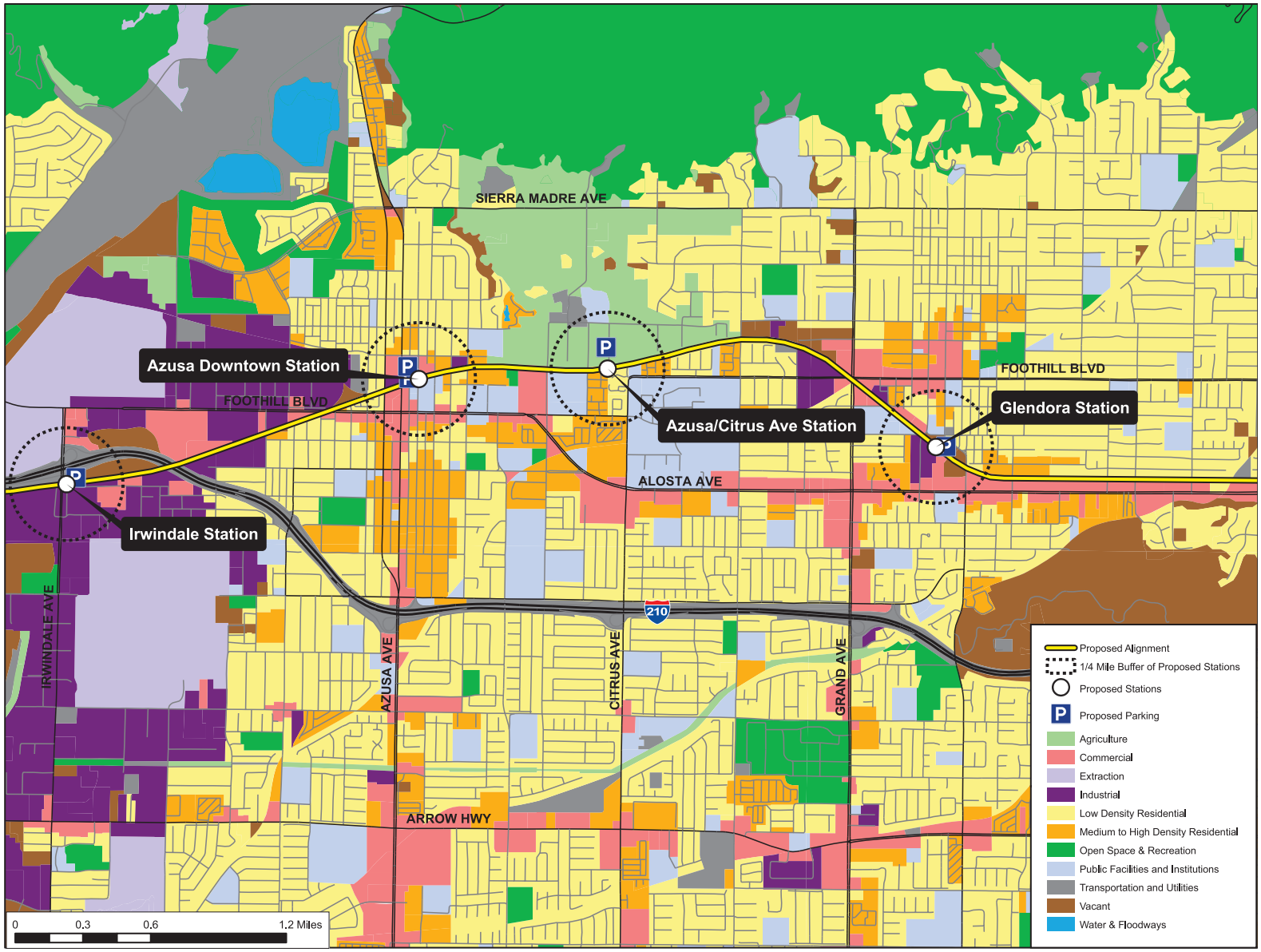
The Gold Line ~~Phase II~~ Foothill Extension also falls within the boundaries of Subarea d2 of the East Pasadena Specific Plan. Subarea d2 includes the properties north of the I-210 Freeway between the Sierra Madre Villa Station and the City's eastern boundary at Rosemead Boulevard. This plan recommended that

[1] City of Pasadena, East Colorado Blvd Specific Plan, June 24, 2003, p. II-37.



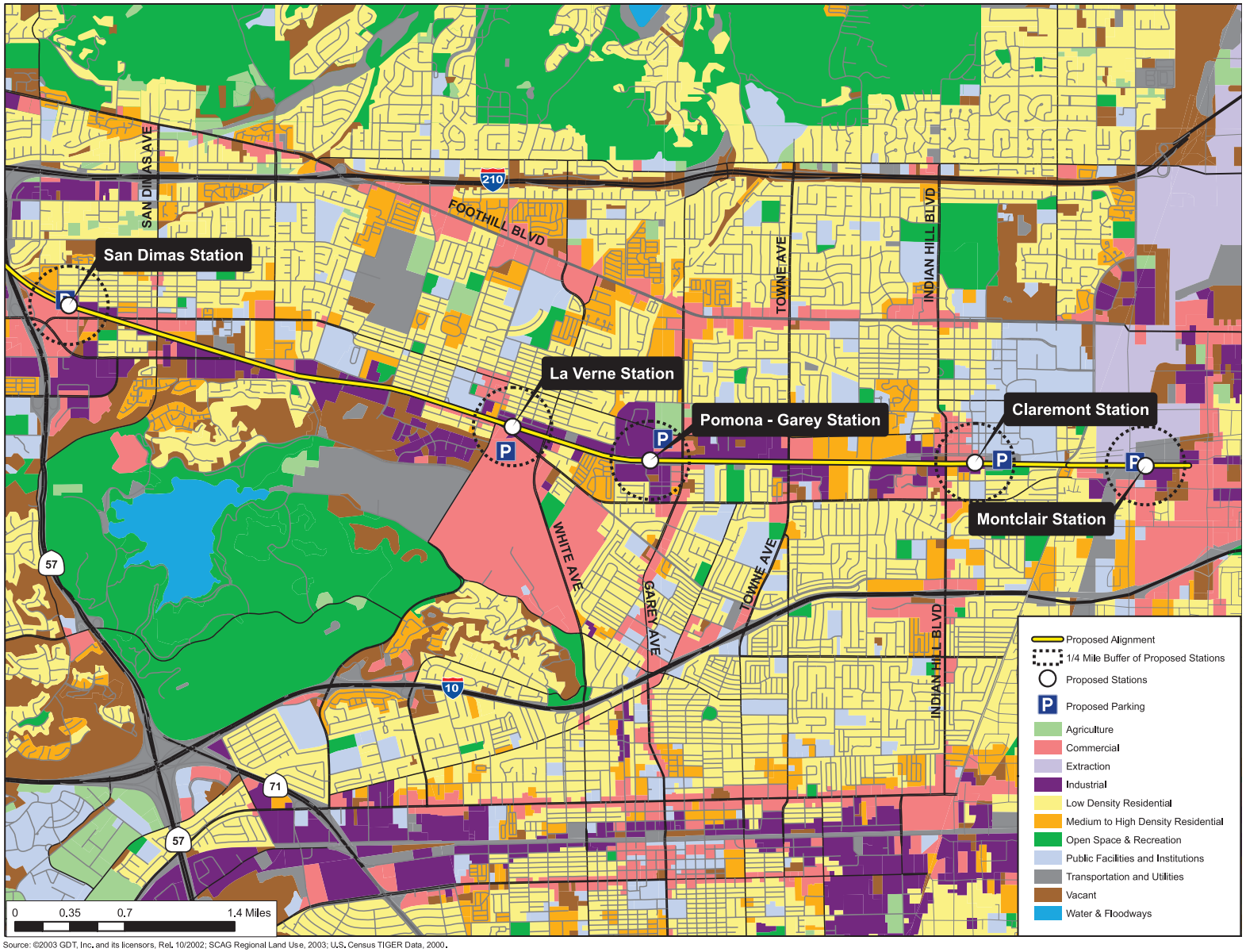
Source: ©2003 GDT, Inc. and its licensors, Rel. 10/2002; SCAG Regional Land Use, 2003; U.S. Census TIGER Data, 2000.

Figure 3-10.1: Area Land Use: Sierra Madre Villa, Arcadia, Monrovia, and Duarte Stations



Source: ©2003 GDT, Inc. and its licensors, Rel. 10/2002; SCAG Regional Land Use, 2003; U.S. Census TIGER Data, 2000.

Figure 3-10.2: Area Land Use: Azusa Downtown, Azusa-Citrus Ave., and Glendora Stations



Source: ©2003 GDT, Inc. and its licensors, Rel. 10/2002; SCAG Regional Land Use, 2003; U.S. Census TIGER Data, 2000.

Figure 3-10.3: Area Land Use: San Dimas, La Verne, Pomona, Claremont, and Montclair Stations

parcels situated around the Sierra Madre Villa Station be rezoned from Industrial to General Commercial in order to provide more opportunities for development of office space and encourage more research and development activities. The plan also recommended that housing be introduced as a permitted use in the Industrial and General Commercial zones to take advantage of transit access.

Currently, the East Pasadena areas immediately north of the proposed extension are zoned primarily as General Commercial and Industrial zones within the East Colorado Specific Plan, Subarea d-2. Properties north, east, and west of the existing station site are zoned General Commercial, while properties furthest east along the alignment are zoned Industrial. Properties are zoned for General Commercial use directly south of the I-210 Freeway between the Gold Line Station and Pasadena's border with Los Angeles County at Sycamore Avenue. Existing land uses in this area include Auto-Related Use and Parking, in addition to General Commercial uses.[2] South of the I-210 Freeway between Sycamore Avenue and Rosemead Boulevard, the Gold Line alignment abuts commercial uses in unincorporated Los Angeles County.

b. Arcadia

Rail transit in general is recognized in Arcadia's General Plan (1996) as an opportunity to help achieve the City's stated goal "to enhance transportation services in Arcadia to residents and business people." The city was rather visionary in their desire for transit service, and acknowledged in their 1996 General Plan that "the City of Arcadia has lobbied the LACMTA to extend rail service into Arcadia, and has identified a station location at First and Front streets along the LACMTA-owned rail line east of Santa Anita Avenue; however, the LACMTA currently has no plans for such an extension of service."[3] General Plan Strategy FS-13 was to "pursue the establishment of rail service to Arcadia, including a transit stop within the downtown redevelopment area."

The proposed transit stations at First Avenue and Santa Clara/Front Streets or at First Avenue and Wheeler Street are thus highly compatible with Arcadia's general plan strategy to "restore the historic center of Downtown Arcadia as the social and symbolic 'Heart of the City'" (Strategy CD-8). More specifically, the station locations are consistent with the Community Development Element Strategy (CD-12) to "establish First Avenue as the central north-south commercial corridor in the downtown area to enhance the business environment in this corridor by creating a pedestrian oriented environment that will encourage increased economic activity." Arcadia's "Downtown 2000" revitalization program, which included making streetscape improvements to Huntington Drive and First Avenue in 1996, has already been a major step in this direction. The area east of the rail alignment along Santa Clara Street has been identified in the General Plan as a "Land Use Transition Area," where it is envisioned that land use will transition to Mixed Use Commercial/Multiple Family Residential uses. This area is specifically targeted for the development of senior citizen housing or other affordable housing along with commercial development – all uses which would be highly compatible with the development of a transit station.

The proposed station alternatives are located within Arcadia's Central Redevelopment Project Area, where the city desires "to encourage and facilitate the establishment and growth of high quality retail outlets, stores and restaurants, professional office uses and industrial uses … and to discourage unattractive, incompatible and non-harmonious uses, materials, colors, lights, signs, landscaping,

[2] City of Pasadena, East Colorado Blvd Specific Plan, June 24, 2003, Figures 2.4 and 2.10.
[3] City of Arcadia, *Arcadia General Plan*, 1996, 3-7.

architectural designs, and treatment."[4] The construction of a light rail facility at either proposed location would be consistent with the redevelopment plan's goal of revitalizing the central business district.

The Gold Line corridor traverses the City of Arcadia for approximately three miles. The proposed alignment within the Foothill Freeway (I-210) is largely surrounded by residential uses. South of the freeway, the proposed alignment is adjacent to residential, planned industrial district, general commercial, commercial manufacturing, central business district, public purpose, and commercial planned development zones. Three parks (Los Angeles County Arboretum, Newcastle Park, and Bonita Park) are adjacent to the proposed alignment, and Forest Avenue Park is within 1,000 feet north of the alignment. The alignment is also adjacent to Rancho Learning Center and Serendipity Early Education Center, located at Third Avenue near the eastern border of Arcadia.

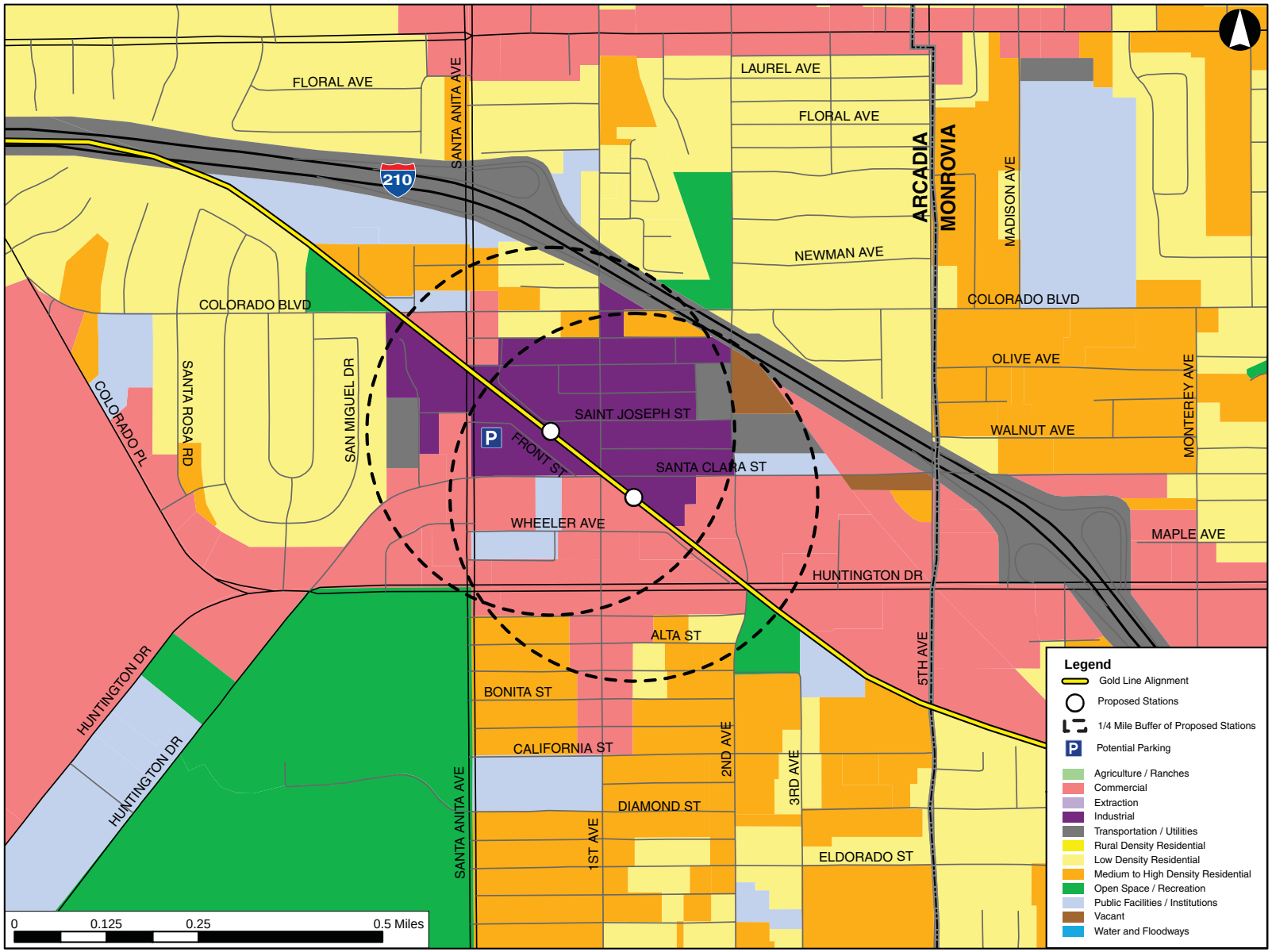
The two proposed Gold Line Station options are in an area of largely commercial and industrial uses (see **Figure 3-10.4**). The first proposed Gold Line Station alternative would be located within the existing ~~LACMTA~~ Construction Authority-owned right-of-way west of First Avenue and north of Front Street. According to the City's zoning map, this property is zoned C-2 or general commercial. Land directly northeast is zoned for commercial-manufacturing use, and the land directly southwest is zoned for general commercial use. One block south of the station, properties are zoned central business district; one block north, properties are zoned as a planned industrial district. The second alternative station location is within the ~~LACMTA~~ Construction Authority-owned right-of-way directly east of First Avenue. Zoning at this site is for central business district to the south and west and for light manufacturing to the north and east.[5] Construction of a light rail station would not be inconsistent with these surrounding uses.

~~Alternative options for parking facilities include: 1) a parking structure on the property east of Santa Anita Avenue and south of Wheeler Avenue (current use is parking), and 2) closing Front Street and using the property directly south of the proposed station north of Santa Clara Street for surface parking (currently office/light industrial use and parking). Property in the first alternative is zoned central business district, and property in the latter alternative is zoned general commercial.~~ Parking would be located in a parking structure at the northwest corner of Front Street and East Santa Clara Street. The current use of the property is commercial/light industrial.

c. Monrovia

Several land use policies within Monrovia's General Plan (1993) support the development of light rail transit service in Monrovia and the reuse of the Santa Fe Depot as a light rail station.[6] Goal 4 within the Circulation Element is to "support the use of the public transportation, including [a] light rail system to provide mobility to all City residents and encourage use of public transportation as an alternate to automobile travel." Within the Circulation Element, the City also states that "regional public transportation will be significantly improved with the completion of the proposed light-rail transit line connecting Monrovia with the City of Los Angeles and other cities in the region," and that the City should cooperate with regional agencies to enhance development of transit in Monrovia. Several policies within the Circulation Element address planning for light rail service and transit-oriented development in Monrovia.[7]

[4] City of Arcadia, *Resolution No. ARA 172, A Resolution of the Arcadia Redevelopment Agency Establishing Use and Design Requirements and Guidelines*, 1993.
[5] City of Arcadia, *City of Arcadia Zoning Map*, Revision Date 4/23/02.
[6] Policies 1.4, 1.5, 5.2, 6.3, 7.6, 8.2, 9.5, and 15.2. City of Monrovia, *Land Use Element, General Plan*, 1993.
[7] Policies 4.7, 4.12, 4.13, 4.14, 4.16, 4.17, 9.4, and 9.5. City of Monrovia, *Circulation Element, General Plan*, 1993.



Source: ©2003 GDT, Inc. and its licensors, Rel. 10/2002; SCAG Regional Land Use, 2003; U.S. Census TIGER Data, 2000.

Figure 3-10.4: Arcadia Station - Area Land Use

Monrovia's Central Redevelopment Project Area No. 1 lies adjacent and east of the proposed transit station site. South of the rail alignment, the redevelopment area consists of properties fronting the east side of Myrtle Avenue; north of the rail alignment, the redevelopment area consists of properties on both sides of Myrtle Avenue. The City has already developed a site plan for a Multi-Modal Transit Center for the Santa Fe Depot property and for the adjacent properties south of Pomona Avenue fronting the western side of Myrtle Avenue.

The proposed Gold Line corridor runs approximately three miles through the City of Monrovia, south of and parallel to the Foothill Freeway (I-210). Zoning along the corridor consists of low to medium/high density residential, manufacturing, public/quasi-public (Live Oak Cemetery), business enterprise, and planned development zones.[8] The proposed station and parking facility locations are in areas of current industrial and commercial use (see **Figure 3-10.5**), and the Planned Development 12A zone (PD-12A). The PD-12A zone is bounded by Magnolia Avenue on the west, Duarte Road on the south, Myrtle Avenue and its frontage properties on the east, and the Foothill Freeway on the north. In the Land Use Element of Monrovia's General Plan (1993), this area is identified as having "great potential to develop into a viable mixed-use complex if the existing vacant Santa Fe Depot site…is utilized as a light rail stop." The General Plan states that this area should begin to transition to regional commercial, office, and restaurant uses, as well as master-planned mixed-use developments.

The planned development Area 12B, east of PD-12A, also aims to encourage transit-oriented development consistent with a transit center located at the Santa Fe Depot. Although a transit station at this location is consistent with the General Plan vision for the area, all new construction in the planned development zone would require a conditional use permit from the Monrovia Planning Commission.

The City recognizes the need to reserve ample area for parking facilities to accommodate commuter demand. The LRT parking ~~options being considered include a four-level structure south of the alignment and east of Peck Road – an area of current industrial use, and~~ would share a proposed municipal surface parking facility south of Pomona Avenue and west of Myrtle Avenue – an area of current park-and-ride, residential, office, and industrial uses. ~~Both options are located within~~ The proposed parking is located within Planned Development 12A, whose development guidelines state that "public parking facilities shall be encouraged to serve freeway and light rail commuters." When the area is developed, parking for transit will be provided as part of the mixed-use plan.

d. Duarte

The City of Duarte does not specifically recognize the development of rail transit in the Land Use or Transportation Elements of the General Plan. However, Policy 1.6 in Section 4.2 (Goal and Polices) of the Transportation Element states the City's intent to "support the development of a regional mass transit system as provided for in Proposition A."[9]

The proposed Gold Line corridor extends through the City of Duarte for approximately one and a half miles parallel to Duarte Road, south of the Foothill Freeway (I-210). Land uses along this section of the alignment are zoned primarily as light manufacturing, single-family residential, and hospital.[10] Land uses along Duarte Road also include parkland and commercial uses (see **Figure 3-10.6).** The proposed LRT platforms ~~are~~ is located, within the alignment, ~~along the north side of Duarte Road directly across from the main entrance to the City of Hope Hospital~~ west of Highland Avenue.

[8] City of Monrovia, *Zoning Map*, Revised 11/93.
[9] City of Duarte, *General Plan 2010*, 1989, p. 4-2.
[10] City of Duarte, *Zoning Map*, Revised 03/00.

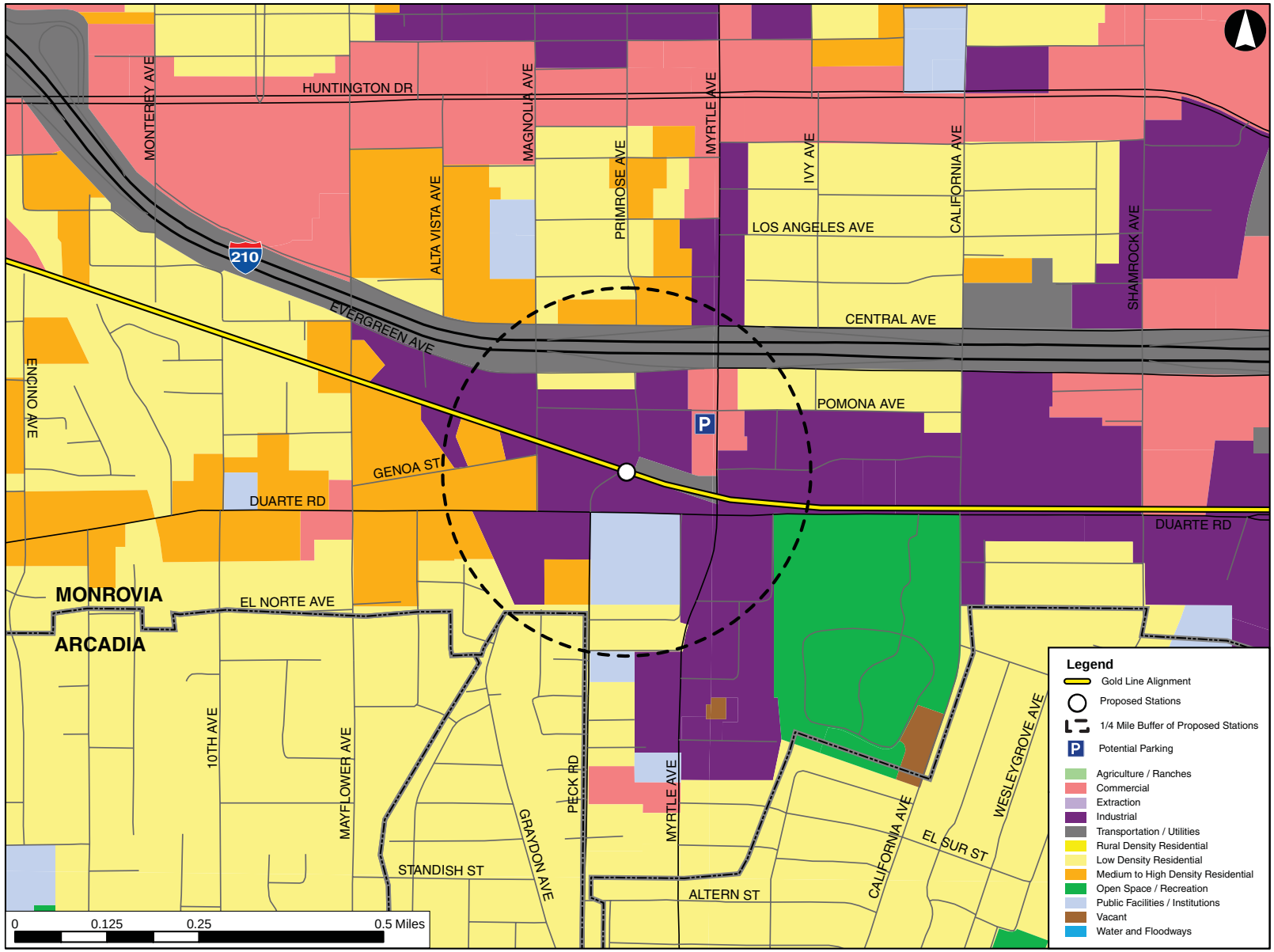


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Figure 3-10.5: Monrovia Station - Area Land Use

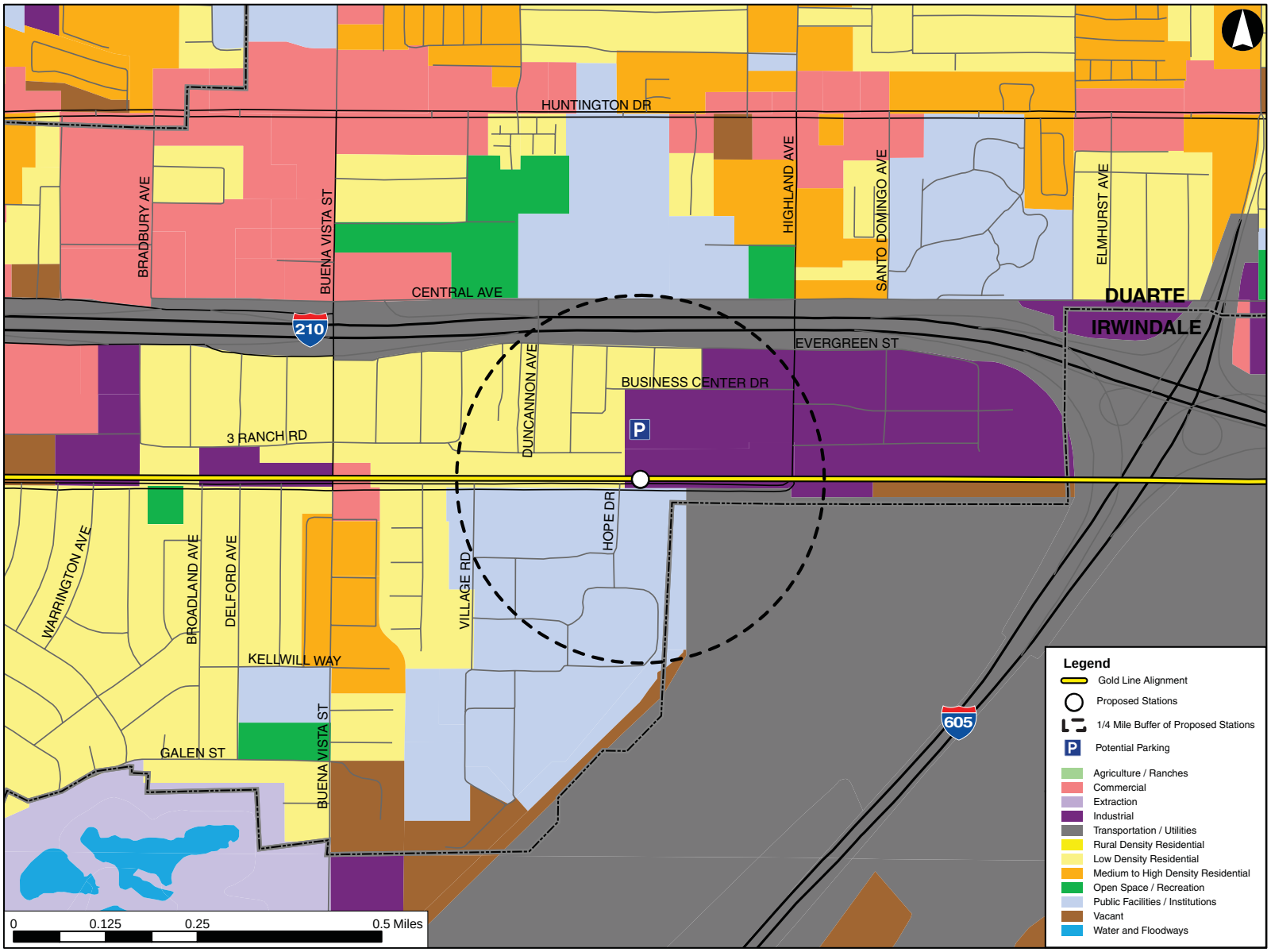

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Figure 3-10.6: Duarte Station - Area Land Use

To date, the proposed platform area is zoned for Light Manufacturing use, with warehouse uses occupying the 15-acre parcel immediately to the north. A single-family neighborhood is ~~immediately~~ northwest of the proposed station.

~~A parking structure is proposed on the site of the current surface parking lot for the City of Hope Hospital, in an area zoned as Hospital. Such a structure has the potential to provide medical offices at ground level for the City of Hope, as well as parking for Hospital employees and Gold Line commuters on an upper level of the structure.~~ Surface parking would be located approximately 250 feet north of the station provided on existing industrial lot.

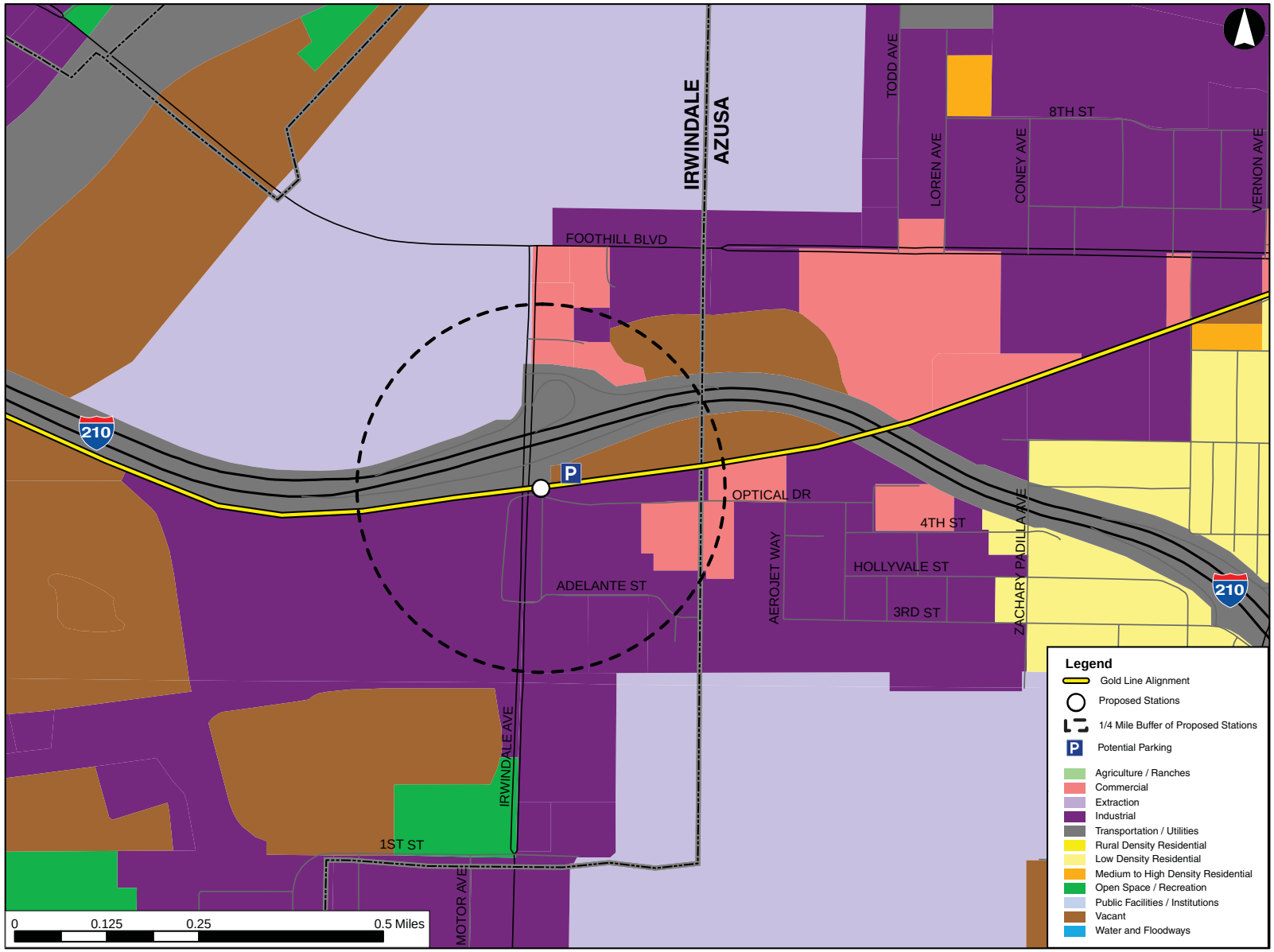
The proposed station location additionally falls within the Rancho Duarte Phase I redevelopment project area, established 1980. This project initially focused on promoting the growth of commercial, industrial, and residential development within the project area.

e. Irwindale

The City of Irwindale is currently updating its General Plan, last updated in 1975. A preliminary general plan land use map shows the alignment running entirely through open space and industrial districts. More specifically, the rail alignment runs adjacent to the I-210 freeway, the Santa Fe Dam Recreation Area, and the Miller Brewing plant. The station would be located within the ~~LACMTA~~ Construction Authority-owned right-of-way ~~at the northernmost point of the Miller Brewing site~~adjacent to the I-210 and just east of Irwindale Boulevard, in an area of industrial land use (see **Figure 3-10.7**). In addition, a Gold Line maintenance facility would be located in Irwindale, also in an industrial land use zone. In the General Plan update, the City is considering changing the land use designation north of the freeway in the project vicinity from industrial to regional commercial.[11]

~~A large (500-car) parking structure has been proposed for the property south of the proposed Gold Line platform site. This five-acre field is currently owned by the Miller Brewing Company and used for seasonal employee activities.~~ LRT facility parking would be provided on a surface parking lot located in the Kincaid Pit (South) south of I-210 Freeway, east of Irwindale Boulevard, and north of Montoya Street. The proposed maintenance yard is also located on property owned by Miller Brewing Company, bordered to the north by the I-210, to the west by Santa Fe Dam Recreation Area, and to the southeast by light industrial uses. The proposed station area, parking facility, and maintenance yard would be located within an area zoned for Heavy Manufacturing (M-2). According to the city's zoning code, section 17.56.010, any use permitted in an area zoned for Light Manufacturing (M-1) is also a permitted use in an area zoned M-2. Storage space for transit and transportation equipment is a permitted use in an M-1 zone. Medium and low intensity industrial uses are located across North Irwindale Avenue from the station and parking site.

The proposed project would be located within the boundaries of the City's Redevelopment Plan for the City Industrial Development Project, established to eliminate and prevent the continued spread of blight. As such, the Redevelopment Agency in Irwindale has encouraged agreement between landowners and the Agency to facilitate development to more beneficial and economic land uses. Strategies include the acquisition of property, demolition or removal of buildings, installation, construction or reconstruction of streets, utilities and other public improvements, and disposition of any property acquired for uses in accordance with this plan. Although not specifically listed, the proposed rail project could be understood to be a public improvement as stated in Sections 316 and 406 of the plan. Both sections give the city the power to construct public improvements necessary for carrying out the plan.



Source: ©2003 GDT, Inc. and its licensors, Rel. 10/2002; SCAG Regional Land Use, 2003; U.S. Census TIGER Data, 2000.

Figure 3-10.7: Irwindale Station - Area Land Use

f. Azusa

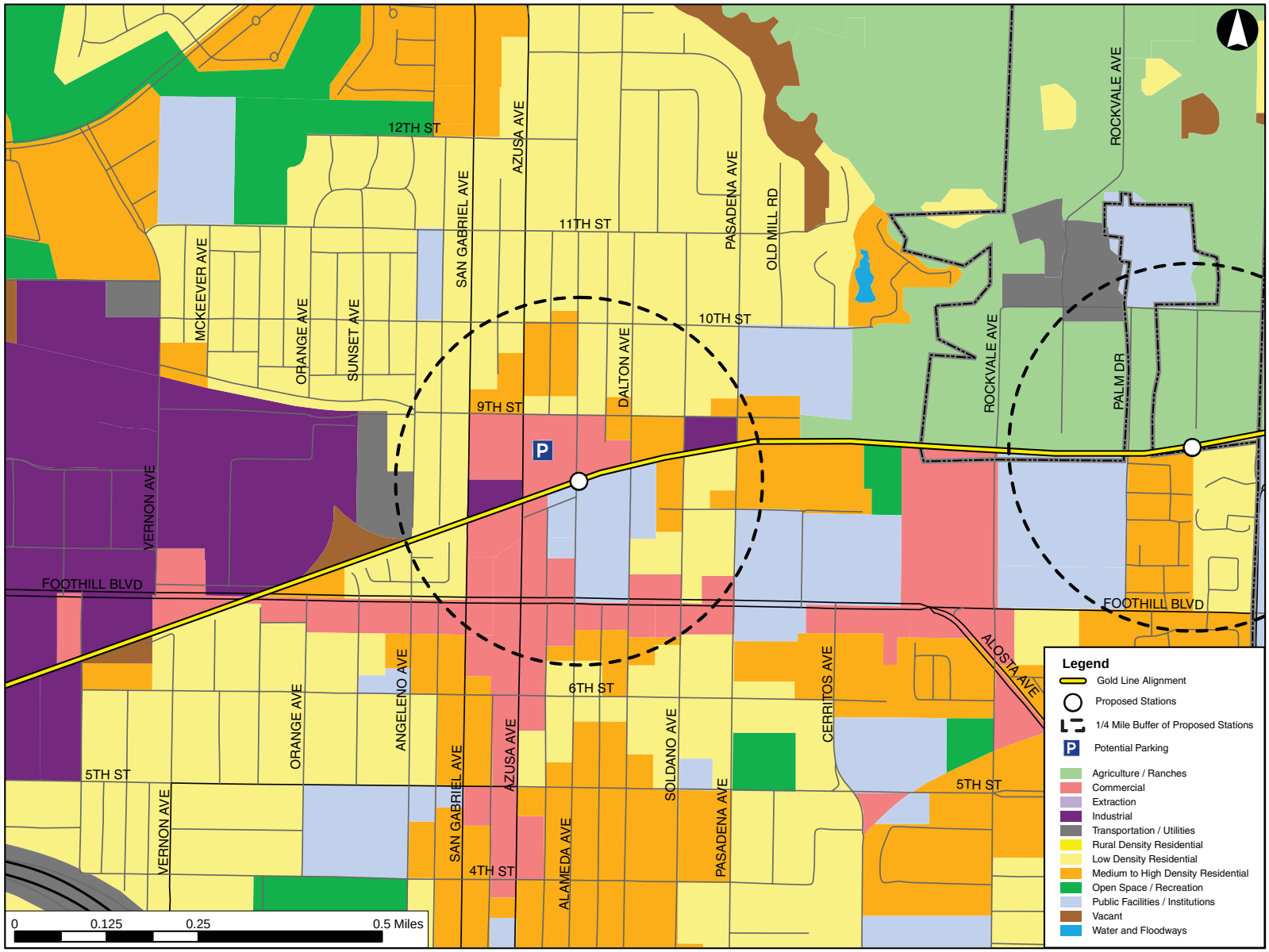
Azusa is currently updating its General Plan from 1983. In the 1983 document, two of the City's stated objectives related to transportation and land use were to provide access to major regional transportation systems, but also to adequately buffer sensitive land uses from the adverse effects of circulation elements, including railroads. The City of Azusa is considering two station locations: a downtown site at Alameda Avenue, and a Monrovia Nursery site west of Citrus Avenue. According to the City's Draft Land Use Diagram (2003), both proposed station locations are identified as "transit center." Creation of a transit station downtown would be consistent with the City's existing general plan goal to revitalize Azusa's downtown central business district. Land uses in the vicinity of the downtown site envisioned in the General Plan include General Commercial, Community Facilities, and High Density Residential. In the Draft Land Use Diagram, land uses south of the proposed platform at Alameda Avenue are classified as public/civic, and land uses to the north are classified as commercial/residential mixed-use to the northeast and transit center to the northwest. General Plan-designated land uses in the vicinity of the Citrus Avenue site include Rural Density Residential, Planned Industrial Development, and Medium Density Residential; however, these designations were superceded by the Monrovia Nursery Specific Plan, approved in spring 2004.

The Gold Line project is also consistent with the Circulation Element of the General Plan, and helps achieve the City's objective "to encourage the continuance of a public transportation system that will (1) provide a viable alternative to the automobile, (2) satisfy the transportation needs of commuters, the economically disadvantaged, the aged, the young, and the handicapped, and (3) promote service at a reasonable and equitable cost to both the users and the general community."

For a distance of approximately 2.3 miles within the City of Azusa, the Gold Line corridor traverses areas zoned for General Manufacturing, Light Manufacturing, Single-, Two-, and Multiple-Family Residential, Restricted Commercial, Central Business District, Community Facilities, General Commercial, and Specific Plan. Specific Plan areas adjacent to the alignment include the Azusa Pacific University and the Monrovia Nursery Specific Plans. Additionally, in the vicinity of the Monrovia Nursery site, two elementary schools are located within 500 feet of the rail alignment.

The proposed downtown station is located within the Construction Authority-owned right-of-way at Alameda Avenue, between Azusa Avenue and Dalton Avenue. Existing land uses in this vicinity are generally commercial and civic (see **Figure 3-10.8**). The site and abutting properties to the south are zoned for Community Facilities, and properties to the north are zoned for Light Manufacturing. This station alternative is located within the boundaries of Azusa's Central Business District Redevelopment Project.

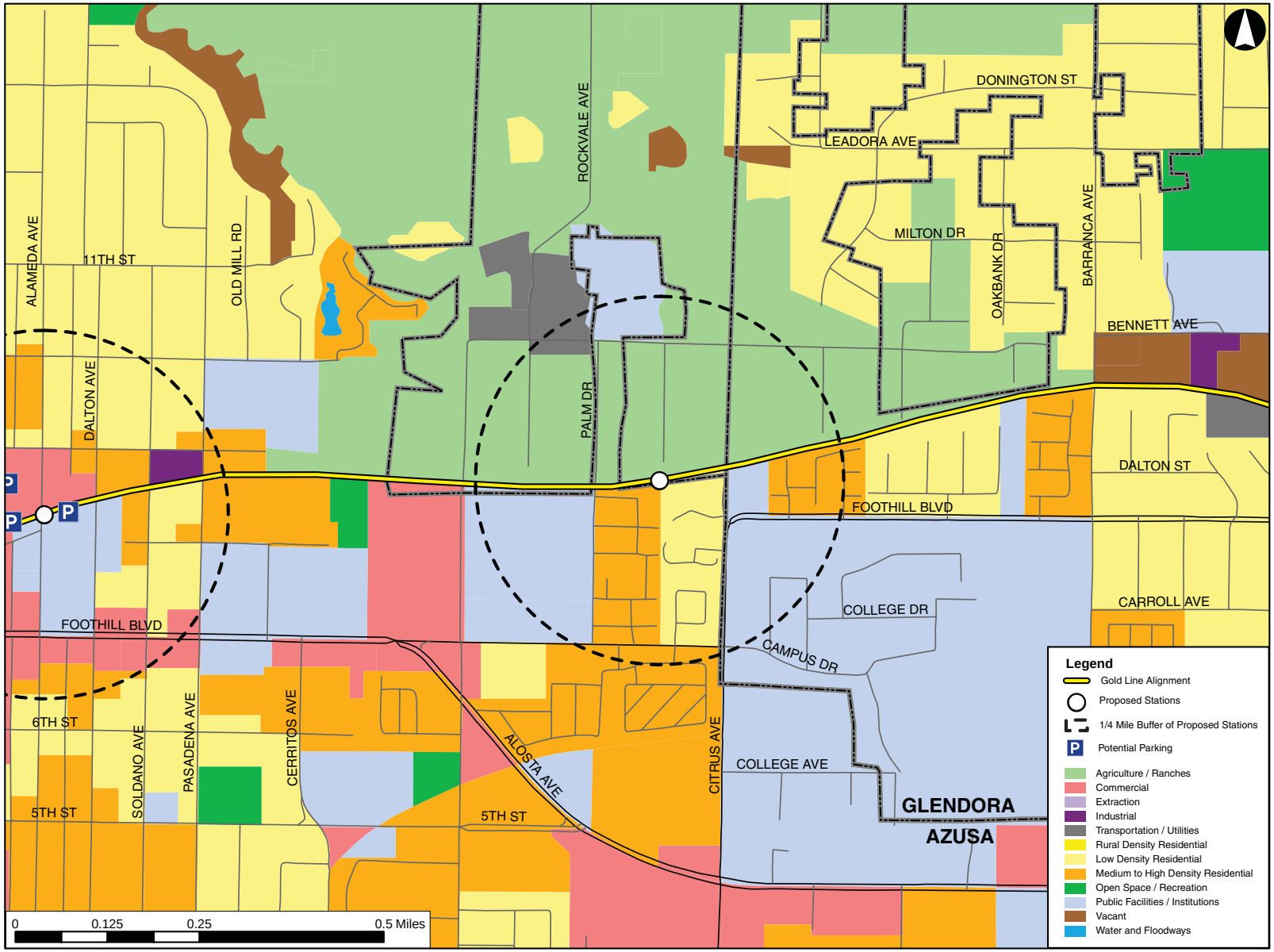
~~The north side of the rail right-of-way between Azusa Avenue and Dalton Avenue, and surface parking within the rail right-of-way further east between Dalton Avenue and Soldano Avenue.~~ Parking would be constructed north of the railroad right-of-way bounded by Alameda Avenue to the west, 9th Street to the north, and Dalton Avenue to the east. This area is currently occupied by buildings zoned for Light Manufacturing use directly north of the alignment, and for Multiple- and Single-Family Residential use directly south of Ninth Street.



Source: ©2003 GDT, Inc. and its licensors, Rel. 10/2002; SCAG Regional Land Use, 2003; U.S. Census TIGER Data, 2000.

Figure 3-10.8: Azusa - Alameda Avenue Station - Area Land Use

The proposed station at the Monrovia Nursery (Rosedale development) site would be located within the rail alignment east of Palm Drive. Current land uses at this site include nursery uses north of the alignment and university and residential uses south of the alignment (see **Figure 3-10.9**). Zoning directly south of the station site is for Multiple-Family Residential (3,000 sq.ft./d.u.) use. A parking structure to serve this station would be provided as part of the Monrovia Nursery redevelopment plan. ~~A specific site has not been identified, but would be close to the LRT station site.~~ It will be located north of the rail right of way and west of future extension of Citrus Avenue. The current use of the property is for nursery uses, but with future development imminent, the area would be developed as part of a Transit Oriented Development Specific Plan.



Source: ©2003 GDT, Inc. and its licensors, Rel. 10/2002; SCAG Regional Land Use, 2003; U.S. Census TIGER Data, 2000.

Figure 3-10.9: Azusa - CItrus Avenue Station - Area Land Use

3-10.1.2 Foothill Extension, Segment 2 Cities

a. Glendora

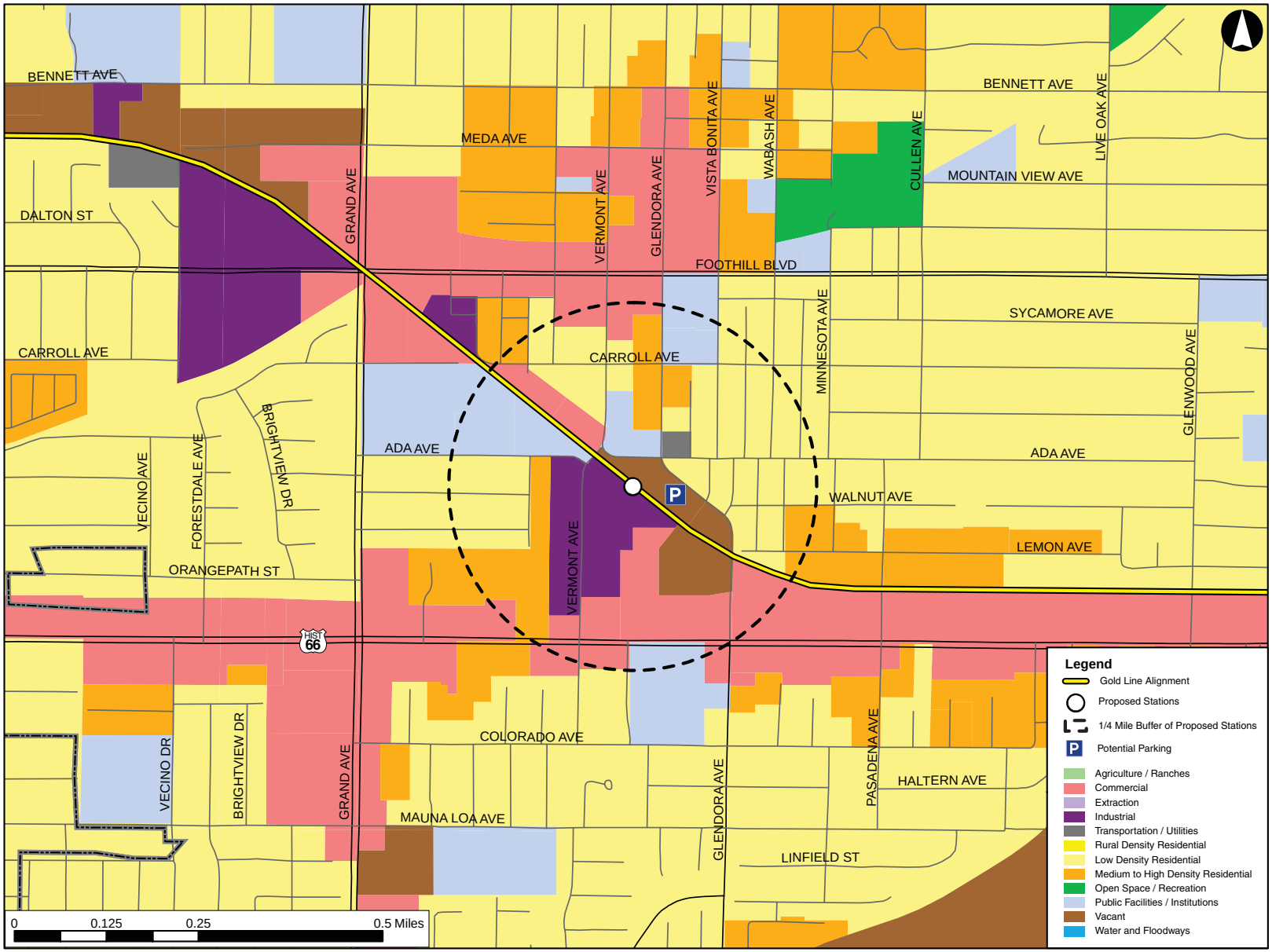
Glendora's General Plan is currently being updated. However, various policies throughout Glendora's General Plan from 1992 endorse the development of light rail transit service and the use of the historic Glendora Rail Depot site for a light rail station. The Transportation Element broadly supports the proposed light rail project through its goal to reduce vehicle miles traveled (Goal 2). Within the Land Use Element, the site of the historic Glendora Rail Depot is identified as a Planned Redevelopment area. In addition to the Rail Depot site, Planned Redevelopment is envisioned for the area south of the alignment between Vermont Avenue on the west, Pasadena Avenue on the east, and ~~Alosta Avenue (~~Route 66~~)~~ on the south.[12]

The General Plan identifies four redevelopment plans adopted by the Glendora Community Redevelopment Agency, two of which are adjacent to the proposed light rail project. The first redevelopment project, known as Project Area Two, is designed to promote growth in the central business district (located within a ½ mile distance north of the proposed site). Project Area Three is the second redevelopment project in the vicinity of the station, located along the Alosta Avenue (Route 66) corridor, south of the alignment. The objectives of this redevelopment plan include "the elimination of blight, strengthening and upgrading existing residential uses, and the provision of site improvements."[13] The City encourages mixed-use development that would allow for high-density residential units in this area; such development could be expected to provide the density and diversity needed to generate ridership levels for the proposed Gold Line station.

Glendora's Route 66 Corridor Specific Plan (2003) supports the development of the proposed Gold Line alignment and the Glendora light rail station. The proposed station is located within the Specific Plan's Town Center Mixed Use District, which "is intended to provide for complementary mix of land use and development types that are compatible with and reinforce pedestrian activity and transit utilization."[14] The plan includes incentives for mixed-use development, and indicates that a light rail passenger terminal would require an Administrative Use Permit.[15]

Approximately 4 miles of the proposed Gold Line alignment runs through the City of Glendora. Surrounding land uses include low- and medium-density residential, limited industrial, retail and commercial, commercial manufacturing, mobile home park, and an industrial park. The proposed station at the site of the historic Glendora Rail Depot is located adjacent to the southwestern corner of the City's Historic District, in an area of industrial and commercial uses (see **Figure 3-10.10**).

[12] City of Glendora, *General Plan*, February 11, 1992.
[13] City of Glendora, *General Plan*, 1992, 55.
[14] City of Glendora, *Route 66 Corridor Specific Plan*, 2003, p. 2-6.
[15] City of Glendora, *Route 66 Corridor Specific Plan*, 2003, p. 6-6.



Source: ©2003 GDT, Inc. and its licensors, Rel. 10/2002; SCAG Regional Land Use, 2003; U.S. Census TIGER Data, 2000.

Figure 3-10.10: Glendora Station - Area Land Use

The LRT platform would be located within the LACMTA alignment, south of Ada Avenue between Vermont and Glendora Avenues. The railroad right-of-way is zoned R-4 (Railroad zone), where permitted uses are limited to railroad purposes, including passenger and freight facilities.[16] The parcels adjacent to the proposed station area are zoned for planned redevelopment, light manufacturing, commercial manufacturing, hospital, and multi-family residential.[17] Current abutting uses include an outdoor storage facility and a commercial center anchored by Albertson's grocery store to the south.

Two alternative locations have been selected for accommodating Gold Line station parking facilities at the station, both located within the Town Center Mixed Use District of the Route 66 Corridor Specific Plan (2003). The primary parking alternative would be the construction of Parking would be provided by constructing surface parking on the undeveloped LACMTA-owned property along the alignment between Vermont and Glendora Avenues. A second proposed parking alternative is to construct a parking structure north of the alignment, on privately-owned property zoned M1 (light manufacturing), just west of Vermont Avenue. The site is currently occupied by a parking lot and a warehouse housing light industrial and commercial uses. According to current municipal code, conditional use permits are required for "parking facilities where fees are charged" and for "transportation facilities" in the light manufacturing zone.[18] According to the Route 66 Corridor Specific Plan, public parking lots or structures within the Town Center Mixed Used District are permitted uses.[19]

b. San Dimas

The Gold Line project is highly compatible with the Land Use Element of San Dimas's General Plan (1991). The rail line would help create an urban form that efficiently utilizes urban infrastructure and services (Goals Statement L-4). The rail extension also furthers the City's goal of discouraging "strip" commercial development (Goals Statement L-5), by promoting infill development in and around activity centers, transportation node corridors, underutilized infrastructure systems, and areas in need of redevelopment. The project is also consistent with Goals Statement L-6 to revitalize the downtown area. Policies for achieving this goal include the encouragement of office and mixed-use development downtown (Policy 6.1.2), and the establishment of a transit station in the downtown area (Policy 6.2.1). More specifically, adaptive reuse of the San Dimas Lemon Association Packing House, tied together with development of a light rail transit stop, is identified within the Land Use Element as a Plan Proposal to help implement General Plan land use goals (Plan Proposal K).

The proposed Gold Line extension also meets City goals expressed in the General Plan Circulation Element, such as Goals Statement C-2, to promote a public transportation system that is safe, convenient, and meets the identified needs 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). ~~Within the Land Use Element, the City identified seven potential transit nodes along the AT&SF and Southern Pacific Railroad alignments. This list includes the currently proposed Gold Line station sites, within the LACMTA alignment directly northwest and southeast of the intersection of Cataract Avenue and Bonita Avenue.~~ Specific Plan Proposals within the Circulation Element consistent with the proposed project include the identification of candidate transit stops (Plan Proposal A) and the designation of the Packing House as a potential transit stop (Plan Proposal B).

[16] Glendora Municipal Code, Section 21.06.040.
[17] City of Glendora, *Official Zoning Map*, Revised 03/96.
[18] Glendora Municipal Code, Section 21, Appendix, Table C.
[19] City of Glendora, *Route 66 Corridor Specific Plan*, 2003, p. 6-12.

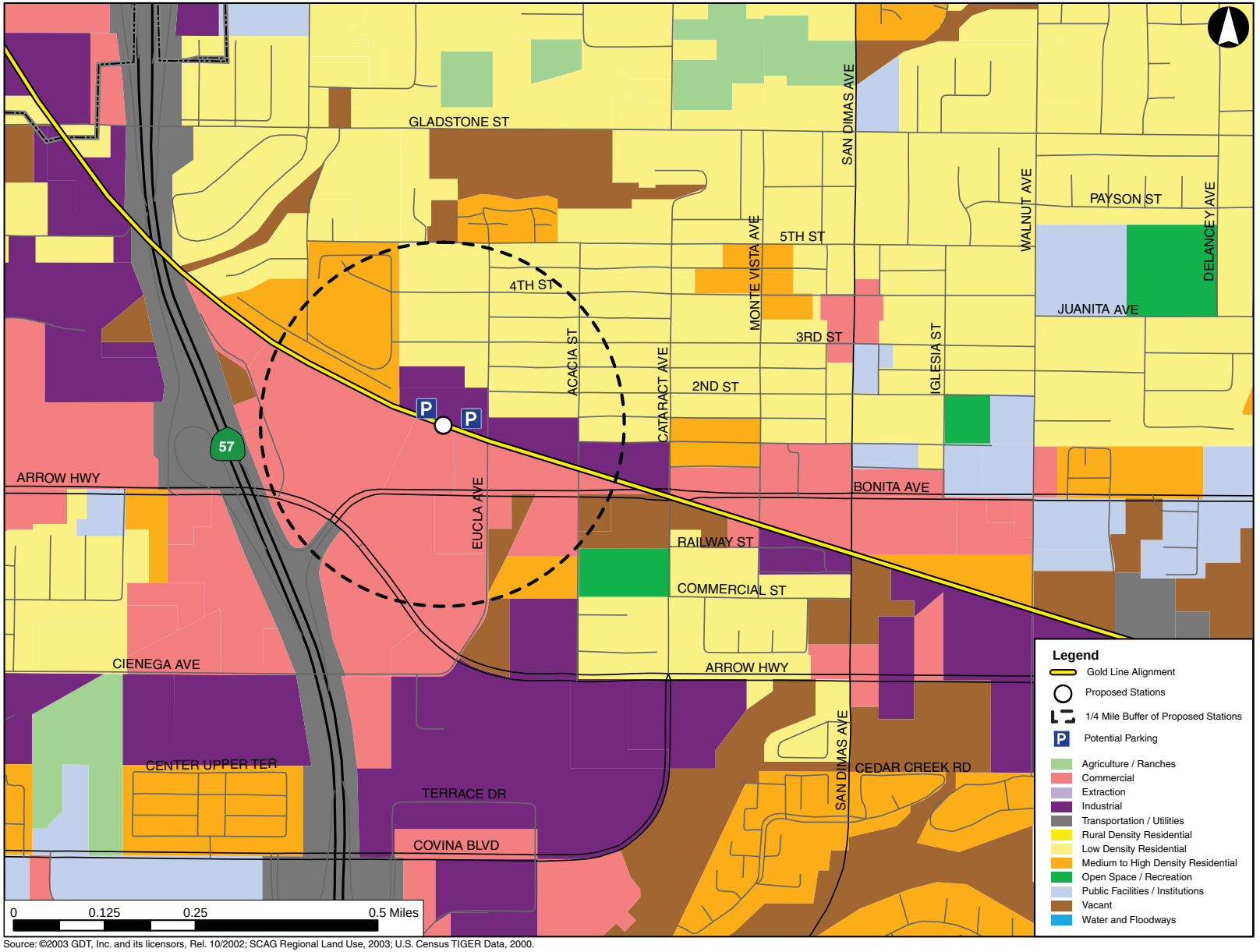
Land uses immediately surrounding the proposed LRT station sites are light industrial and commercial, with residential uses further north and south, adjacent to proposed parking facility locations (see **Figure 3-10.11**). The city zoning map shows the proposed rail alignment traversing areas zoned for single- and multi-family residential, light manufacturing, and public uses, as well as for Creative Growth (a redevelopment area zone) and two specific planning areas (SP-23 adjacent to the northwestern station site and SP-24 west of State Route 57). The Creative Growth Zone, with four subareas, is the largest zoning category within San Dimas's single large redevelopment project area. The proposed Gold Line stations are located within Creative Growth Area 2 – Frontier Village, where transit facilities are a conditionally permitted use.[20] Frontier Village includes the city's historic downtown core, and underwent façade upgrades in the 1970s to reflect a "Frontier" theme. Encouraged uses in this area are neighborhood commercial and service businesses "which service the day-to-day-living needs of nearby neighborhoods or a larger section of the city."[21] Two additional Creative Growth subareas adjacent to the alignment include: Creative Growth Area 1 – Regional Commercial, located south of the alignment between State Route 57 and Eucla Avenue at the confluence of Bonita Avenue, Arrow Highway, and SR-57; and Creative Growth Area 3 – General Commercial, located south of the alignment along San Dimas Avenue and ending at the Southern Pacific Railroad line.

~~Currently in the City of San Dimas four parking locations are proposed for the light rail station. The first includes surface parking south of the historic depot and proposed LRT station east of Cataract Avenue. A second parking option entails construction of a parking structure at the existing park-and-ride lot located east of Monte Vista Avenue and south of the right-of-way. Both of these options are located within the Frontier Village redevelopment area. Additionally, surface Parking structure and surface parking is proposed for the two blocks east and west of Eucla Avenue north of the railroad near the historic San Dimas Lemon Association Packing House. This area is zoned as Planning Area I (Business Park District) of Specific Plan Area 23 (Town Core Business Park). Second option for parking includes parking west of Cataract avenue, south of First Street and north of alignment. Transit stations which provide transportation facilities for rail, bus and automobile services are not explicitly permitted within this planning area, but are permitted in Planning Area II of Specific Plan Area 23, on the block containing the historic Packing House, adjacent to the northwestern station alternative.[22] The parking sites currently contain buildings in commercial and light industrial use, and are adjacent to a single family residential neighborhood referred to as the San Dimas "town core." The specific plan notes that one of its purposes includes the minimization of any "negative adverse impact of traffic generated by any development by directing traffic away from the residential neighborhood~~."

c. La Verne

The Gold Line project is consistent with La Verne's "big picture" general plan focus on solving regional problems such as congestion and air pollution.[23] Goal 6 of the General Plan's Transportation Element is 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 a 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, civic centers" (Implementation Measure 3.5.e). The Gold Line project would also support La Verne's goal of creating a functional downtown (Land Use Element Goal 10). However, the City expresses concern in their General Plan that low-density residential land use designations should be protected (Implementation Measure 1.2.h).

[20] San Dimas Municipal Code, Section 18.140.090 (B.2.j).
[21] San Dimas Municipal Code, Section 18.140.090 (B).
[22] San Dimas Municipal Code, Sections 18.538.110 and 18.538.120.
[23] City of La Verne, *General Plan – Small Town Big Picture*, Resolution No. 98-722 adopted December 7, 1998.



Source: ©2003 GDT, Inc. and its licensors, Rel. 10/2002; SCAG Regional Land Use, 2003; U.S. Census TIGER Data, 2000.

Figure 3-10.11: San Dimas Station - Area Land Use

The Walnut neighborhood south of the alignment should be protected from encroaching commerce and industry (Implementation Measure 11.4). The Land Use Policy Map of the General Plan shows a range of land uses along the alignment, including industrial, community facility, medium density residential, open space, low density residential, and commercial/business park. Land uses at the proposed station locations are community facility at D Street and industrial at the E Street and Fairplex sites.

The Gold Line alignment traverses the southern part of the City of La Verne, north of and roughly parallel to Arrow Highway. Zoning along the alignment in this plan area is largely industrial, with small zones of commercial/manufacturing at the western end of the corridor south of Arrow Highway and towards the eastern end of the alignment, south of Arrow Highway at E Street. Zoning along the alignment is largely guided by specific plans, namely, SP84-12 (Arrow Corridor) in the west and to the south throughout the entire alignment, SP91-26 (Lordsburg) to the north of the alignment between Wheeler Avenue and Fulton Road, and SP81-2 (Walnut) approximately one block south of the alignment, between A and E Streets. Other zoning adjacent to the alignment includes Planned Residential (15 dwelling unit [d.u.]/acre), Official (Wheeler Avenue Park), and Mobile Home Park north of the alignment west of Wheeler Avenue. A Planned Residential (4.5 d.u./acre) zone also exists north of the alignment west of Fulton Road.

The City of La Verne is ~~considering three~~ planning a ~~potential~~ light rail station location and the provision of LRT parking at the Pomona Fairplex. Land uses immediately surrounding station sites include university, commercial, and industrial uses (see **Figure 3-10.12**). ~~The preferred alternative is a~~ The station would be located at E Street, which is located within the Arrow Corridor Specific Plan area. ~~The alternative located near the Fairplex west of White Avenue is also located within the Arrow Corridor Specific Plan area, and the D Street station alternative is located within the Lordsburg Specific Plan area. According to the Lordsburg Specific Plan, zoning along the alignment is Residential between Wheeler Avenue and B Street, and Institutional east of B Street and west of E Street. A station at D Street would be located in the Lordsburg Institutional Zone, where governmental/public uses are permitted uses.~~ Zoning is Industrial at the E Street and Fairplex site~~s~~, where the development of a light rail station is identified as requiring a conditional use permit.[24]

The Gold Line alignment roughly separates the Lordsburg Specific Plan area in the north from the Arrow Corridor (formerly Industrial) Specific Plan area in the south. The Arrow Corridor Specific Plan recognizes the light rail proposal as an important project, and states that the City is working to have a station close to downtown and University of La Verne, with connections to the Pomona Fairplex. The Lordsburg Specific Plan acknowledges that a potential light rail station at E Street would require the provision of substantial parking, which could also serve the downtown.[25] A light rail station at ~~D or~~E Street~~s~~ would generally support the specific plan goal to revitalize downtown La Verne, and would be consistent with the plan's recommendation to develop mass transit opportunities in the Arrow Highway corridor. The plan also calls the LACMTA (old AT&SF) alignment "the most significant and visually displeasing edge within the Lordsburg area." The plan recommends fencing or landscaping along rear yard boundaries, because "visual and sound barriers are generally absent from the rear property lines of homes located on First Street backing onto the AT&SF tracks." Another plan within the Lordsburg Specific Plan area affecting the proposed Gold Line project is the University of La Verne Master Plan (1997). University of La Verne properties currently extend from B Street to east of E Street north of the alignment.~~, and the proposed stations at D Street would abut University property.~~ The Master Plan does not specifically acknowledge the proposed light rail project but recognizes a general need for improved transit.

[24] City of La Verne, *Arrow Corridor Specific Plan*, Adopting Ordinance No. 950, 2002.
[25] City of La Verne, *A Specific Plan for Lordsburg*, September 1992, p. 16.

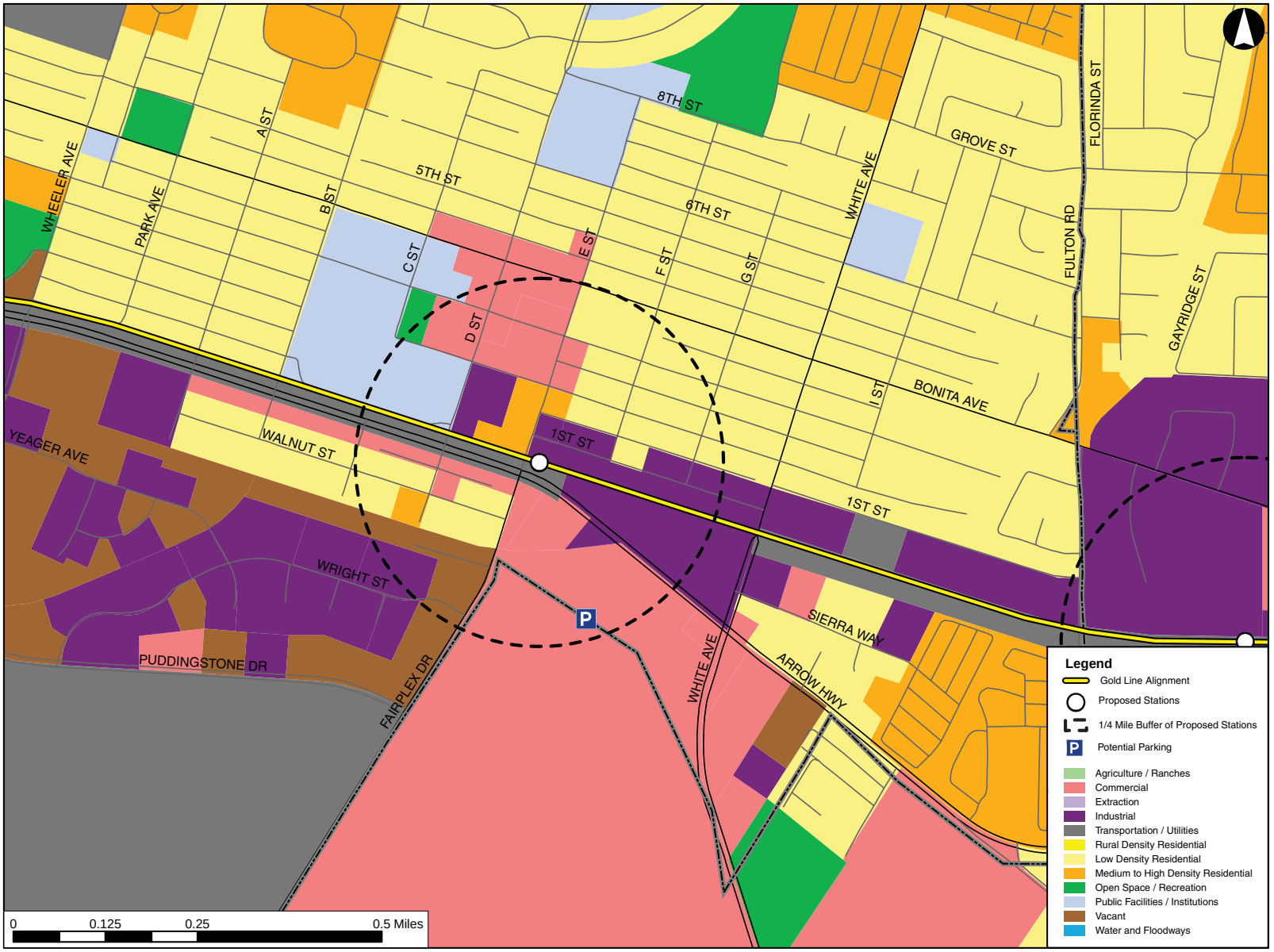


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Figure 3-10.12: La Verne Station - Area Land Use

Additionally, the plan foresees purchasing Metropolitan Water District property southeast of the university and moving athletic facilities there – potentially making space for a university parking structure adjacent to the tracks and west of D Street. As in the Lordsburg Specific Plan, the University Master Plan sees a need to buffer the railroad track to create a more attractive edge. Recommended buffers include landscaping and parking structures.

The proposed Gold Line station~~s~~ and most of the alignment are also located within the boundaries of the Amended and Restated Redevelopment Plan for the Central City Redevelopment Project, adopted by Ordinance No. 857. The Gold Line project would support the redevelopment plan's general goal of enhancing the role of the City's downtown area. Within the plan, the city states its commitment to future improvements in the development of Metrolink and other commuter rail lines, including stations, platforms, and crossings.

d. Pomona

According to the City's website, Pomona is currently in the middle of updating their General Plan and re-codifying the Municipal Code. Discussion of rail transit in the city's General Plan (1976) is outdated, but does highlight negative environmental effects of rail lines such as noise, dust, vibration and visual pollution. Traffic safety at rail crossings is another highlighted concern requiring mitigation. The proposed project is nevertheless consistent with Pomona's basic land use and circulation goals "to develop a safe, efficient and coherent system of circulation; to expand the choices of available travel modes which will effectively increase the freedom of movement for Pomona's residents; and, to strengthen Pomona's position as an important regional center through transportation planning."[26] The project is also consistent with the City's stated policy in its Circulation/Transportation Element "to encourage the development of a northern traffic-carrying facility within the east-west corridor to better serve the needs of Pomona and the [Pomona] Valley residents by increasing access to the City and to further decrease the use of local City streets as carriers of inter-city traffic."[27] The rail alignment passes north of the Pomona Fairplex through La Verne and crosses northern Pomona for a distance of approximately two miles. Zoning along the alignment in Pomona is largely Special and Light Industrial, although adjacent residential zoning includes High Density Multiple Family south of the alignment around Garey Avenue, Single Family Residential south of the alignment between Garey and Towne Avenues, and Medium Density Multiple Family north of the alignment, east of Carnegie Avenue. Within one-quarter mile south of the alignment there is also Publicly Owned Land.

The~~re are two~~ proposed Gold Line station ~~alternatives~~ in Pomona is ~~at the~~ adjacent to the existing Metrolink station.[28] ~~and at Towne Avenue~~ Existing land uses surrounding the ~~Metrolink~~ proposed LRT station are industrial (see **Figure 3-10.13**). ~~Use of the existing Metrolink station would include the development of~~ A parking structure is proposed between the alignment and Bonita Avenue on a currently vacant parcel zoned for Special Industrial use. ~~Zoning for the proposed Towne Avenue station location is also Special Industrial, and the station and on-site parking would replace the currently vacant site of a remediated industrial facility (IBM site). Zoning and land use south of the IBM site, on the eastern side of Towne Avenue, is Light Industrial (see **Figure 3-10.14**).~~ These This zoning classification~~s are~~ is consistent with the development of a light rail transit station at ~~either Towne Avenue or~~ the existing Metrolink station at Garey Avenue and Santa Fe Street.

[26] City of Pomona, *Comprehensive General Plan*, March 1976, 5.
[27] City of Pomona, *Comprehensive General Plan*, March 1976, 49.
[28] The Pomona (North) Station serves Metrolink's San Bernardino Line. The Downtown Pomona Station, further south, serves Metrolink's Riverside County Line.

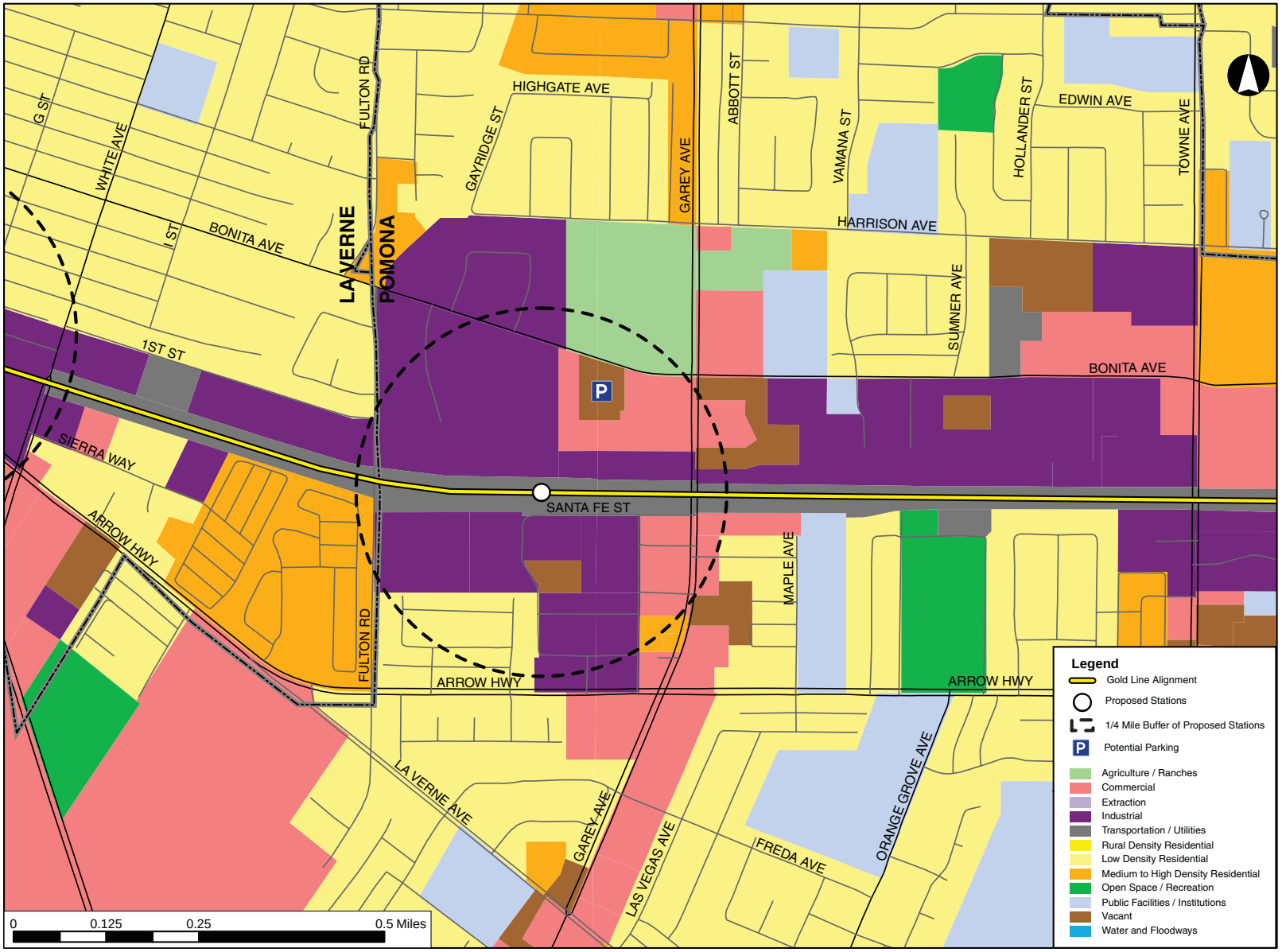

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Figure 3-10.13: Pomona - Garey Avenue Station - Area Land Use

~~According to the City's draft Redevelopment Project Areas Map (1999), the proposed Gold Line station location east of Towne Avenue is north of and adjacent to the Arrow/Towne redevelopment area. This plan, approved in 1981, envisioned medium density residential use for the project area south of the LACMTA alignment and east of Towne Avenue. Both this location and the.~~ The proposed LRT station ~~at the existing Pomona (North) Metrolink station~~ is located within an area where the City has considered implementing new zoning that would catalyze transit-oriented, mixed-use development. The City of Pomona aimed to implement the new zoning through the Bonita Avenue Corridor Development Program, and successfully applied to LACMTA for partial funding in 1999.

e. Claremont

Claremont ~~is beginning~~ began the general plan update process in spring 2004. Claremont's General Plan was last comprehensively updated in 1981, and its Circulation Element updated in 1992. The Gold Line project is nevertheless supported throughout the existing plan. 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 City also has a policy of promoting "convenient, clean, safe and efficient public transit not only to serve transit dependent riders, but also to attract discretionary riders as an alternative to reliance on single occupant automobiles."[29] Metrolink currently occupies the old AT&SF alignment in Claremont, with service from San Bernardino to Los Angeles Union Station.

The Gold Line corridor through the City of Claremont is zoned for a variety of uses, including professional commercial, industrial, single- and multiple-family residential, and special district uses such as educational and Claremont Village Redevelopment Area. The alignment and historic Santa Fe Railroad depot are presently in full operation via the Metrolink San Bernardino Line. Platforms for Gold Line light rail services would be located within the ~~LACMTA~~ Construction Authority-owned right-of-way directly east of Indian Hill Boulevard, in an area zoned as Claremont Village, adjacent to existing office use to the north and multiple-family residential use to the south (see **Figure 3-10.14**). Currently, a park-and-ride facility east of College Avenue between the alignment and First Street provides surface parking for both Metrolink and bus commuters. It is proposed that the Gold Line station share this parking as it is currently underutilized. The proposed parking structure would be shared by Metrolink and Foothill Extension LRT patrons. The recently adopted Village Expansion Specific Plan is consistent with the Gold Line project because it provides for transit-oriented mixed-use development. Development of a parking structure at the proposed location would be guided by the specific plan, which states that "Parking structures, if built, should be located in the interior of blocks or along the Metrolink tracks. They should have retail uses on the first floor."[30]

f. Montclair

Gold Line facilities in Montclair would be located at the existing Montclair TransCenter, a regional transit hub with approximately 1,600 parking spaces that currently serves Metrolink's San Bernardino Line in addition to Omnitrans and Foothill Transit bus services. General Plan land use designations along the alignment include Business Park, Public/Quasi Public, Low Density Residential (in the City's northwest corner), and Planned Development (south of the TransCenter).

[29] City of Claremont, *Claremont General Plan Circulation Element*, 1992, IV/1-16.
[30] City of Claremont, *Claremont Village Expansion Area Specific Plan*, 2001, 2-12.

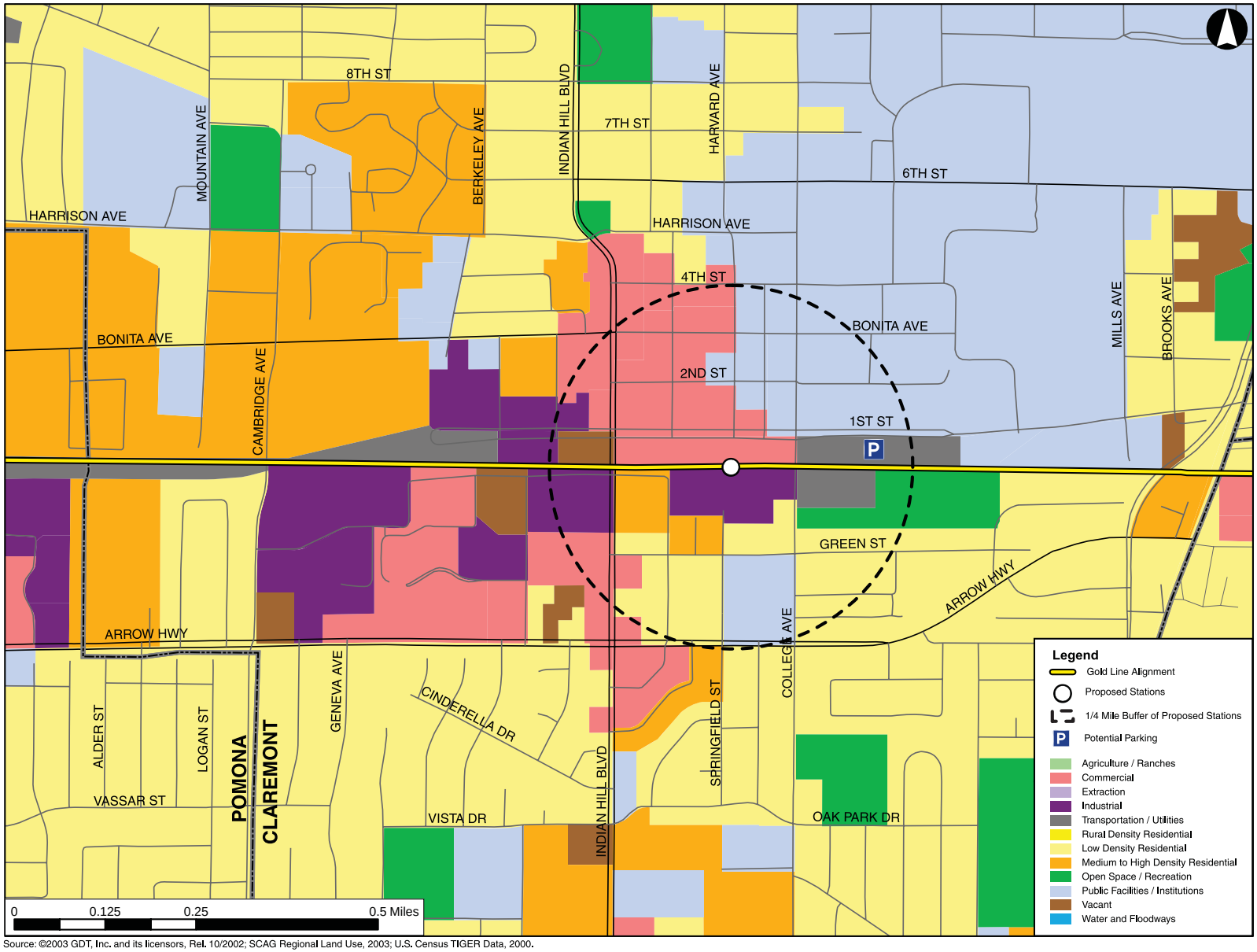

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Figure 3-10.14: Claremont Station - Area Land Use

Adding a light rail stop to the existing TransCenter is consistent with Montclair's stated policy in the Circulation Element of their 1999 General Plan to "promote the provision of public modes of transportation between strategic locations such as the Montclair Plaza Shopping Center, and other traffic generators, such as the Montclair TransCenter and potential Metrolink station on the Riverside Line."[31]

~~Two alternative alignments are proposed: that would extend~~ The light rail service~~s~~ would extend approximately one-half mile into the northwestern corner of Montclair, terminating at the Montclair TransCenter. ~~The northern alignment uses the abandoned UP right-of-way, picked up in the City of Claremont, east of College Avenue. Existing land uses along the UP right-of-way are residential and extraction.~~ The southern alignment would continue the use of the Metrolink right-of-way (see **Figure 3-10.15**). Zoning along this corridor is largely Industrial Park Manufacturing and General Commercial, although a Small Lot Single Family Residential Zone exists in the most northwestern corner of the city (part of a neighborhood along the county line referred to by its residents as "El Barrio"). The proposed light rail station and associated parking would be located completely within the boundary of the existing TransCenter.

The proposed light rail station at the Montclair TransCenter fall<u>s</u> within the boundaries of the North Montclair Specific Plan[32] area, as well as the city's Redevelopment Plan for Project Area No. III. The TransCenter was developed in the mid-1990s by the City and SANBAG, and includes the area bounded by the UP right-of-way (also the Upland border), the Metrolink corridor, Monte Vista Avenue, and Central Avenue.

The North Montclair Specific Plan (1998) is a land use policy guidance document that proposes transit-related uses within and adjacent to the Montclair TransCenter, and a pedestrian connection along Fremont Street between the TransCenter and Montclair Plaza. Establishing a light rail station at the TransCenter is consistent with the plan's goal of ensuring that the TransCenter play a key role in the long-term development of the North Montclair commercial district.

g. Upland

The City of Upland, located directly north of the Montclair TransCenter, has a number of housing and commercial developments in the planning stages for the land adjacent to the north side of the TransCenter.

3-10.1.3 Regional Land Use Plans

Several regional land-use plans and policies are applicable to the proposed Gold Line ~~Phase II~~ <u>Foothill Extension</u> project.

a. SCAG Regional Comprehensive Plan and Guide

The Southern California Association of Governments (SCAG) is designated by the federal government as the Southern California region's Metropolitan Planning Organization (MPO) and Regional Transportation Planning Agency (RTPA). SCAG has sought to address regional planning concerns through various documents, including the 1996 Regional Comprehensive Plan and Guide (RCPG) and the CommunityLink21 - 2001 Regional Transportation Plan Update (2001 RTP Update).

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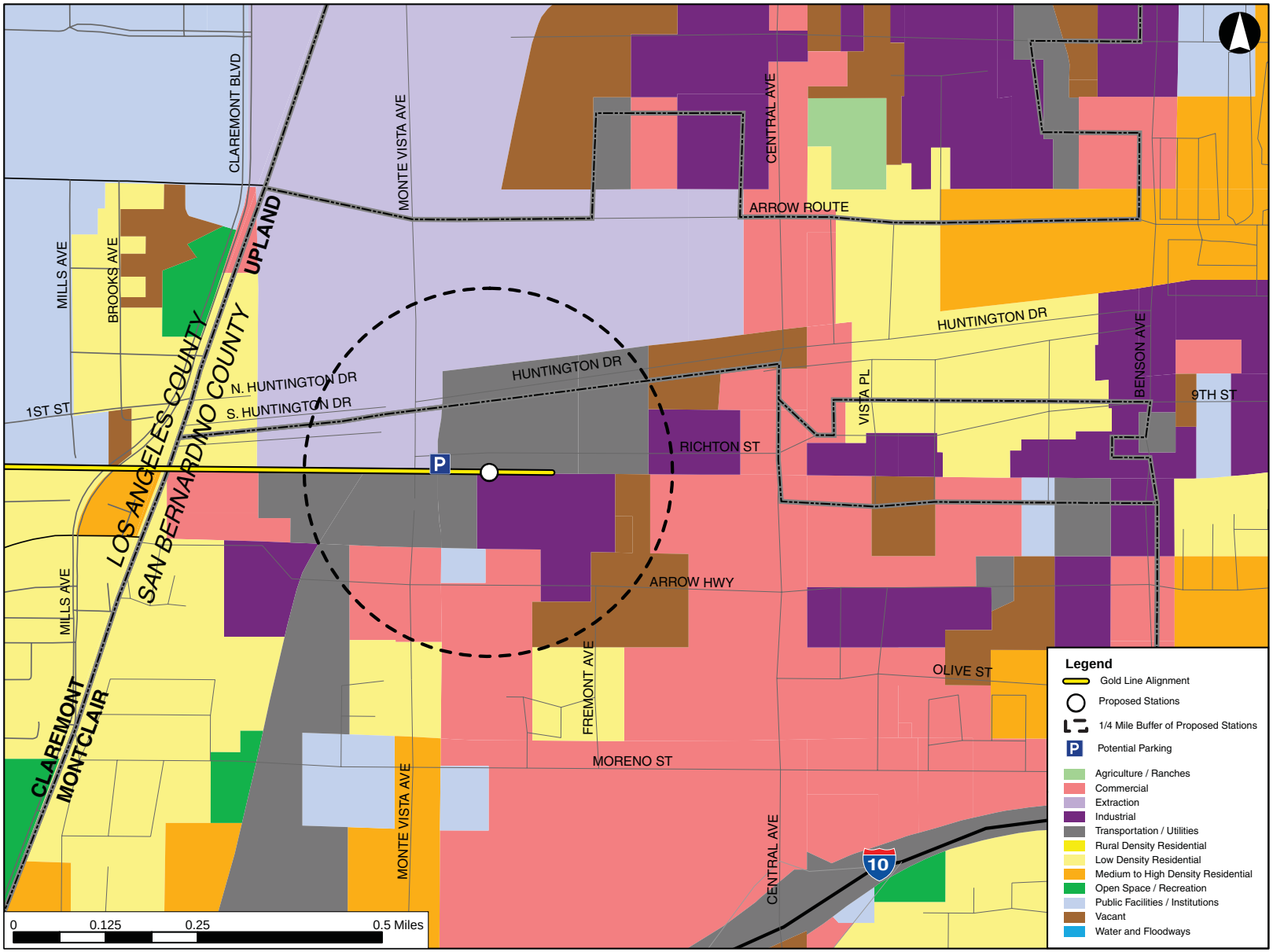
[31] City of Montclair, *1999 General Plan*, 1999, 41.
[32] City of Montclair, *North Montclair Specific Plan* (Specific Plan No. 97-1), 1998.



Source: ©2003 GDT, Inc. and its licensors, Rel. 10/2002; SCAG Regional Land Use, 2003; U.S. Census TIGER Data, 2000.

Figure 3-10.15: Montclair Station - Area Land Use

The RCPG "[i]s intended to serve the region as a framework for decision making with respect to the growth and changes that can be anticipated during the next 20 years and beyond." In addition, the RCPG "describes how the Southern California region will meet certain federal and state requirements with respect to Transportation, Growth Management, Air Quality, Housing, Hazardous Waste Management, and Water Quality Management."

The RCPG discusses regional growth and infrastructure issues in its Growth Management Chapter (GMC). The following policies in the GMC have been cited by SCAG staff as being potentially relevant to the proposed project:

- Policy 3.01: The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.
- Policy 3.03: The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.
- Policy 3.05: Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities.
- Policy 3.09: Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.
- Policy 3.10: Support local jurisdictions' actions to minimize the red tape and expedite the permitting process to maintain economic vitality and competitiveness.
- Policy 3.18: Encourage planned development in locations least likely to cause environmental impact.
- Policy 3.20: Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.
- Policy 3.21: Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.
- Policy 3.22: Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.
- Policy 3.23: Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards and minimize earthquake damage, and development of emergency response and recovery plans.
- Policy 3.27: Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.

- The Air Quality Chapter of the RCPG sets policy contexts in which SCAG coordinates the efforts of counties and cities to meet the requirements of air plans within the region. The Air Quality Chapter core actions relevant to the proposed project are:
- Policy 5.07: Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle miles traveled –emission fees) so that options to command and control regulations can be assessed.

- Policy 5.11: Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.

b. SCAG Regional Transportation Plan

- The SCAG CommunityLink21 - 2001 Regional Transportation Plan Update (2001 RTP Update) serves as the primary transportation planning document for the Southern California region. It describes local and regional trends that affect the transportation system and recommends transportation investments to improve mobility and accessibility. SCAG staff have indicated that the following goals, objectives, policies, and/or actions in the 2001 RTP Update may be potentially relevant to the proposed project:

- Policy 4.01: Transportation investments shall be based on SCAG's adopted Regional Performance Indicators (i.e., mobility, accessibility, environment, reliability, safety, equity/environmental justice, and cost-effectiveness).
- Policy 4.02: Transportation investments shall mitigate environmental impacts to an acceptable level.
- Policy 4.04: Transportation Control Measures shall be a priority.
- Policy 4.09: All existing and new public transit services, facilities and/or systems shall be fully accessible to persons with disabilities as required by applicable sections of the 1990 Americans with Disabilities Act.
- Policy 4.10: All existing and new public transit services shall be provided in a manner consistent with Title VI of the 1964 Civil Rights Act and Executive Order 12898 on Environmental Justice, including the prohibition of intentional discrimination and adverse disparate impact with regard to race, ethnicity, or national origin.
- Policy 4.11: All existing and new public transit services, facilities and/or systems shall evaluate the potential for private sector participation through the use of competitive procurement and feasible institutional arrangements.
- Policy 4.16: Maintaining and operating the existing transportation system will be a priority over expanding capacity.

Note that the Draft EIS/EIR used 2025 forecasts from the 2001 RTP, and those forecasts are also used in the Final EIS/EIR. The 2004 RTP, adopted subsequent to the Draft EIS/EIR, includes forecasts to 2030. There are not substantial differences in the population and employment forecasts for the study corridor for the two forecast years.

3-10.2 Environmental Impacts

3-10.2.1 Evaluation Methodology

Potential land use and planning impacts were evaluated by examining existing land uses along the alignment and in proposed station areas, in addition to the adopted and draft plans and zoning ordinances in each of the jurisdictions along the corridor. Land use impacts would be considered significant if implementation of the proposed project would create incompatible land uses or result in conflicts with applicable land use plans, policies, or regulations.

Existing land uses were observed in an August 2003 field visit and in aerial photography taken in July 2003. Existing land use data derived from aerial photography were also provided in GIS format from the Southern California Association of Governments (SCAG).

In a few ~~Phase II~~ Foothill Extension cities, adopted plans and zoning regulations are over twenty years old and outdated in their discussion of transportation and land use. Many of the ~~Phase II~~ corridor cities are currently updating their general plans and/or municipal codes (including Pasadena, Arcadia, Irwindale, Azusa, Glendora, Pomona, Claremont, and Montclair). Both existing and draft plans, where available, were analyzed for land use consistency with the proposed project.

3-10.2.2 Impact Criteria

a. NEPA Impact Criteria

NEPA regulations require federal agencies to study a proposed action's direct, indirect, and cumulative effects on the quality of the human environment. In regards to land use and planning, the EIS must discuss project-related conflicts with federal, state, regional, tribal, or local land use plans, policies, or controls. There are no NEPA-specific or FTA-specific criteria for determining adverse land use impacts, so the same criteria utilized for assessing impacts and whether those impacts are significant under CEQA have been used.

b. CEQA Impact Criteria

Under CEQA, direct and indirect impacts must be clearly identified and described, giving due attention to both short-term (i.e., during project construction) and long-term effects. According to the 2003 CEQA Guidelines (Environmental Checklist, Appendix G), land use and planning impacts may occur when:

- A proposed project conflicts with jurisdictional land use plans, policies, or regulations that have been adopted for the purpose of avoiding or mitigating environmental effects;
- A proposed project physically divides an established community; or
- A proposed project conflicts with applicable habitat or natural community conservation plans.

For the purposes of analyzing Gold Line ~~Phase II~~ Foothill Extension project alternatives, only the first category of land use impact listed in the CEQA Guidelines is applicable. The proposed project would not conflict with habitat or natural community conservation plans, because there are currently no conservation plans in the project vicinity. Additionally, the proposed project would not divide established communities, because the Gold Line corridor is an existing railroad and transportation route along which the corridor communities have historically developed.

Significance of land use impact is related to the consistency of the proposed project with applicable land use plans, policies and regulations. If the proposed project is consistent with both the local general plan and zoning code, it can be determined to have a less than significant impact on the land use of the area, so long as its design is compatible with the surrounding community. If the project requires a zone change and/or general plan amendment, potential impacts to surrounding land uses may occur. Significance would be a function of the surrounding land uses, buildings, general or specific plan designations, zoning, and parcel sizes.

Indirect land use-related environmental impacts are discussed in other sections of this chapter. Impacts to sensitive adjacent uses such as schools and parks are discussed in Section 3-4 (Community Facilities and

Services); noise impacts are discussed in Section 3-11 (Noise and Vibration); safety impacts are discussed in Section 3-13 (Safety and Security); and traffic impacts are discussed in Section 3-15 (Traffic and Transportation) of this document.

3-10.2.3 Construction-Period Impacts

a. No Build Alternative

The No Build Alternative includes extension of I-210 from I-15 to I-215; implementation of increased service on Phase I of the Gold Line LRT, completion and service on the Eastside LRT Extension, and countywide bus service improvements which would include the San Gabriel Valley. Construction-period impacts would be greatest for the I-210 extension and Eastside LRT Extension due to the scope and magnitude of construction activities. The I-210 extension would be about 10 miles in length, and is more than 5 miles east of the ~~Phase II~~ Foothill Extension study area. The Eastside LRT Extension is approximately 6 miles in length and connects to the south end of the Phase I LRT service. Construction needed to implement increased service on Phase I of the Gold Line would be limited to areas where traction power substations (TPSSs) would be added. Construction impacts to implement increases in countywide bus service are likely to be limited to modifications to or additional bus stops.

Phase I – The Cities Affected and the Effects

The cities in Phase I are Los Angeles, South Pasadena and Pasadena. The No Build projects that could affect the cities are implementation of increased service on Phase I of the Gold Line LRT, completion and service on the Eastside LRT Extension, and countywide bus service improvements.

Construction of the Eastside LRT Extension would result in potential construction-period impacts along and adjacent to the LRT alignment in the city of Los Angeles. The construction-period impacts and mitigation measures of this project are described in the Draft Supplemental Environmental Impact Statement/ Draft Subsequent Environmental Impact Report (FTA and LACMTA, 2001). No construction-period land use impacts are foreseen or identified within the DSEIS/DSEIR.

County-wide bus service improvements that may occur within the Phase I cities (Los Angeles, South Pasadena and Pasadena) between now and 2025 are not expected to include substantial amounts of construction. The planned service improvements would be likely to include upgraded or additional bus stops. Due to the very limited areas of construction of such facilities, effects would be expected to be less than adverse under NEPA and less than significant under CEQA. Land use impacts in particular are not anticipated for the construction phase; however, if they exist, they would be addressed in the environmental document for that project.

Foothill Extension Segment 1 – The Cities Affected and the Effects

The cities in Segment 1 are Pasadena, Arcadia, Monrovia, Duarte and Irwindale, and Azusa. The No Build projects affecting these cities are implementation of increased service on Phase I of the Gold Line LRT and countywide bus service improvements.

The implementation of increased service on Phase I of the Gold Line LRT would only affect the ~~Phase II~~ City of Pasadena. Land use impacts are not expected because no new facilities would be constructed.

Countywide bus service improvements would affect all ~~Phase II,~~ Foothill Extension Segment 1 cities. Nevertheless, land use impacts are not anticipated for the construction phase, because construction activities would be limited and temporary, and typical construction mitigation measures would be applied. If short-term land use impacts related to bus service improvements were to be identified, they would be addressed in the project environmental document.

Foothill Extension, Segment 2 – The Cities Affected and the Effects

The cities in ~~Phase II,~~ Segment 2 are ~~Azusa~~, Glendora, San Dimas, La Verne, Pomona, Claremont, Montclair, and Upland. The only No Build project affecting these cities would be countywide bus service improvements.

Los Angeles County-wide bus improvements would affect the ~~Phase II,~~ Segment 2 cities located within Los Angeles County (~~Azusa,~~ Glendora, San Dimas, La Verne, Pomona, and Claremont). Land use impacts are not anticipated for the construction phase, however, because construction activities would be limited and temporary, and typical construction mitigation measures would be applied. Temporary impacts would not be of sufficient magnitude or duration to create short-term land use impacts. Short-term land use impacts related to bus service improvements are not anticipated, but would be addressed in the project environmental documents prepared by LACMTA for specific service increases.

b. Build Alternatives

The Full Build Alternative would extend Gold Line ~~Phase I~~ LRT services from their current terminus at the Sierra Madre Villa Station in Pasadena eastward to the Montclair TransCenter in Montclair (approximately 24 miles). Two tracks would be utilized for LRT and the third for existing freight operations along portions of the ~~LACMTA~~ corridor. The Full Build Alternative would entail the construction of 12 LRT stations and associated parking facilities in the cities of Arcadia, Monrovia, Duarte, Irwindale, Azusa (two stations), Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair. This alternative also entails the construction of a LRT Maintenance and Operations facility in Irwindale.

Land use impacts are generally not expected during the construction phase of the Build Alternatives except for parcels that may need to be acquired and buildings demolished. Demolition would not affect surrounding land uses because demolition activities would be contained within the parcel. Construction activities would be temporary and access to surrounding land uses would be maintained during construction. For more detailed information on potential construction impacts, if any, as they may indirectly affect land uses in the proposed project area, the reader is referred to the following sections of this EIR/EIS: 3-1 Acquisitions and Displacements; 3-2 Air Quality; 3-4 Community Facilities and Services; 3-11 Noise and Vibration; 3-13 Safety and Security.

Phase I – The Cities Affected and the Effects

The cities in Phase I are Los Angeles, South Pasadena, and Pasadena. Because construction of the Build Alternatives would take place entirely within ~~Phase II~~ Foothill Extension cities, no construction-period elements of the proposed ~~Phase II~~ Foothill Extension would adversely affect land uses in the Phase I cities of Los Angeles and South Pasadena.

In the City of Pasadena, existing LRT services would be extended from the existing station at Sierra Madre Villa for approximately one-half mile within the median of the I-210 Freeway. Land use impacts are not anticipated for the construction phase, however, because construction activities would be

temporary and limited to the freeway median. Access to surrounding uses would be maintained, and the entire length of the alignment is buffered by freeway use.

Foothill Extension, Segment 1 – The Cities Affected and the Effects

The cities in ~~Phase II,~~ Segment 1 are Pasadena, Arcadia, Monrovia, Duarte, ~~and~~ Irwindale, and Azusa. Land use impacts are not anticipated for the construction phase of the Build Alternatives because construction activities would be temporary and access to surrounding uses would be maintained. Construction activities would not be likely to generate activities that would affect the planning or zoning designations of adjoining or nearby properties.

Foothill Extension, Segment 2 – The Cities Affected and the Effects

The cities in ~~Phase II,~~ Segment 2 are ~~Azusa,~~ Glendora, San Dimas, La Verne, Pomona, Claremont, Montclair, and Upland. Land use impacts are not anticipated for the construction phase of the Build Alternatives because construction activities would be temporary and access to surrounding uses would be maintained. Construction activities would not be likely to generate activities that would affect the planning or zoning designations of adjoining or nearby properties.

Summary of Impacts for Full Build (Pasadena to Montclair) Alternative

Because construction activities would be temporary and access to surrounding uses would be maintained, construction-period land use impacts are not expected for Phase I and ~~Phase II,~~ Foothill Extension Segments 1 and 2. Construction activities would not be likely to generate activities that would affect the planning or zoning designations of adjoining or nearby properties.

Summary of Impacts for Build LRT to Azusa Alternative

Because construction activities would be temporary and access to surrounding uses would be maintained, construction-period land use impacts are not expected for Phase I and ~~Phase II,~~ Segment 1 of the Foothill Extension. Construction activities would not be likely to generate activities that would affect the planning or zoning designations of adjoining or nearby properties.

3-10.2.4 Long-Term Impacts

The proposed project alternatives would generate long-term land use impacts if the actions proposed were inconsistent with applicable land use plans, policies, or regulations. Additionally, long-term land use impacts would result if the proposed project physically divides an established community.

a. No Build Alternative

The No Build Alternative is described above in Section 3-10.2.3.a of this chapter. The No Build Alternative would not result in significant or adverse long-term land use impacts, because it would maintain existing conditions. Environmental impacts and mitigation measures for projects that would be undertaken in lieu of either the Build LRT to Azusa Alternative or Full Build (Pasadena to Montclair) Alternative are discussed in the environmental documents for those projects.

Phase I – The Cities Affected and the Effects

Phase I cities include Los Angeles, South Pasadena, and Pasadena. The No Build projects that may potentially affect these cities include the Eastside LRT Extension, implementation of increased service frequency on the Phase I Gold Line LRT, and implementation of countywide bus improvements. Impacts and mitigation measures for the Eastside LRT extension project are described in the Draft Supplemental Environmental Impact Statement/Draft Subsequent Environmental Impact Report (FTA and LACMTA, 2001). This report found that the Eastside LRT Extension Build Alternative is generally compatible with local and regional plans and land use policies. Implementation of countywide bus improvements would entail increasing frequency of service on existing bus routes and no new construction of bus facilities. Land use impacts are therefore not expected; however, potential land use-related impacts, if they exist, would be discussed in the environmental document for that project.

Foothill Extension Segment 1 – The Cities Affected and the Effects

~~Phase II~~ The Segment 1 cities include Pasadena, Arcadia, Monrovia, Duarte~~, and~~ Irwindale, and Azusa. There would be no long-term land use impacts in these cities under the No Build Alternative because there would be no change in existing conditions. A project occurring under the No Build Alternative for which there may be potential land use impacts includes implementation of countywide bus improvements. The potential land use impacts, if any, related to this project would be discussed in the project's environmental document.

However, while the No Build Alternative would not create significant or adverse land use impacts, it would not fulfill transit-related land use objectives articulated by the ~~Phase II,~~ Segment 1 cities of Arcadia and Monrovia. In Arcadia, the No Build Alternative would defeat General Plan Strategy FS-13, to "pursue the establishment of rail service to Arcadia, including a transit stop within the downtown redevelopment area." Similarly in Monrovia, the No Build Alternative would defeat General Plan goals to develop light rail and to utilize the vacant Santa Fe Depot site as a light rail station.

Foothill Extension, Segment 2 – The Cities Affected and the Effects

~~Phase II,~~ The Segment 2 cities include ~~Azusa,~~ Glendora, San Dimas, La Verne, Pomona, Montclair, and Upland. There would be no long-term land use impacts in these cities under the No Build Alternative because there would be no change in existing conditions. Potential land use impacts, if any, related to the implementation of countywide bus improvements would be discussed in the environmental document for that project.

Although the No Build Alternative would not create significant or adverse land use impacts, it would not fulfill transit-related land use objectives articulated by the City of San Dimas in their General Plan Land Use Element. In particular, the No Build Alternative would defeat the City's Plan Proposal K to develop a light rail transit stop near the San Dimas Lemon Packing House.

b. Build Alternatives

Potential long-term direct land use impacts related to this proposed alternative include the removal of existing uses to accommodate new transportation facilities, such as transit stations and parking garages. Potential indirect or secondary long-term land use impacts would include changes in the overall development and growth of station areas. Chapter 4-6 (Growth Inducement) discusses impacts related to growth in greater detail.

Direct land use impacts generally would be not adverse/less than significant, because the ~~LACMTA~~ Construction Authority-owned right-of-way is an existing railroad corridor, within which many of the Gold Line stations would be constructed – not replacing other uses. Additionally, many of the proposed parking facilities would replace either vacant property or current parking uses. However, in the cities of Arcadia, Monrovia, Azusa, Glendora, San Dimas, and Pomona, some buildings in largely industrial use would be demolished and replaced with parking facilities, thus changing the land uses at those sites. Chapter 3-1 (Acquisitions and Displacements) discusses impacts related to acquisitions in greater detail.

Indirectly, Build Alternatives could result in increased redevelopment of vacant and/or underdeveloped properties near future station locations. Any such redevelopment that occurs, however, would be consistent with adopted land use plans and zoning. Additionally, many ~~Phase II~~ Foothill Extension cities have already planned for transit use and transit-oriented development at the proposed station sites within their General and Specific Plans. Overall, it is anticipated that land use impacts associated with the Build Alternatives would be positive – resulting in less traffic congestion and better circulation.

Table 3-10.1 summarizes the zoning classifications for proposed station and parking facility locations in each of the ~~Phase II~~ cities, and notes whether existing land use plans support transit-oriented development at those sites. Zoning classifications at most proposed sites do not generally explicitly permit LRT; ~~Phase II~~ Foothill Extension cities that explicitly reference light rail transit development in their zoning codes are limited to Monrovia, Glendora, San Dimas, and La Verne. Nevertheless, the development of LRT in all ~~Phase II~~ Foothill Extension cities is broadly supported by local general, specific, and redevelopment plans.

As described above in section 3-10.1.3, several regional land use plans and policies are applicable to the study area and proposed project. The consistency of the proposed project with these plans can be generally assessed. **Table 3-10.2** summarizes the consistency of the proposed project with the applicable regional land use plans and policies. In every case, the proposed project would be consistent. Thus, no adverse effects (under NEPA)/significant impacts (under CEQA) would result.

TABLE 3-10.1
ZONING AND ADOPTED PLANS AT PROPOSED ~~PHASE II~~ FOOTHILL EXTENSION STATION SITES

~~Phase II~~ City	Proposed LRT Station Zoning/Permitted Use	Proposed Parking Facility Zoning/Permitted Use	Adopted Plans at the Proposed Sites
Pasadena	No new ~~Phase II~~ LRT Station (already exists)	No new ~~Phase II~~ LRT Parking Facility	East Pasadena and East Colorado Blvd Specific Plans encourage transit-oriented development at Sierra Madre Villa LRT Sta.
Arcadia	C-2 (General Commercial)/ LRT use not expressly permitted	C-2 (General Commercial) & CBD (Central Bus. Dist.)/ Parking use expressly permitted (1)	Proposed LRT station site explicitly identified in General Plan
Monrovia	Planned Development 12A/ Conditional Use Permit (CUP)	Planned Development 12A/ Conditional Use Permit (CUP)	Multi-Modal Transit Center plan; site explicitly identified in General Plan
Duarte	Light Manufacturing/ LRT use not expressly permitted	~~Hospital/~~ LRT parking use not expressly permitted (1)	None
Irwindale	M-2 (Heavy Manufacturing)/ Permits storage space for transit and transportation equipment	M-2 (Heavy Manufacturing)/ Permits storage space for transit and transportation equipment	Redevelopment Plan for the City Industrial Development Project
Azusa	CF (Community Facilities)/ LRT use not expressly permitted; Monrovia Nursery Specific Plan designations not yet released	M-1 (Light Manufacturing)/ Parking Garages and Surface Lots permitted by right; R1 & R3/ parking use prohibited	Central Business District Redevelopment Project; Monrovia Nursery Specific Plan ~~(not yet released)~~
Glendora	R-4 (Railroad)/ Permitted; Town Center Mixed Use (TCMU)/ Administrative Use Permit	TCMU/ Public parking permitted; Light Manufacturing/ CUP	Route 66 Corridor Specific Plan supports transit-oriented development
San Dimas	Frontier Village Redevelopment Area/ Conditional Use Permit; SP23/ LRT Facilities permitted in Planning Area II	Frontier Village/ CUP; SP23/ LRT facilities permitted use in Planning Area II, not permitted in Planning Area I	Proposed LRT station site explicitly identified in General Plan
La Verne	Lordsburg Institutional/ Governmental-public uses permitted; Arrow Corridor Industrial/ CUP	F (Fairgrounds)/ Governmental and sponsored uses permitted, Off-street parking permitted	Lordsburg and Arrow Corridor Specific Plans recognize LRT project
Pomona	M (Light Industrial)/ LRT use not expressly permitted	M (Special Industrial)/ LRT parking use not expressly permitted (1)	Bonita Ave. Corridor Development Program (never implemented)

TABLE 3-10.1
ZONING AND ADOPTED PLANS AT PROPOSED ~~PHASE II~~ FOOTHILL EXTENSION STATION SITES

~~Phase II~~ City	Proposed LRT Station Zoning/Permitted Use	Proposed Parking Facility Zoning/Permitted Use	Adopted Plans at the Proposed Sites
Claremont	Claremont Village/ LRT use not expressly permitted	Claremont Village or SP8/ LRT parking use not expressly permitted (1)	Village Expansion Specific Plan (SP8) for transit-oriented development
Montclair	Specific Plan (TransCenter)/ Zoning Code does not reference transit use	Specific Plan (TransCenter)/ Zoning Code does not reference transit use	North Montclair Specific Plan supports transit-oriented development

Note:

1. Where parking is not expressly permitted, it is assumed that a conditional use permit would be issued by the city, based on the support for LRT service reported by the cities in the corridor.

Sources: Local General Plans, Specific Plans, Zoning Maps, and Zoning Codes. Myra L. Frank, 2003.

TABLE 3-10.2
PROJECT CONSISTENCY WITH REGIONAL LAND USE PLANS AND POLICIES

Plan/Policy	Project Consistent With Plan/Policy?	Remarks
SCAG Regional Comprehensive Plan & Guide – Growth Management Chapter (GMC), Air Quality Chapter (AQC)		
GMC Policy 3.01: The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.	Neutral	Policy is to be implemented by SCAG.
GMC Policy 3.03: The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.	Neutral	Policy is to be implemented by SCAG.
GMC Policy 3.05: Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities.	Yes	Project would be constructed within an existing rail corridor.
GMC Policy 3.09: Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.	Neutral	Policy is to be implemented by SCAG.
GMC Policy 3.10: Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.	Neutral	Policy is to be implemented by SCAG.
GMC Policy 3.18: Encourage planned development in locations least likely to cause environmental impact.	Yes	Project would be constructed in an urbanized area.
GMC Policy 3.20: Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered species.	Yes	Project would, if necessary, include measures to avoid or minimize adverse effects any sensitive natural resources. See section 3-3 of this document.

TABLE 3-10.2 *continued (page 2 of 3)*
PROJECT CONSISTENCY WITH REGIONAL LAND USE PLANS AND POLICIES

Plan/Policy	Project Consistent With Plan/Policy?	Remarks
GMC Policy 3.21: Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.	Yes	Project would, if necessary, include measures to avoid or minimize adverse effects on cultural resources. See section 3-5 of this document.
GMC Policy 3.22: Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.	Yes	Project would be constructed in accordance with all applicable safety and design standards.
GMC Policy 3.23 Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.	Yes	This environmental document has identified mitigation measures where necessary to address adverse effects of the project.
GMC Policy 3.27: Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.	Yes	Project would provide improved transit service to all members of the Southern California community.
AQC Policy 5.07: Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle miles traveled –emission fees) so that options to command and control regulations can be assessed.	Neutral	Policy is not relevant to the proposed project.
AQC Policy 5.11: Through the environmental document review process, ensure that plans all levels of government consider air quality, land use, transportation, and economic relationships to ensure consistency and minimize conflicts.	Yes	This environmental document has addressed consistency of project with applicable plans and policies.

TABLE 3-10.2 *continued (page 3 of 3)*
PROJECT CONSISTENCY WITH REGIONAL LAND USE PLANS AND POLICIES

Plan/Policy	Project Consistent With Plan/Policy?	Remarks
SCAG Regional Transportation Plan 2001 Update (RTP)		
RTP Policy 4.01: Transportation investments shall be based on SCAG's adopted Regional Performance Indicators (i.e., mobility, accessibility, environment, reliability, safety, equity/environmental justice, and cost-effectiveness).	Neutral	Policy to be implemented by SCAG.
RTP Policy 4.02: Transportation investments shall mitigate environmental impacts to an acceptable level.	Yes	This environmental document has identified mitigation measures where necessary to address adverse effects of the project.
RTP Policy 4.04: Transportation Control Measures shall be a priority.	Neutral	Project considered Transportation System Management (TSM) as an alternative to Full-Build Light Rail Transit alternatives.
RTP Policy 4.09: All existing and new public transit services, facilities and/or systems shall be fully accessible to persons with disabilities as required by applicable sections of the 1990 Americans with Disabilities Act.	Yes	Project would comply with the 1990 Americans with Disabilities Act.
RTP Policy 4.10: All existing and new public transit services shall be provided in a manner consistent with Title VI of the 1964 Civil Rights Act and Executive Order 12898 on Environmental Justice, including the prohibition of intentional discrimination and adverse disparate impact with regard to race, ethnicity, or national origin.	Yes	Project would be comply with Title VI of the 1964 Civil Rights Act and Executive Order 12898 on Environmental Justice.
RTP Policy 4.11: All existing and new public transit services, facilities and/or systems shall evaluate the potential for private sector participation through the use of competitive procurement and feasible institutional arrangements.	Neutral	Policy would be implemented by other parties.
RTP Policy 4.16: Maintaining and operating the existing transportation system will be a priority over expanding capacity.	Yes	Proposed project would improve an existing transportation corridor in order to meet planned levels of regional rail transit growth.

Phase I – The Cities Affected and the Effects

Phase I cities include Los Angeles, South Pasadena, and Pasadena. The Build Alternatives would not create significant land use impacts in Phase I Cities, because no new facilities will be constructed in the Phase I study area. The extension of LRT services is expected to increase ridership at stations in Phase I cities. However, daily boardings at existing Phase I stations would not significantly increase such that land uses surrounding stations would change (see **Tables 3-15.24** and **3-15.25**).

Foothill Extension, Segment 1 – The Cities Affected and the Effects

~~Phase II,~~ The Segment 1 cities include Pasadena, Arcadia, Monrovia, Duarte, ~~and~~ Irwindale, and Azusa. Significant or adverse impacts to land use are not expected under the Build Alternatives because the proposed project and station sites are consistent with the land use objectives of Segment 1 cities. However, parking facility alternatives considered in Arcadia and Monrovia would require building demolition and the replacement of existing land uses. Land use impacts related to the replacement of these land uses would be less than significant because the proposed parking uses would be consistent with local plans in Arcadia and Monrovia.

Pasadena

In Pasadena, the LRT extension would be located within the ~~LACMTA~~ Construction Authority-owned right-of-way in the median of the I-210 Freeway – thus, non-transportation land uses would not be displaced. Because the railway would be buffered on both sides by existing freeway use, there would be less than significant impacts to adjacent land uses. Additionally, policies within Pasadena's General Plan, East Colorado Specific Plan, and East Pasadena Specific Plan, support the development of LRT and transit-oriented development at the existing Sierra Madre Villa Station.

Arcadia

In Arcadia, the LRT extension would be consistent with several general plan goals, including the extension of rail service to Arcadia, the development of a light rail station at First and Front streets, and the creation of a pedestrian-oriented environment along the First Avenue corridor. A part of planned parking would involve the use of Construction Authority-owned property that is currently being used for parking along First Street. ~~One alternative, however,~~ The planned parking structure would close Front Street t~~o accommodate LRT parking,~~ and acquire two parcels, displacing commercial-light industrial buildings. Land use impacts under this alternative would be less than significant, however, because few structures would be removed and the proposed project would be highly consistent with adjacent zoning of Central Business District to the south. Section 3-1 discusses impacts related to acquisitions and displacements in greater detail.

Monrovia

In Monrovia, the LRT extension is consistent with general plan goals to develop LRT, to use the historic Santa Fe Depot as a light rail station, and to encourage transit-oriented and mixed-use development in the vicinity of the depot. While development of the LRT station would not directly change the nature of land uses in the vicinity, development of parking structures north or south of the station would displace office buildings or buildings in light industrial use, respectively. Land use impacts would be less than significant, however, because zoning in this area is for planned development that envisions both a need for commuter parking facilities and a transition of land uses to master-planned mixed-use developments.

Section 3-1 discusses impacts related to acquisitions and displacements in greater detail. The Gold Line corridor also traverses areas residential development from the City's western border to Magnolia Avenue, which may require buffering from railroad noise and vibration (see Section 3-11, Noise and Vibration).

Duarte

In Duarte, the LRT extension is consistent with general plan goals to support the development of regional mass transit. The proposed project would not displace non-transportation land uses. ~~The two station options under consideration include a station within the railroad right-of-way across Duarte Road from the City of Hope Hospital, and the second option includes a station on Duarte Road, west of Highland Avenue. and the.~~ The proposed parking facility would be located at ~~the site of the hospital's existing parking lot.~~ an existing commercial lot approximately 250 feet north of proposed platform near the hospital. North of the LRT corridor, from approximately Buena Vista Street to Hope Drive, the railroad abuts residential neighborhoods that may require buffering from noise and vibration (see Section 3-11, Noise and Vibration).

Irwindale

In Irwindale, the LRT corridor would traverse areas of industrial land use, including vacant lands and extraction pits. The proposed station platforms would be located ~~within the railroad right-of-way north of the Miller Brewing Plant~~ southeast of I-210 and east of Irwindale Boulevard; the proposed parking lot would be located in Kincaid Pit (south) of I-210 Freeway, east of Irwindale Boulevard and North of Montoya Street. ~~south of the platforms on Miller property that is currently a landscaped lawn.~~ Construction of a tunnel accessed via Adelante Street would be necessary to access the parking lot. The proposed maintenance facility would also be located on Miller property to the west, which is vacant in part and paved to the south for outdoor storage use. The location of a LRT maintenance yard at this site is highly consistent with the surrounding industrial land uses. Note that although the Maintenance and Operations Facility is located in Segment 1, it would not be constructed as part of the Build LRT to Azusa Alternative.

Azusa

In Azusa, the proposed project is consistent with the draft General Plan (2003) land use goal to provide for the development of a Gold Line transit station and transit-oriented uses in the Downtown District and in the Promenade area of the Monrovia Nursery site. In downtown Azusa, the proposed platform and surface parking ~~alternatives~~ could create adverse or significant land use impacts and the surface parking ~~alternatives are~~ would required displacements. The potential is offset by the City's plan for redevelopment in the area pursuant to the residential/commercial mixed-use concept envisioned in the draft General Plan land use diagram (2003), land use impacts would be less than significant.

Other abutting land uses, such as Azusa's civic center to the south and central business district to the southwest, are highly compatible with the proposed transit station location. Residences south of the alignment between Dalton and Pasadena Avenues, however, may require buffering from LRT noise and vibration. The station, including most of the surface parking, appears to be zoned for Community Facilities, where surface lots are not a permitted use, according to Chapter 88 (Zoning), Appendix A, of Azusa's Municipal Code. The station and parking at the Azusa-Citrus station are consistent with the Rosedale Specific Plan.

Foothill Extension, Segment 2 – The Cities Affected and the Effects

~~Phase II,~~ The Segment 2 cities include ~~Azusa,~~ Glendora, San Dimas, La Verne, Pomona and Montclair ~~and Upland~~. No significant or adverse impacts to land use are expected under the Build Alternatives because the proposed project and station sites are consistent with the land use objectives of Segment 2 cities. However, parking ~~facility alternatives~~ facilities considered in San Dimas would require building demolition and the replacement of existing land uses. Land use impacts related to the replacement of these land uses would be less than significant because the proposed parking uses would be consistent with local plans in these cities.

Glendora

In Glendora, the Full Build Alternative would be consistent with land use objectives detailed in the City's General Plan and Route 66 Corridor Specific Plan. The station platform and proposed parking locations would be located within the Town Center Mixed Use (TCMU) district of the Route 66 Corridor Specific Plan (2003), where mixed uses that support transit utilization are encouraged. While a passenger terminal would require an Administrative Use Permit in this district, public parking lots or structures are permitted uses. ~~Although the parking alternative considered northwest of the station site would require the demolition of a warehouse in light industrial use, impacts would be less than significant because the Specific Plan for this area encourages development to support transit utilization.~~ Parking would be provided at an empty lot between Glendora Avenue, Ada Street, and Vermont Avenue near the proposed station site on property owned by the Construction Authority. Residential uses abut the LRT alignment to the north, from Glendora Avenue (east of the proposed station) to the City's eastern boundary with San Dimas. Residences along this length of the alignment may require buffering from LRT noise and vibration (see Chapter 3-11 for detailed discussion of impacts related to noise and vibration).

San Dimas

In San Dimas, the Full Build Alternative is consistent with general plan land use policies and goals. The proposed LRT platforms would be located within the ~~LACMTA~~Construction Authority-owned alignment, either directly west ~~or east~~ of Cataract Avenue, adjacent to sites identified in the San Dimas General Plan as potential transit station locations. ~~The proposed parking areas north of the alignment west of Acacia Street would be located within Specific Plan Area 23 (SP-23); and the proposed parking areas south of the alignment east of Cataract Avenue would be located within the "Frontier Village" creative growth area. Use of these sites would not result in significant land use impacts. However, it must be noted that the western parking alternatives are located within a Planning Area (II) of SP-23 that does not permit LRT facilities. Adjacent Planning Area I of SP-23, the site of the historic Lemon Packing House, permits LRT facilities. However, the proposed LRT parking facilities would be more consistent with general plan goals than existing industrial uses at Planning Area II. At the Frontier Village sites, the proposed LRT parking alternatives would replace vacant land or continue existing parking use, better accomplishing the creative growth area goal of serving the needs of nearby neighborhoods. Few residential uses abut the LACMTA alignment in the City of San Dimas. However, residences abutting the LACMTA alignment east of Route 57 and in between San Dimas Avenue and Walnut Avenue may require buffering from LRT noise and vibration (see Chapter 3-11 for detailed discussion of impacts related to noise and vibration).~~

La Verne

In La Verne, the Full Build Alternative is consistent with general plan goals to solve regional problems such as congestion and air pollution, to encourage development of additional commuter rail systems along available rights of way, and to promote design incorporating mixed uses, mass transit, and downtown

revitalization. Specific plan zoning designations for the proposed LRT station ~~sites~~ would permit development of LRT: ~~at the Lordsburg Institutional-designated site at D Street, governmental or public uses are permitted; and~~ at the Arrow Corridor Industrial-designated sites at E Street, White Avenue, and the property in between, LRT stations are conditionally permitted. The proposed Full Build Alternative would not create significant land use impacts, because adjacent uses are largely industrial, with important institutional uses (University of La Verne) and commercial uses (Downtown La Verne, Pomona Fairplex) located near proposed station location~~s~~. Residences in the Lordsburg neighborhood abutting the north side of the ~~LACMTA~~ Construction Authority-owned alignment between Wheeler Avenue and B Street may require buffering from LRT noise and vibration (see Chapter 3-11 for detailed discussion of impacts related to noise and vibration).

Pomona

In Pomona, the Full Build Alternative is consistent with general plan goals of expanding travel mode options and of developing an east-west traffic-carrying facility in the northern part of the city. The project is also highly consistent with the Bonita Avenue Corridor Development Program – a plan to implement new zoning that would catalyze transit-oriented, mixed-use development along Bonita Avenue, one block north of the alignment.[33] ~~The proposed LRT station sites~~ would be located at the existing Metrolink station. ~~or the vacant former IBM site would be consistent with a plan to catalyze transit-oriented uses in the Bonita Avenue Corridor.~~ The proposed parking structure near the ~~existing Metrolink~~ proposed LRT station would be replacing a vacant parcel adjacent to commercial and industrial uses south of Bonita Avenue; thus, no adverse or significant impacts are expected. ~~The LACMTA Construction Authority-owned alignment is largely adjacent to industrial land uses in Pomona; however, residences around Palomares Park, south of the alignment between Garey Avenue and Towne Avenue may require buffering from LRT noise and vibration (see Chapter 3-11 for detailed discussion of impacts related to noise and vibration).~~

Claremont

In Claremont, the Full Build Alternative, including both station options, along the Metrolink/~~LACMTA~~ Construction Authority-owned right-of-way would not create significant land use impacts because the proposed project is consistent with general plan goals and the Village Expansion Specific Plan, which encourages transit-oriented mixed-use development. The proposed LRT platforms would be located adjacent to the specific plan area, and an LRT parking facility is proposed within the plan area. ~~Location of an LRT garage in this location is consistent with the plan's policy that parking structures be located along the Metrolink tracks.~~ Use of the ~~second~~ existing Metrolink parking lot located east of College Avenue ~~proposed location for an LRT parking facility, the park-and-ride lot east of College Avenue,~~ would also not create adverse or significant land use impacts because such an action would be continuing an existing permitted use. The multi-family residential development adjacent to the proposed platform site to the south may require buffering from LRT noise and vibration (see Chapter 3-11 for detailed discussion of impacts related to noise and vibration).

[33] The City of Pomona was awarded a grant by LACMTA for this program but did not implement the program because of a lack of matching funds from the city (Correspondence from C. Neal, Planning Manager to L. Myers, City Manager, October 21, 2003).

Montclair

In Montclair, the Full Build Alternative would not result in adverse or significant land use impacts, because the alignment and proposed station location are already in transportation use. Adding an LRT station to the Montclair TransCenter would be consistent with goals outlined in the North Montclair Specific Plan to develop transit-related uses within and adjacent to the TransCenter. Residences on South Huntington Drive, adjacent to the northern alignment alternative (the abandoned UP right-of-way), may require buffering from LRT noise and vibration (see Chapter 3-11 for detailed discussion of impacts related to noise and vibration).

~~Upland~~

~~In Upland, no significant land use impacts are expected because the proposed alignment generally traverses industrial land uses. Residences on North Huntington Drive adjacent to the presently abandoned UP right-of-way may require buffering from LRT noise and vibration (see Chapter 3-11 for detailed discussion of impacts related to noise and vibration).~~

Summary of Impacts for Full Build (Pasadena to Montclair) Alternative

There would be no long-term land use impacts to Segment 1 or 2 cities under the Full Build (Pasadena to Montclair) Alternative.

Summary of Impacts for Build LRT to Azusa Alternative

There would be no long-term land use impacts in Phase I or in Segment 1 cities under the Build LRT to Azusa Alternative.

3-10.2.5 Cumulative Impacts

The Southern California Association of Governments' (SCAG) 2004 Regional Transportation Plan (RTP) Final Program EIR is the most applicable certified planning document that provides a regional cumulative impact assessment for transportation improvements (including the proposed project) through the year 2030.

The proposed project, along with other transportation improvements contemplated within the framework of SCAG's 2004 RTP, would contribute to the overall intensity of development within the SCAG region. The RTP contains growth management goals to attain mobility and to develop urban forms that enhance quality of life, accommodate a diversity of lifestyles, preserve open space and natural resources, are aesthetically pleasing and preserve the character of communities, and enhance the regional strategic goal of maintaining the regional quality of life. Given that the proposed project would help achieve SCAG's long-term growth management, land use, and mobility goals, it would contribute to a beneficial cumulative impact.

~~Cumulative land use impacts would consist of changes in development patterns related to the No Build, Full Build (Pasadena to Montclair), and Build LRT to Maintenance Facility Build LRT to Azusa Alternatives. The LRT Build Alternatives may induce the redevelopment of under-utilized parcels or result in transit-oriented development in the vicinity of LRT stations. Conversely, cumulative impacts of the No Build alternatives may entail continued reliance on automobile-oriented development and the inability to achieve redevelopment goals. These impacts would be less than significant however, because existing local plans and zoning already guide development in station areas.~~

3-10.2.6 Impacts Addressed by Regulatory Compliance

a. Construction Period Impacts

There would be no construction-period land use impacts for any of the proposed project alternatives.

b. Long Term Impacts

No long term impacts were identified which would need to be addressed by compliance with local, state, and federal regulations.

3-10.3 ~~Potential~~ Mitigation

3-10.3.1 Construction Period Mitigation Measures

There would be no construction-period land use impacts for any of the proposed project alternatives.

a. No Build Alternative

The No Build Alternative does not require construction-period mitigation measures because there are no impacts.

b. Build Alternatives Construction Period Mitigation

There would be no construction-period land use impacts to Phase I or Foothill Extension cities under the Build Alternatives; thus, no mitigation is necessary.

3-10.3.2 Long Term Mitigation

~~The following sections identify whether potential mitigation measures that would need to be implemented in order to address any remainder impacts (i.e., impacts that would still exist after regulatory compliance). The combination of regulatory compliance and these mitigation measures would result in the reduction of long-term impacts to levels that would be not adverse under NEPA and less than significant under CEQA.~~There would be no adverse/significant long-term land use impacts. Thus, mitigation is not proposed.

a. No Build Alternative

The No Build Alternative does not require long-term mitigation measures because there are no long-term impacts.

b. Build Alternatives

There would be no long-term land use impacts to Phase I ~~or~~ ~~Phase II~~ Foothill Extension cities; thus, no mitigation is necessary.

3-10.4 Impact Results with Mitigation

~~Compliance with proposed~~ As detailed above, mitigation measures ~~would minimize identified impacts to~~ are not proposed as no adverse/significant impacts would occur. ~~less than adverse/less than significant levels.~~

3-10.4.1 Construction Period

No construction period land use impacts are anticipated. Therefore, no mitigation measures are proposed.

a. No Build Alternative

Construction impacts for the No Build Alternative would not change from the level of impact initially identified since no mitigation measures would be required or implemented.

b. Build Alternatives

Construction impacts would not change from the level of impact initially identified since no mitigation measures would be required or implemented.

3-10.4.2 Long Term

~~Long-term impacts would be eliminated or reduced to less than adverse/less than significant levels by complying with the measures to mitigate impacts identified in Sections 3-10.3.2.c and 3-10.3.2.d. As a result, long-term impacts would be not adverse under NEPA and not significant under CEQA.~~No long-term land use impacts are anticipated. Therefore, no mitigation measures are proposed.

a. No Build Alternative

Long-term impacts for the No Build Alternative would not change from the level of impact initially identified since no mitigation measures would be required or implemented.

b. Build Alternative

Long-term impacts would not change from the level of impact initially identified since no mitigation measures would be required or implemented.

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