

3.10 LAND USE AND PLANNING

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

3.10.1 Regulatory Setting

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

3.10.1.1 Regional

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

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

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

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

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

- **Air Quality**

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

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

The 2012 RTP/SCS goals are as follows:

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

3.10.1.2 Local

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

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

City of Glendora

General Plan

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

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

Specific Plan

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

City of San Dimas

General Plan

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

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

City of La Verne

General Plan

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

Specific Plan

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

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

Specific Plan

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

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

Specific Plan

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

City of Pomona

General Plan

According to the City's website, the *City of Pomona General Plan* is currently being updated. The discussion of rail transit in the City's 1976 General Plan notes the environmental effects associated with rail lines, such as noise, dust, vibration, and visual pollution. Traffic safety at rail crossings is another concern. Pomona's basic land use and circulation goals include developing a safe, efficient, and coherent system of circulation; expanding the choices of available travel modes, which will effectively increase freedom of movement for Pomona's residents; and strengthening Pomona's position as an important regional center through transportation planning (City of Pomona 1976, p. 5). The Circulation/Transportation Element includes policies, such as encouraging the development of a northern traffic-carrying facility within the east-west corridor to serve the needs of Pomona and Pomona Valley residents better by increasing access to the city and decreasing the use of local city streets as carriers of inter-city traffic (City of Pomona 1976 p. 49). At the time of this environmental document's preparation, a draft General Plan was out for public review. The 2011 draft General Plan identifies future Metro Gold Line and potential High Speed Rail expansions. According to the 2011 draft General Plan, the foundation for the transportation programs of the General Plan should be to align new development with transit networks and improve connectivity between systems. The 2011 draft General Plan identifies transit-oriented districts throughout the City. These districts would feature a mix of uses located close to major transit stops or transportation crossroads. The districts are intended to take advantage of transit service by concentrating potential rider populations of residents, workers, and visitors next to stations and creating settings to encourage connectivity. According to the draft General Plan, some of the areas surrounding the alignment would be designated Urban Neighborhoods. This designation would include moderately intense clusters of development that would contain a mix of uses. According to Figure 6.3 of the draft General Plan, the areas west of White Avenue both north and south of the alignment and east of Towne Avenue, south of the alignment would be designated Urban Neighborhood.

Additionally, as of November 2012, concepts for the Pomona Compass Blueprint Station Area Plan are being developed. This Plan will focus on existing and future land uses located around the proposed station. Current concepts include alternatives that identify new reuse opportunities that would be located near existing uses. The concepts include converting warehouses to include parking and the envisioned land uses include urban residential, live/work, office, and other adaptive reuse, thereby creating a pedestrian friendly atmosphere.

City of Claremont

General Plan

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

Specific Plan

The Claremont Village Expansion Specific Plan, adopted in January 2001, identifies the right of way as its southern boundary. Goals of the Specific Plan include the following:

- To provide effective guidelines and standards for the location, amount, type, and quality of new and expanded development in the Village Expansion Area
- To expand business and residential opportunities and attract shoppers
- To enhance the City’s economic base
- To be sensitive of the City’s historic roots
- To develop additional public plazas, open spaces
- To plan for appropriate land uses in the Village Expansion Area that take advantage of the proximity to the transit facilities, including the Depot and Metrolink Station

Design Plan

The Claremont Village Design, Plan, adopted in May 1987, aims to “enrich and preserve the Village.” The Design Plan includes a set of guidelines for the following three areas:

- Design Areas
- Building Types
- General Guidelines

The right of way is located in the southern portion Area IV- (Large Scale Commercial) of the Village Design Plan. The Plan recommends improvements that encourage pedestrian access to other areas of the Village and turn lanes to parking areas. Construction that does not relate to pedestrian scale is discouraged as is construction that allows street front parking.

City of Montclair

General Plan

The City of Montclair General Plan underwent a comprehensive update in 1999, and the General Plan Housing Element was updated and certified by the State of California Department of Housing and Community Development (HCD) in 2011. The General Plan provides direction for future development in the city and its sphere of influence. It represents a formal expression of community goals and desires, and provides guidelines for decision-making regarding City development. The General Plan encompasses the 5.4 square-mile area located within Montclair’s corporate boundary, as well as the 1.1 square-mile area of unincorporated San Bernardino County within Montclair’s sphere of influence, which consists of three distinct areas. The West Island is an irregularly shaped area generally north of Phillips Boulevard, east of the Los Angeles County line, south of Mission Boulevard, and west of Ramona Avenue. The South Island is located north of Philips Boulevard, east of carriage Avenue, south of Howard Street, and west of Monte Vista Avenue. The East Island is north of Philips Boulevard, east of Central Avenue and Ada Avenue, south of State Street, and west of Benson Avenue.

Specific Plan

The North Montclair Downtown Specific Plan (1998/2006) is a land use policy guidance document that includes transit-related uses within and adjacent to the Montclair Transcenter and a pedestrian connection along Fremont Street Avenue between the Transcenter and Montclair Plaza. Portions of the alignment and

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

3.10.2 Existing Conditions

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

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

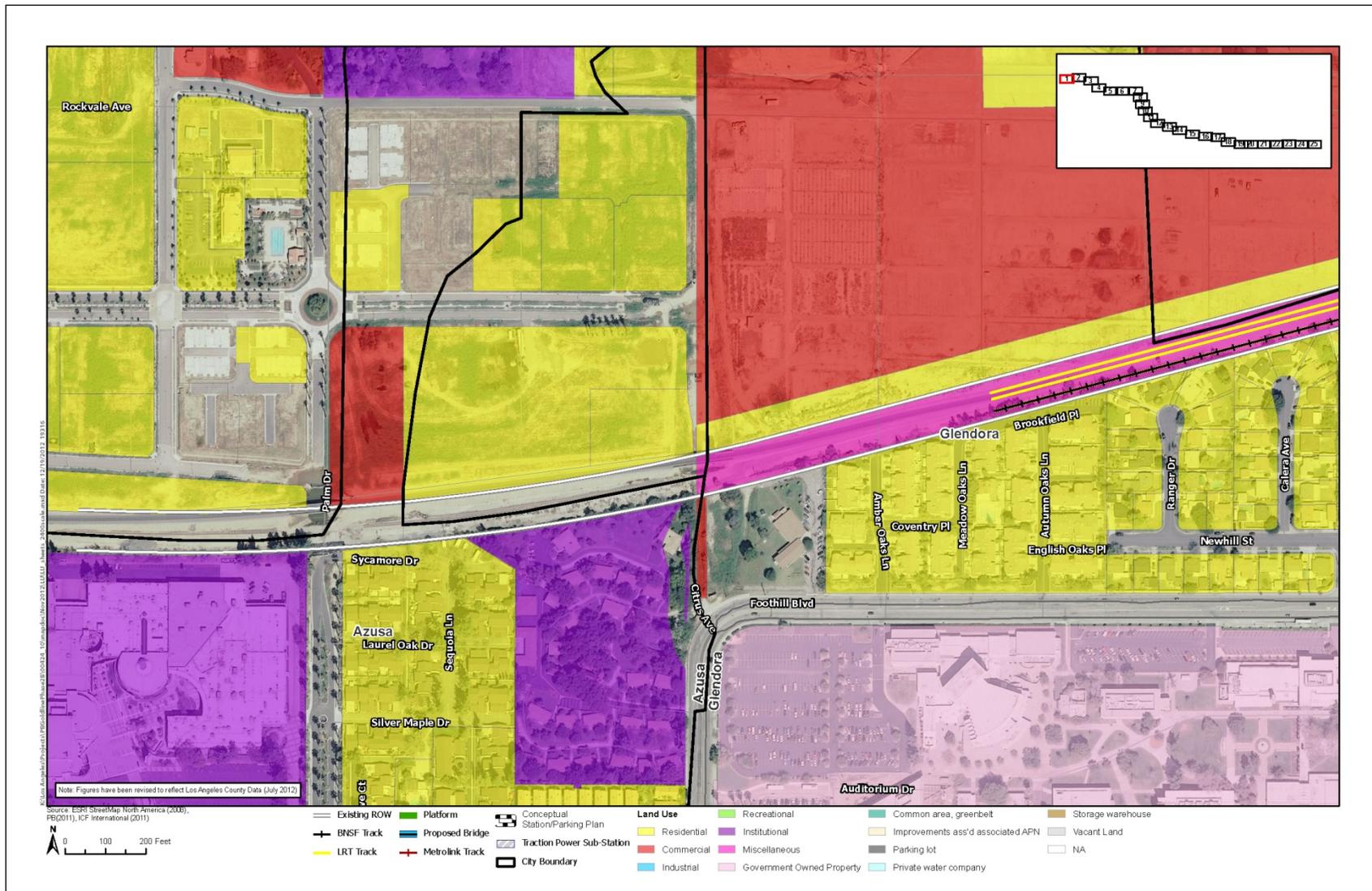
3.10.2.1 City of Glendora

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

3.10.2.2 City of San Dimas

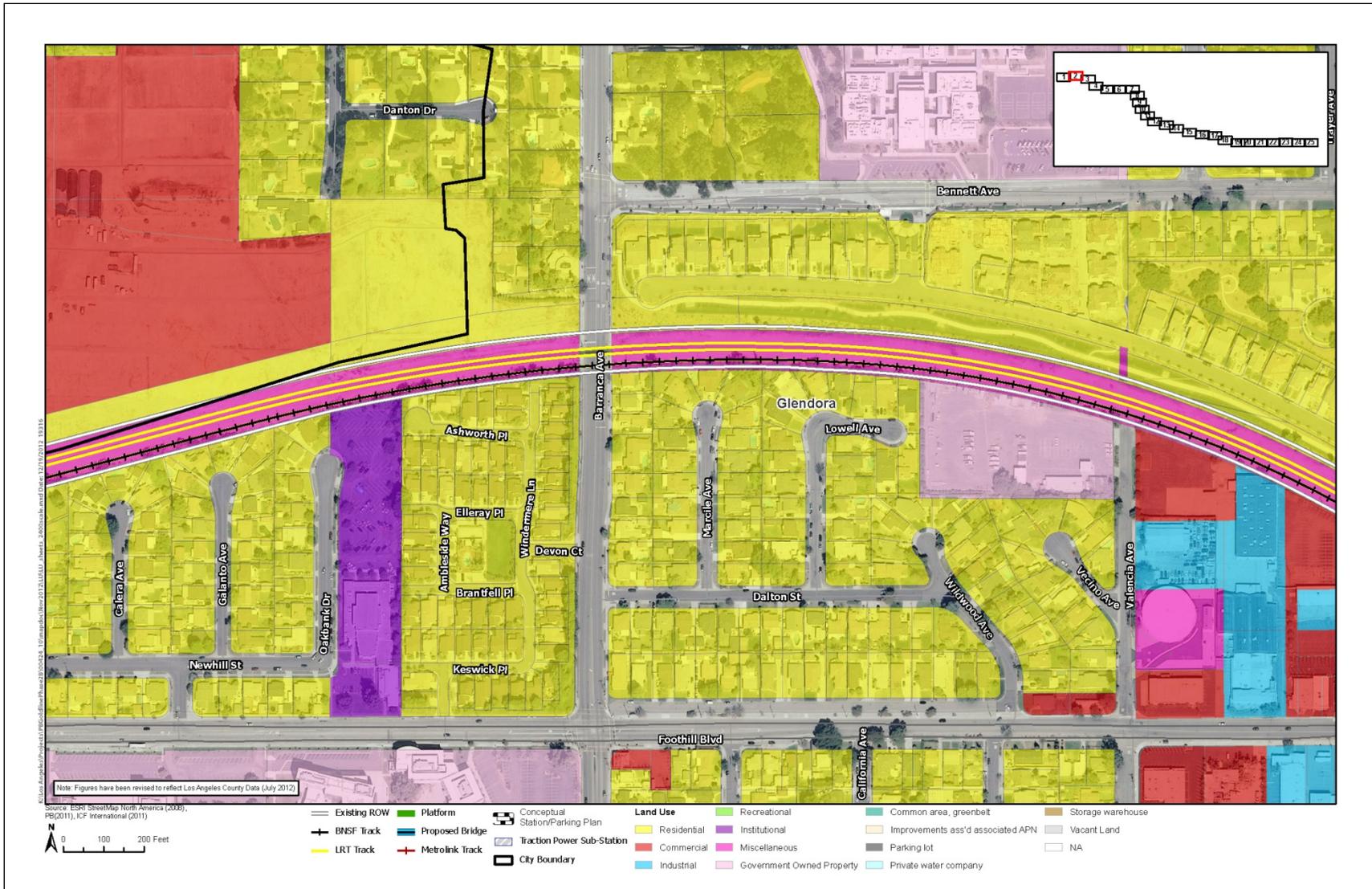
The proposed alignment would traverse the central portion of the City of San Dimas. Land uses located in the surrounding area include residential, commercial, mixed use, and industrial (see Figure 3.10-11 through Figure 3.10-15). The Puddingstone Shopping Center and Frontier Shopping Center are located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

Frontier Village, which includes the city's historic downtown core, underwent façade upgrades in the 1970s to reflect a frontier theme. Encouraged uses in this area are neighborhood commercial and service businesses. The Pacific Railroad Museum is located north of the alignment near Bonita and Monte Vista Avenues. A commercial area consisting of office and retail uses for lease is located southeast of the alignment near the proposed station. A new development is under construction directly south of the proposed station area. Other nearby uses include the Sunnyside Active Senior Apartments, Los Angeles County Sheriff substation, and the City of San Dimas Fire Station 64. An industrial park is located south of the alignment east of Walnut Avenue.



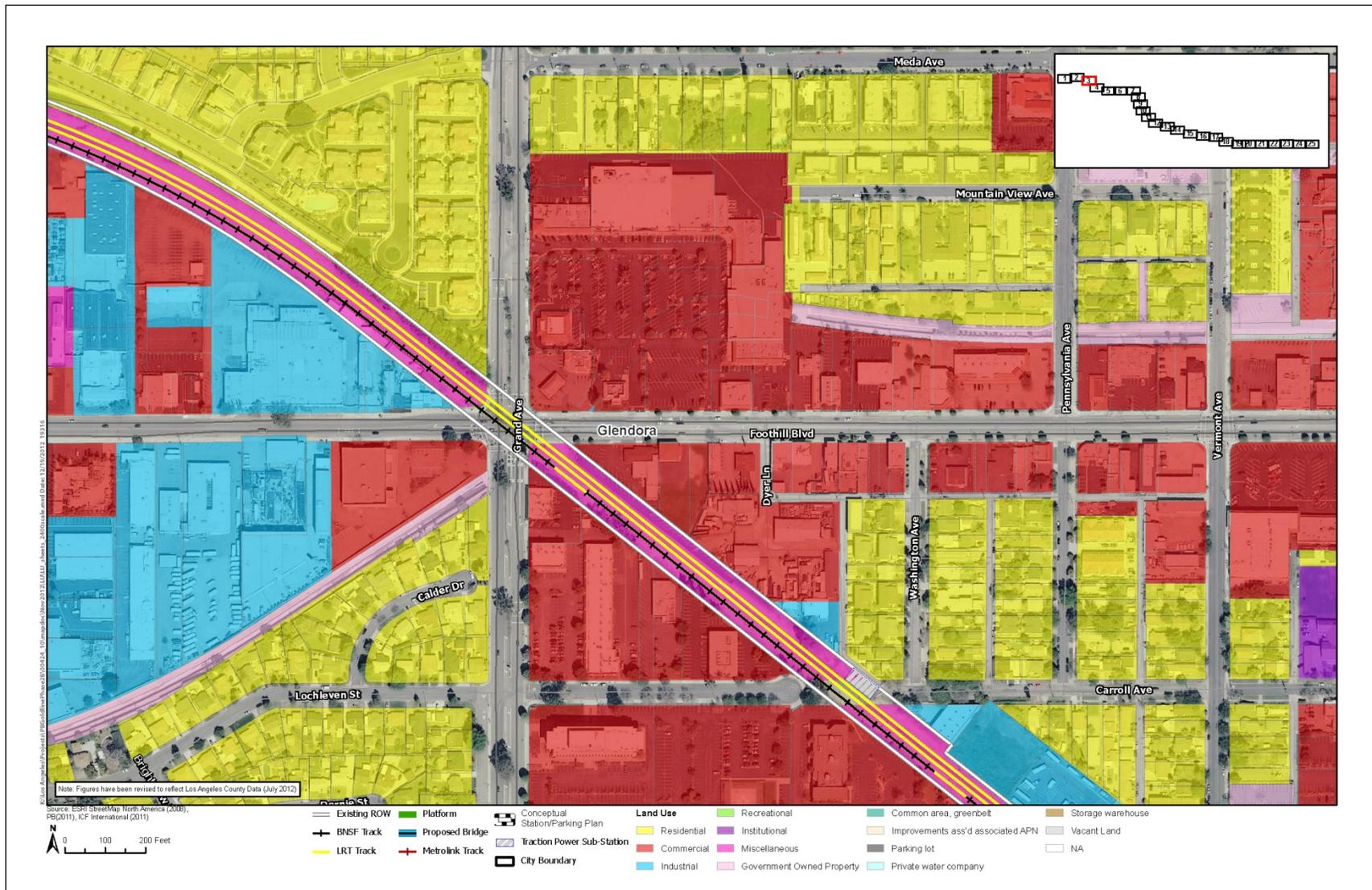
Source: ICF International 2011, updated 2013.

Figure 3.10-1. Land Use (Glendora)



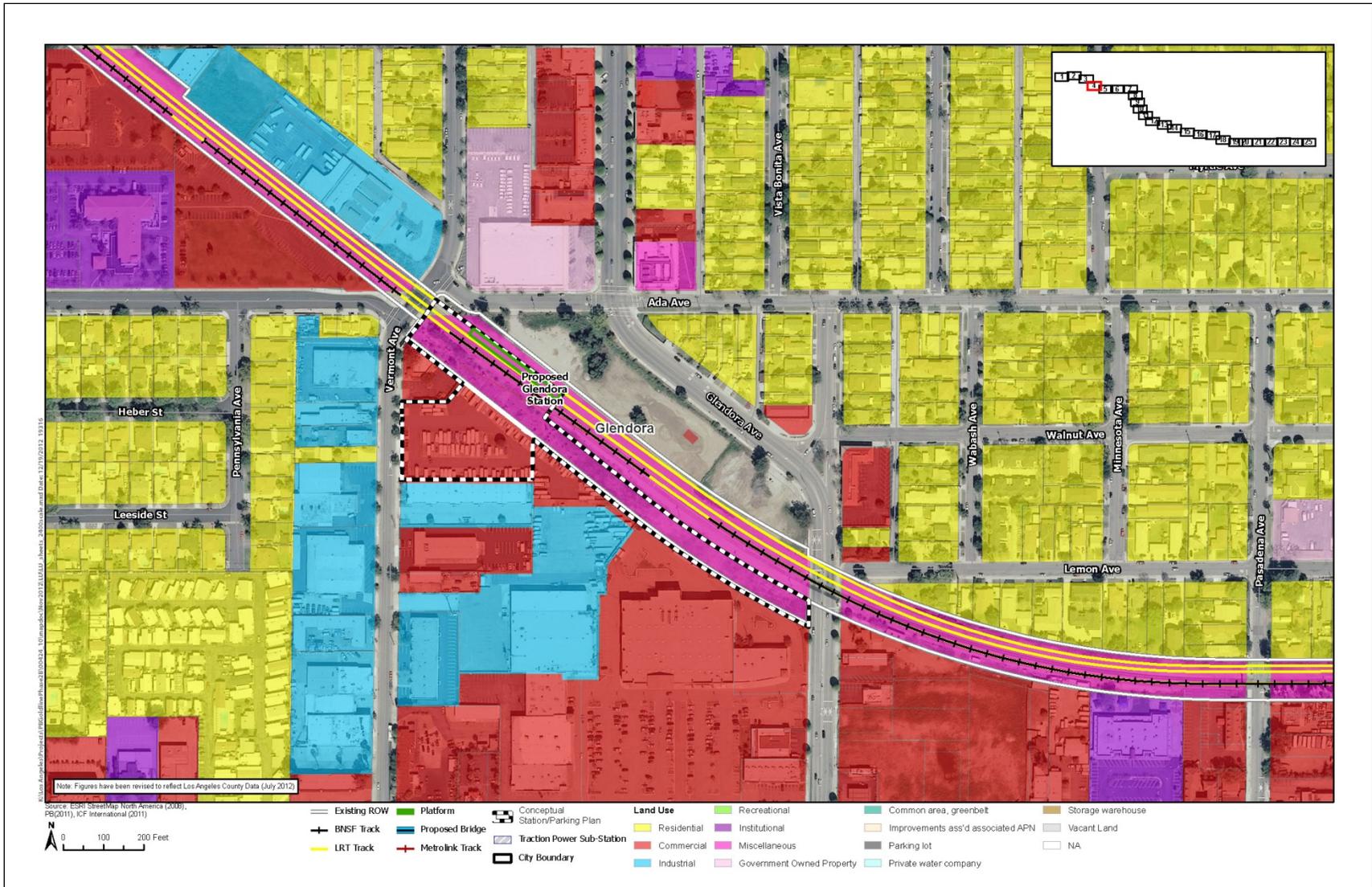
Source: ICF International 2011, updated 2013

Figure 3.10-2. Land Use (Glendora)



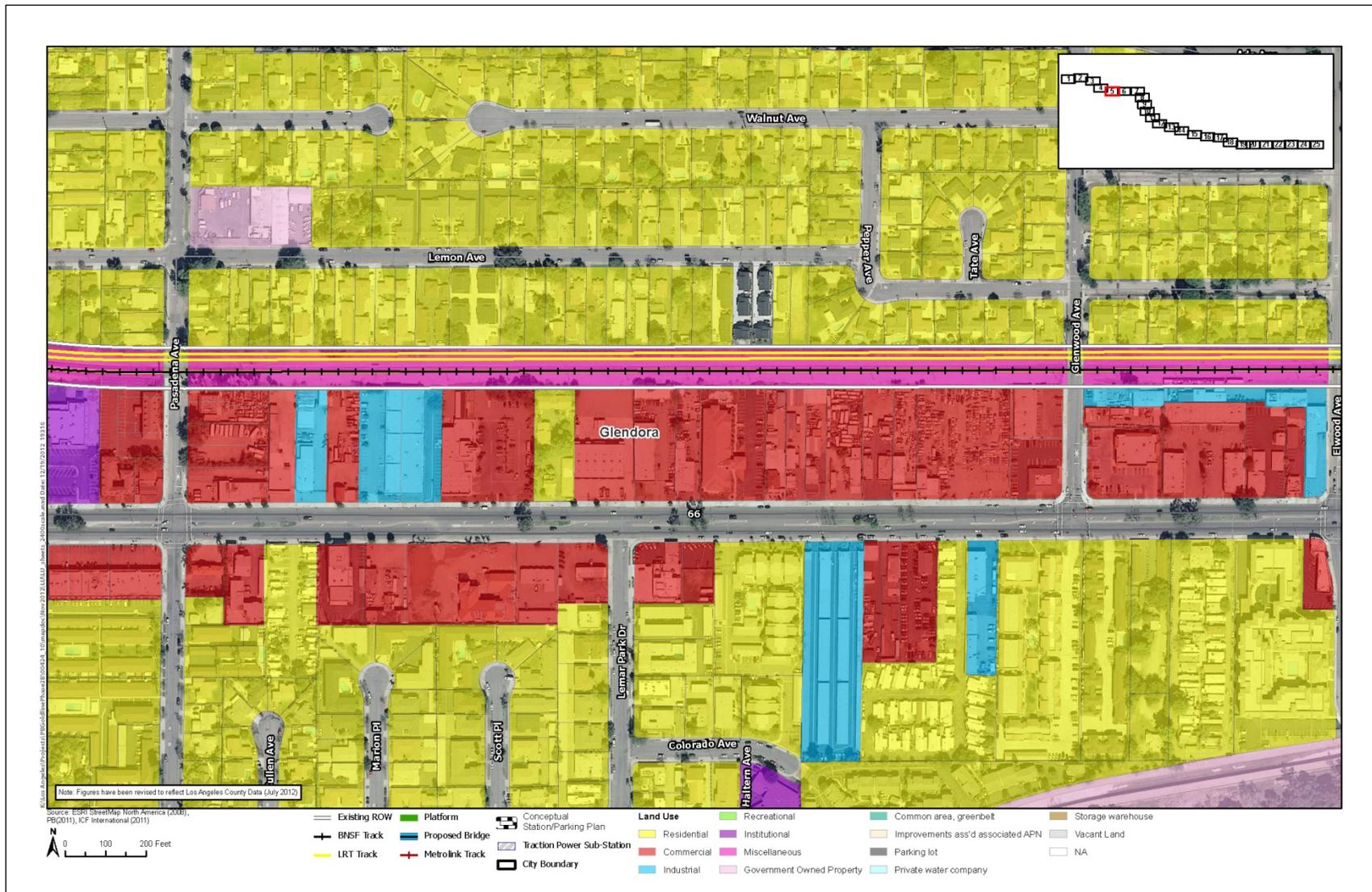
Source: ICF International 2011, updated 2013

Figure 3.10-3. Land Use (Glendora)



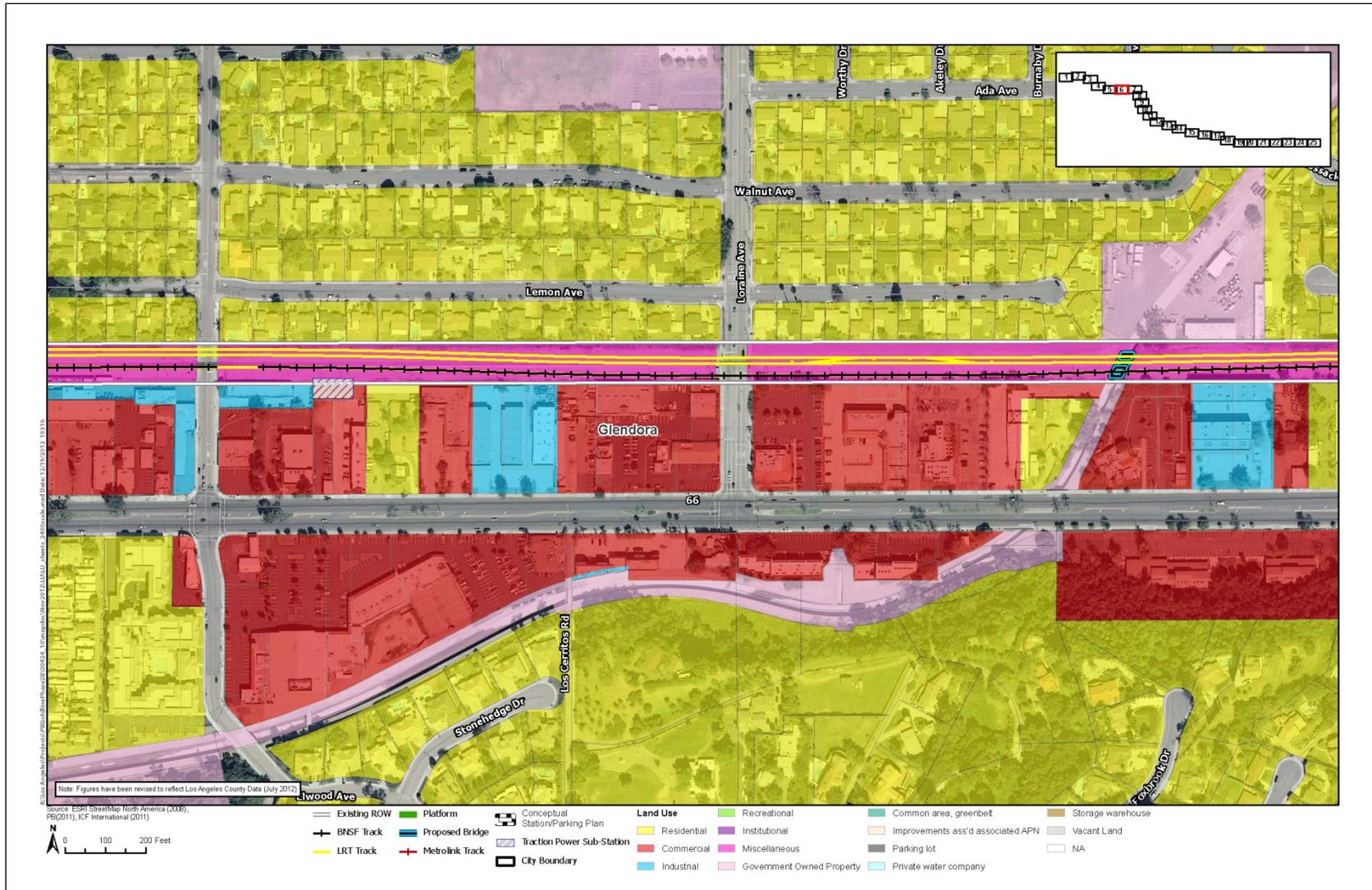
Source: ICF International 2011, updated 2013

Figure 3.10-4. Land Use (Glendora)



Source: ICF International 2011, updated 2013

Figure 3.10-5. Land Use (Glendora)

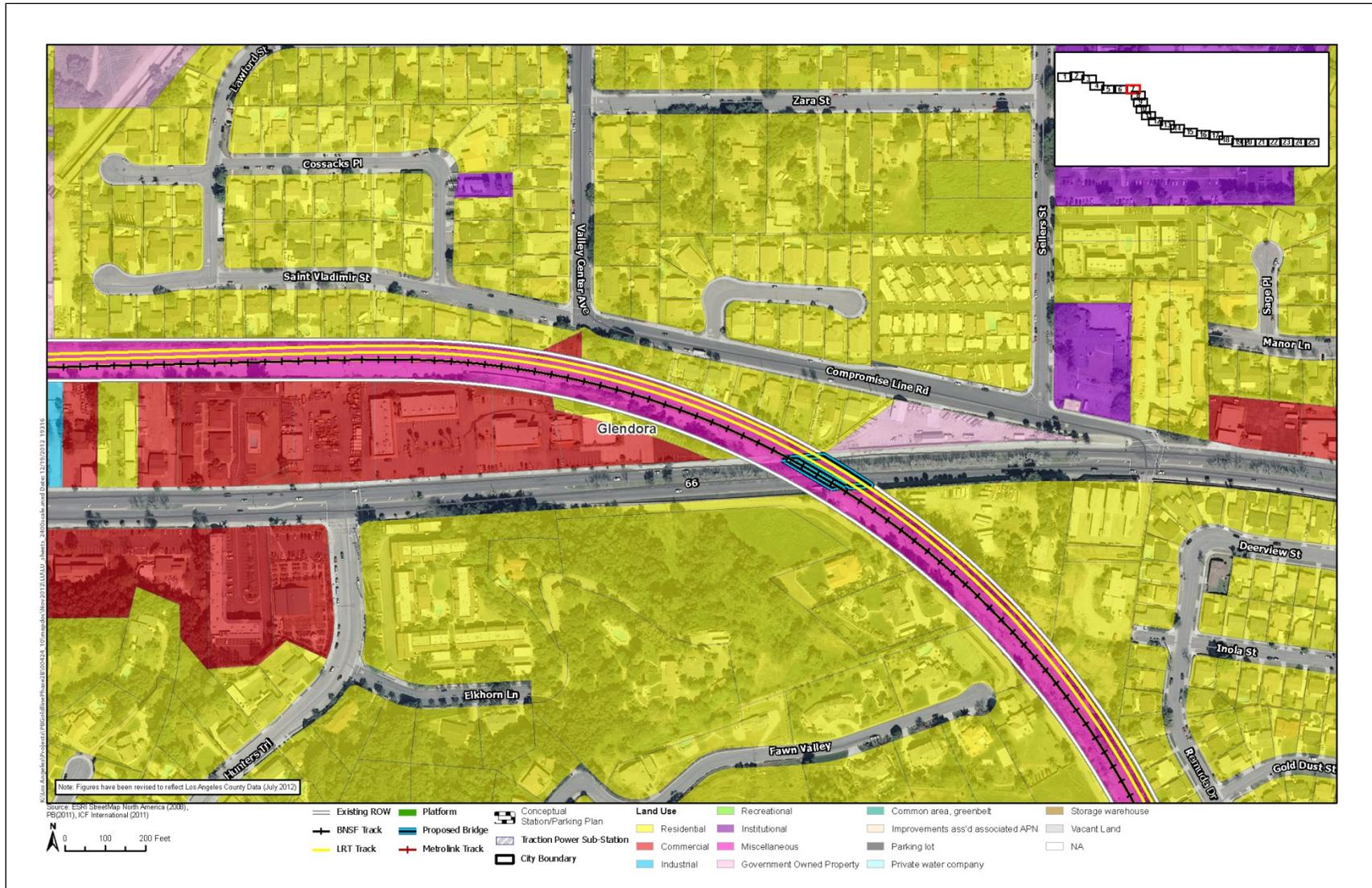


Source: ICF International 2011, updated 2013

Figure 3.10-6. Land Use (Glendora)

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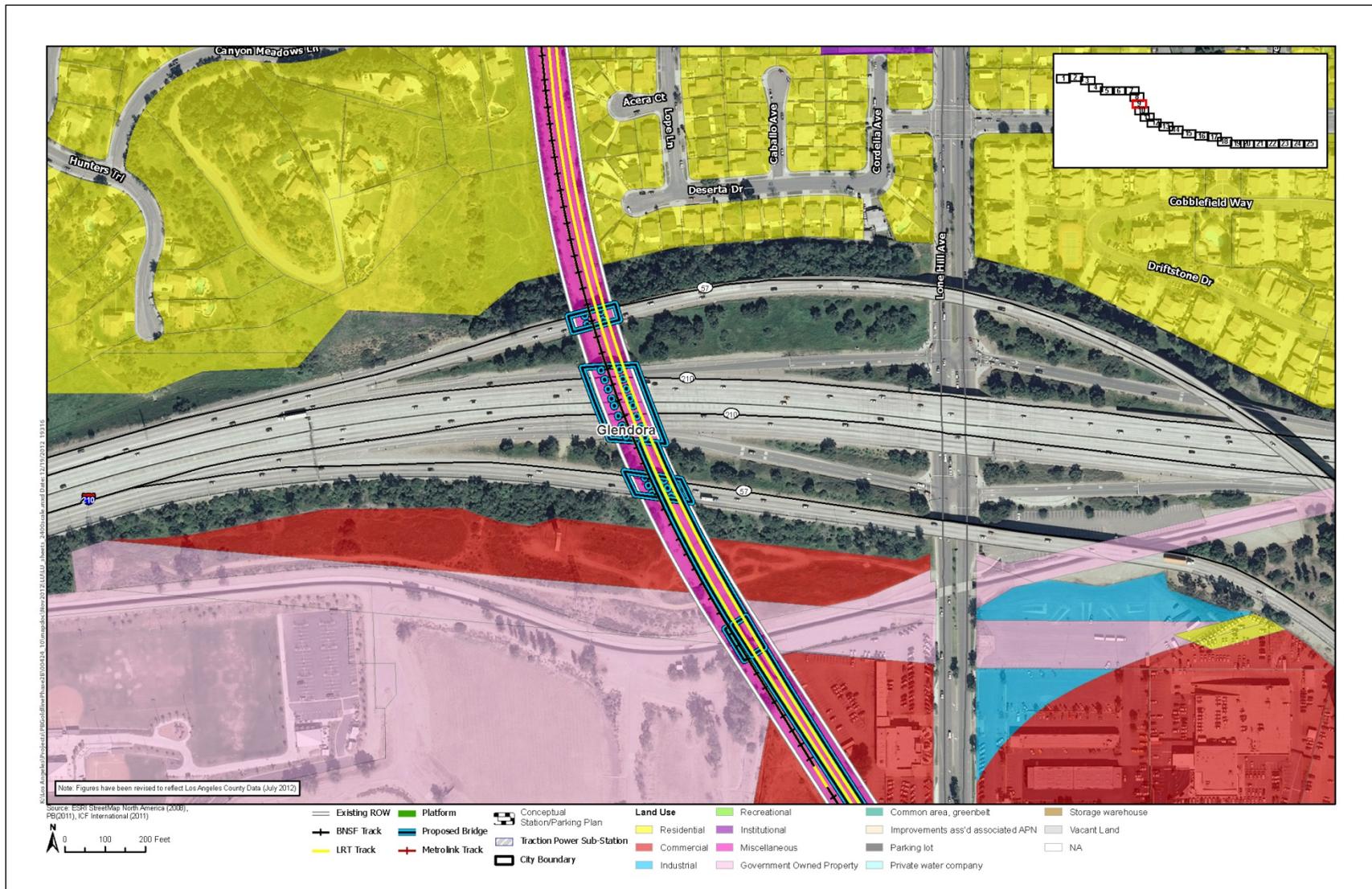
Source: ICF International 2011, updated 2013

Figure 3.10-7. Land Use (Glendora)



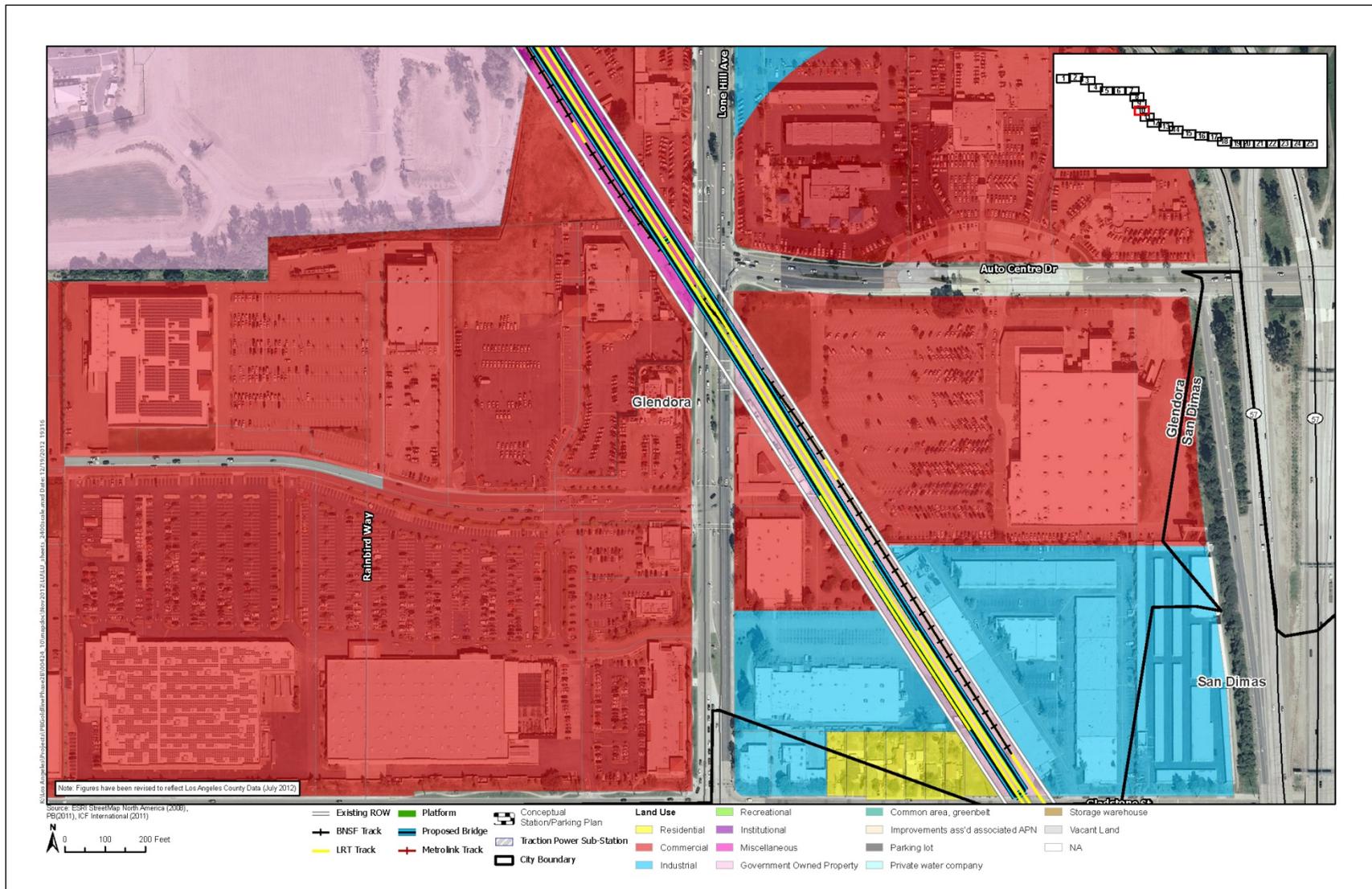
Source: ICF International 2011, updated 2013

Figure 3.10-8. Land Use (Glendora)



Source: ICF International 2011, updated 2013

Figure 3.10-9. Land Use (Glendora)

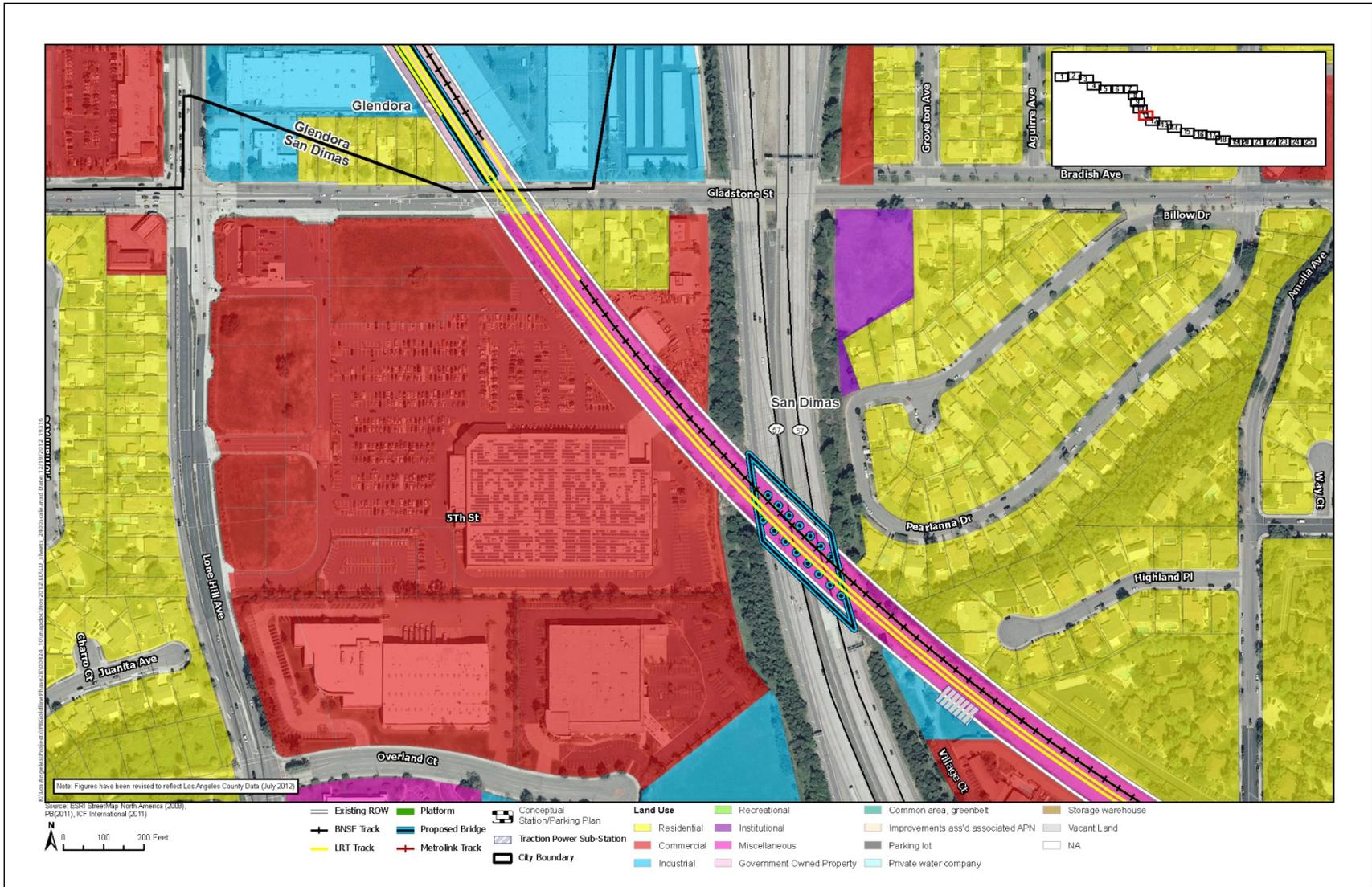


Source: ICF International 2011, updated 2013

Figure 3.10-10. Land Use (Glendora)

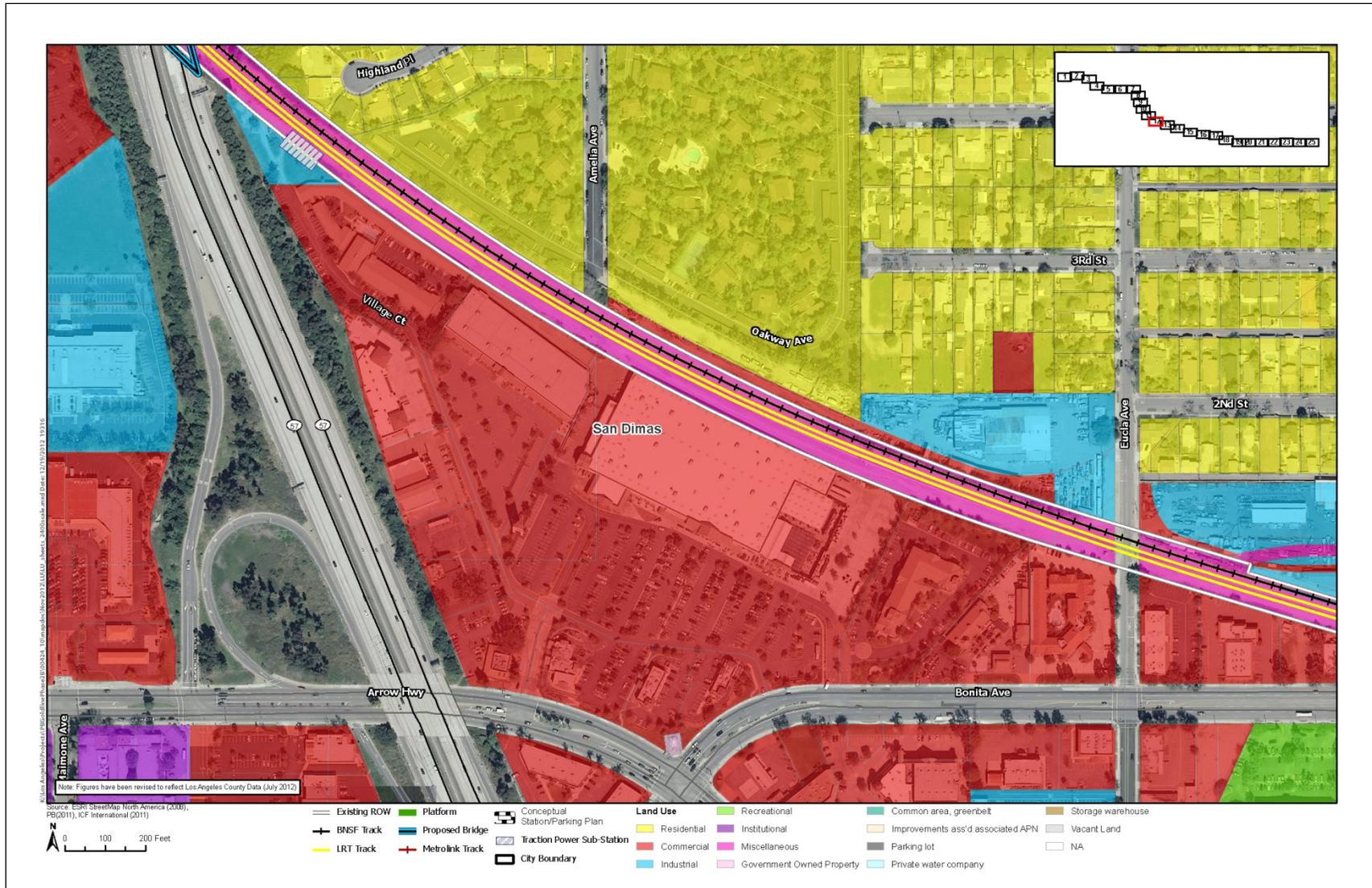
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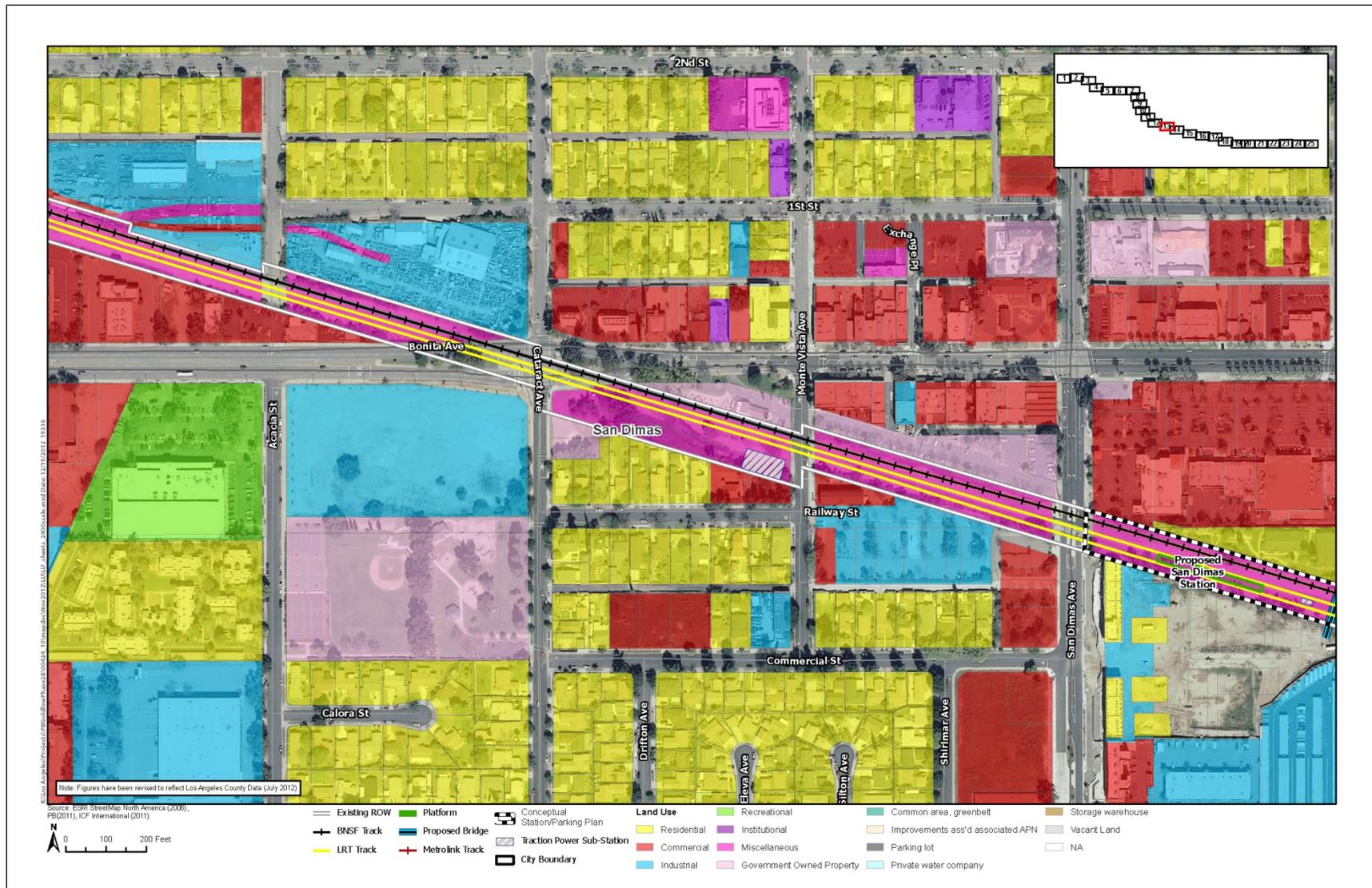
Source: ICF International 2011, updated 2013

Figure 3.10-11. Land Use (Glendora/San Dimas)



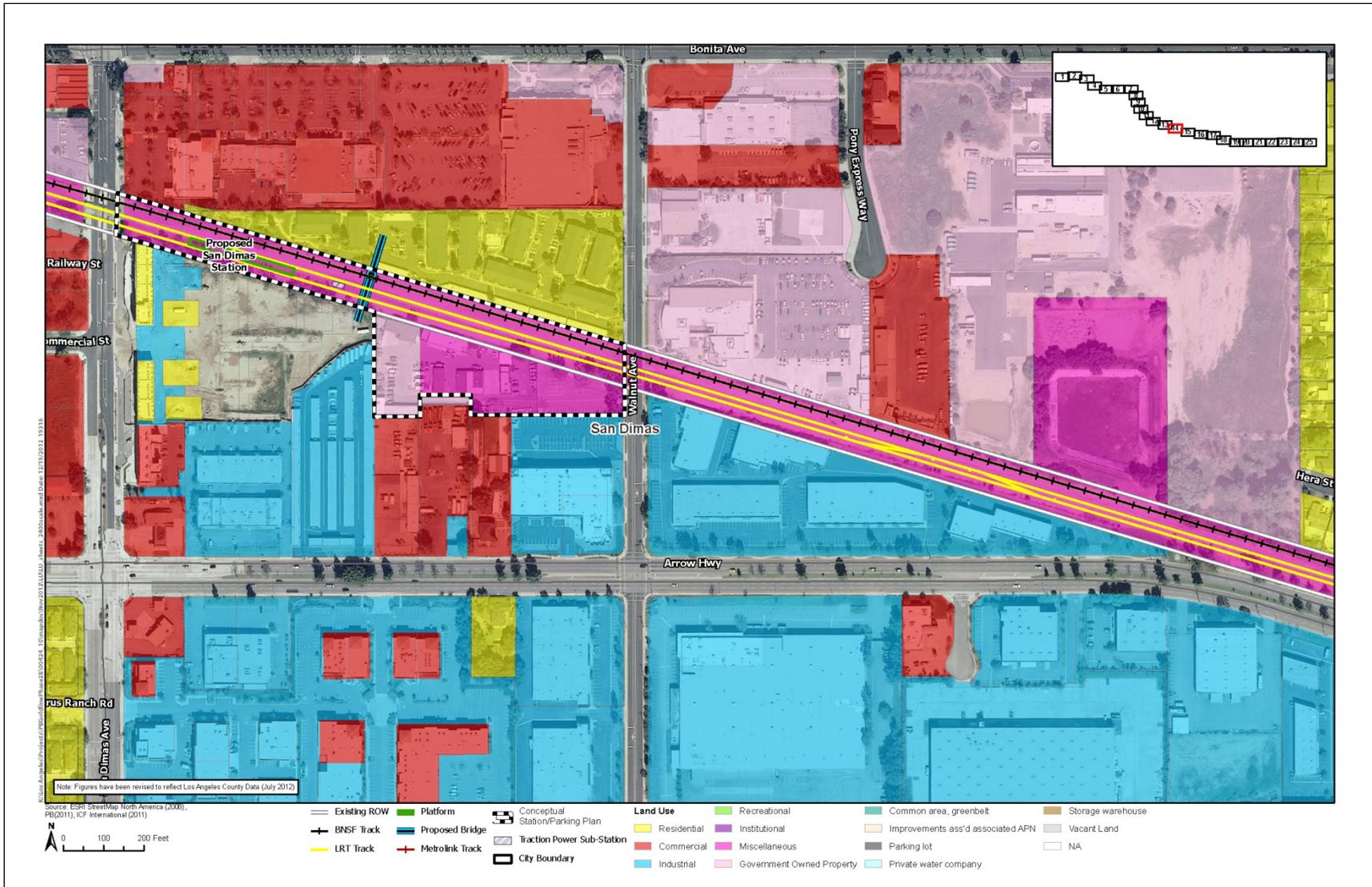
Source: ICF International 2011, updated 2013

Figure 3.10-12. Land Use (San Dimas)



Source: ICF International 2011, updated 2013

Figure 3.10-13. Land Use (San Dimas)

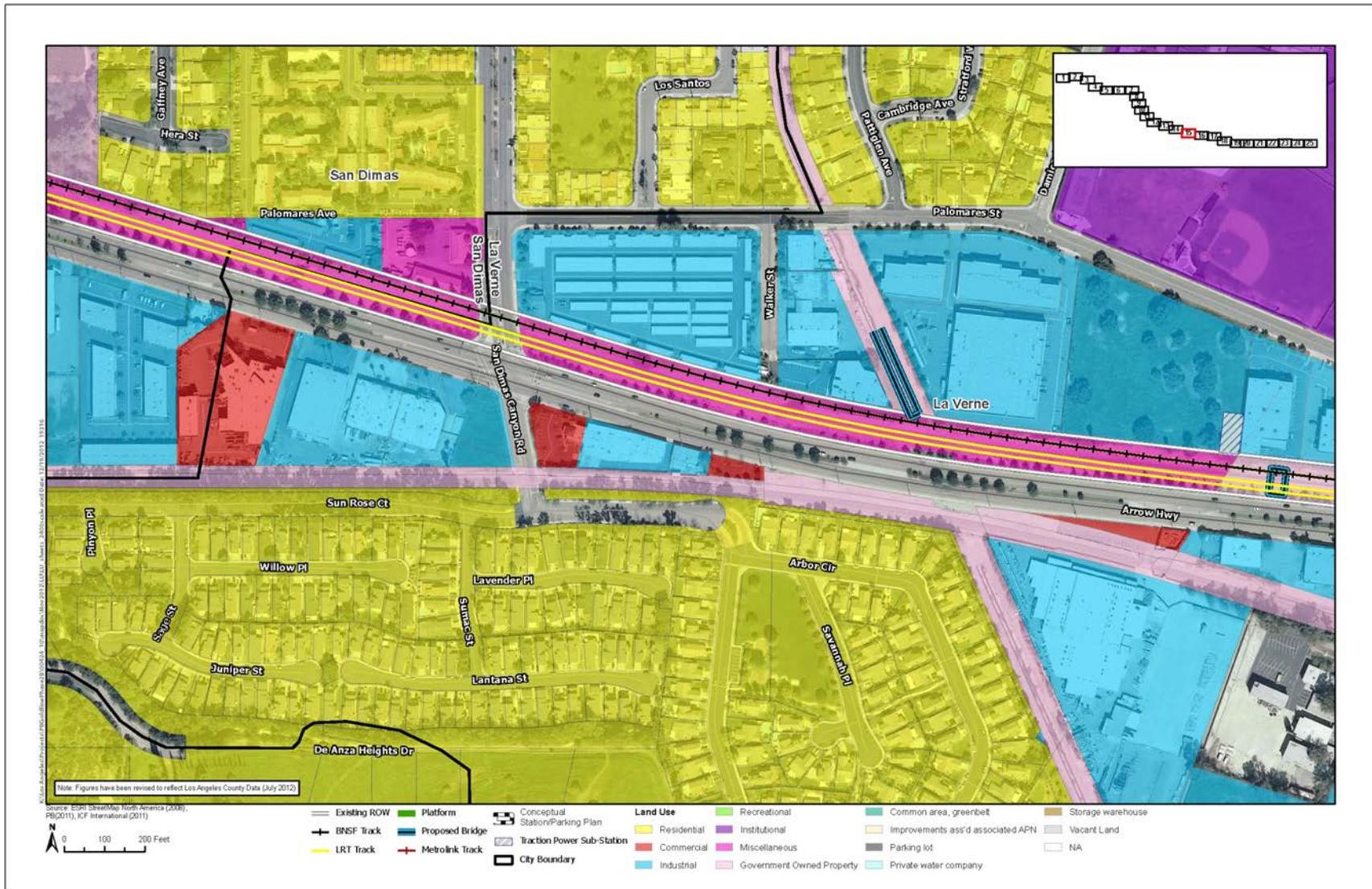


Source: ICF International 2011, updated 2013

Figure 3.10-14. Land Use (San Dimas)

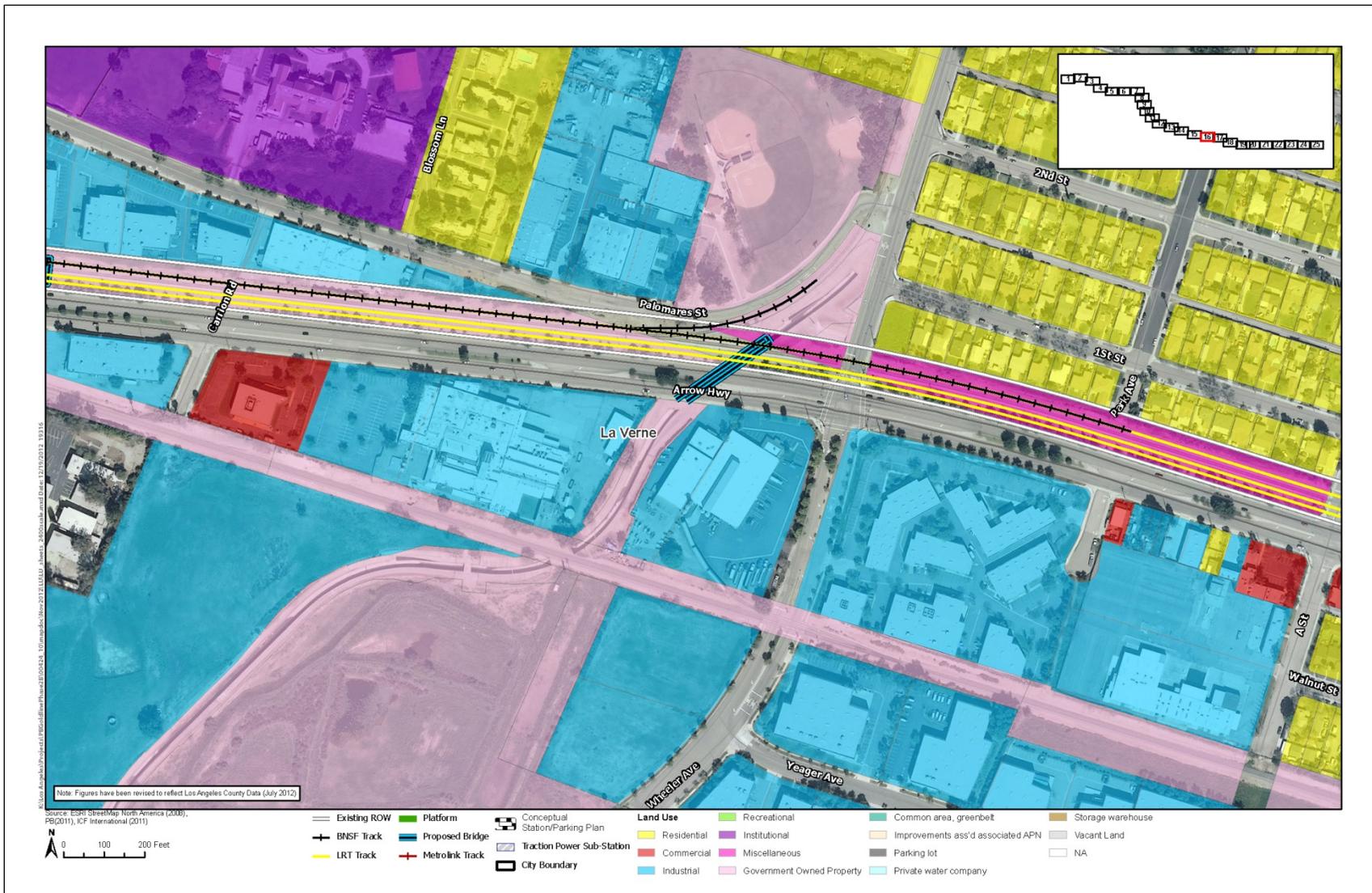
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Source: ICF International 2011, updated 2013

Figure 3.10-15. Land Use (San Dimas/La Verne)

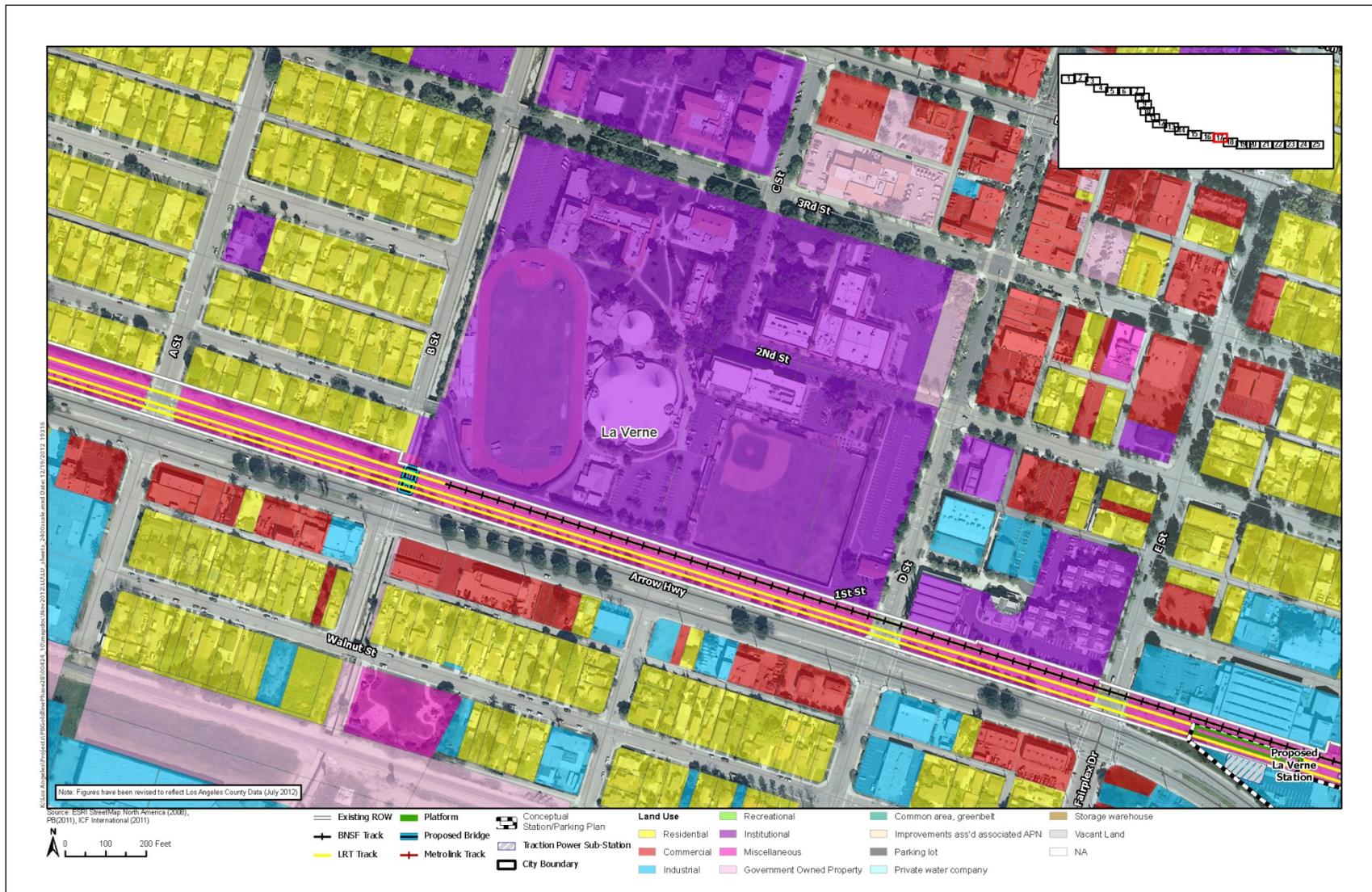


Source: ICF International 2011, updated 2013

Figure 3.10-16. Land Use (La Verne)

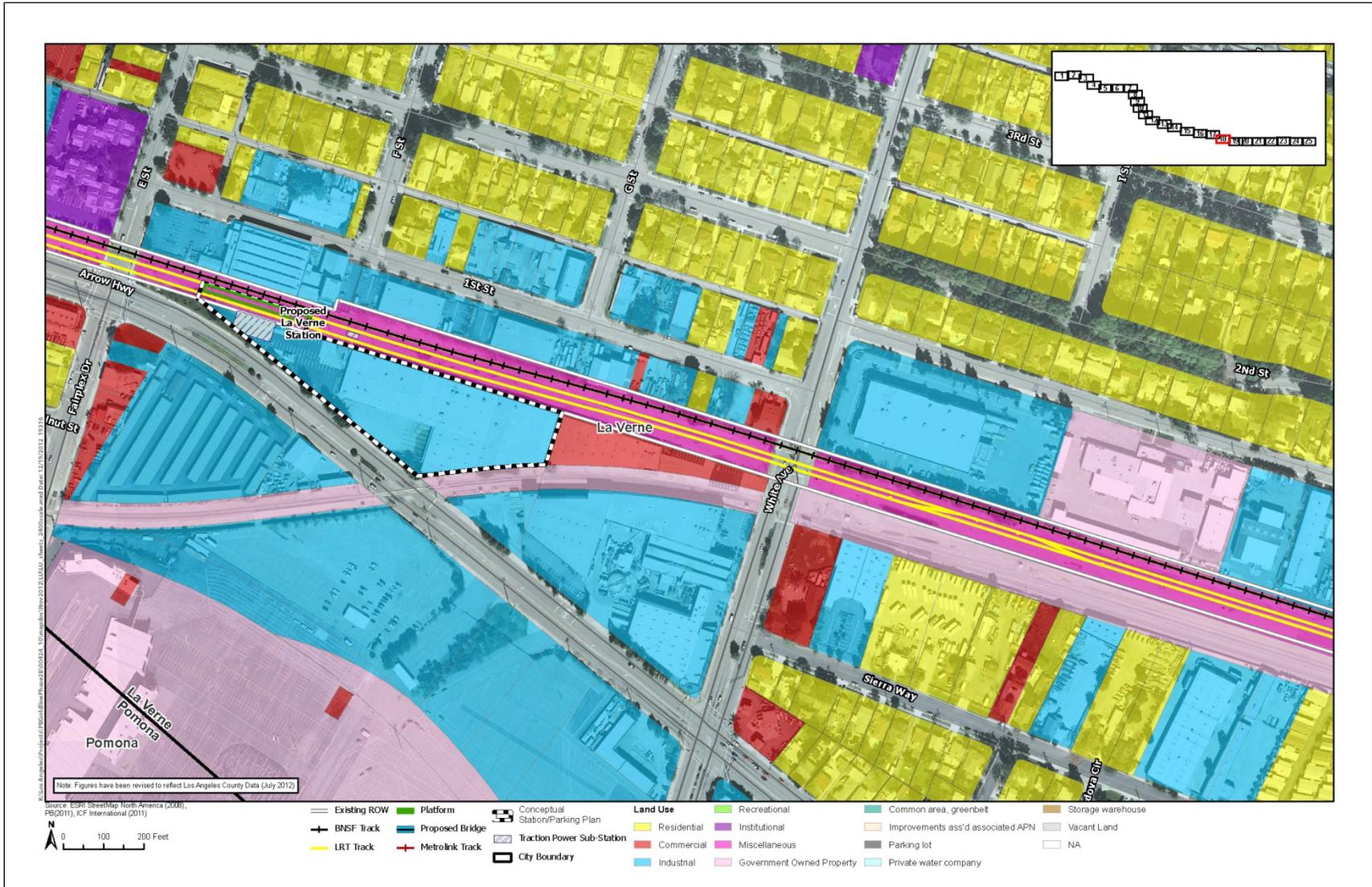
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Source: ICF International 2011, updated 2013

Figure 3.10-17. Land Use (La Verne)

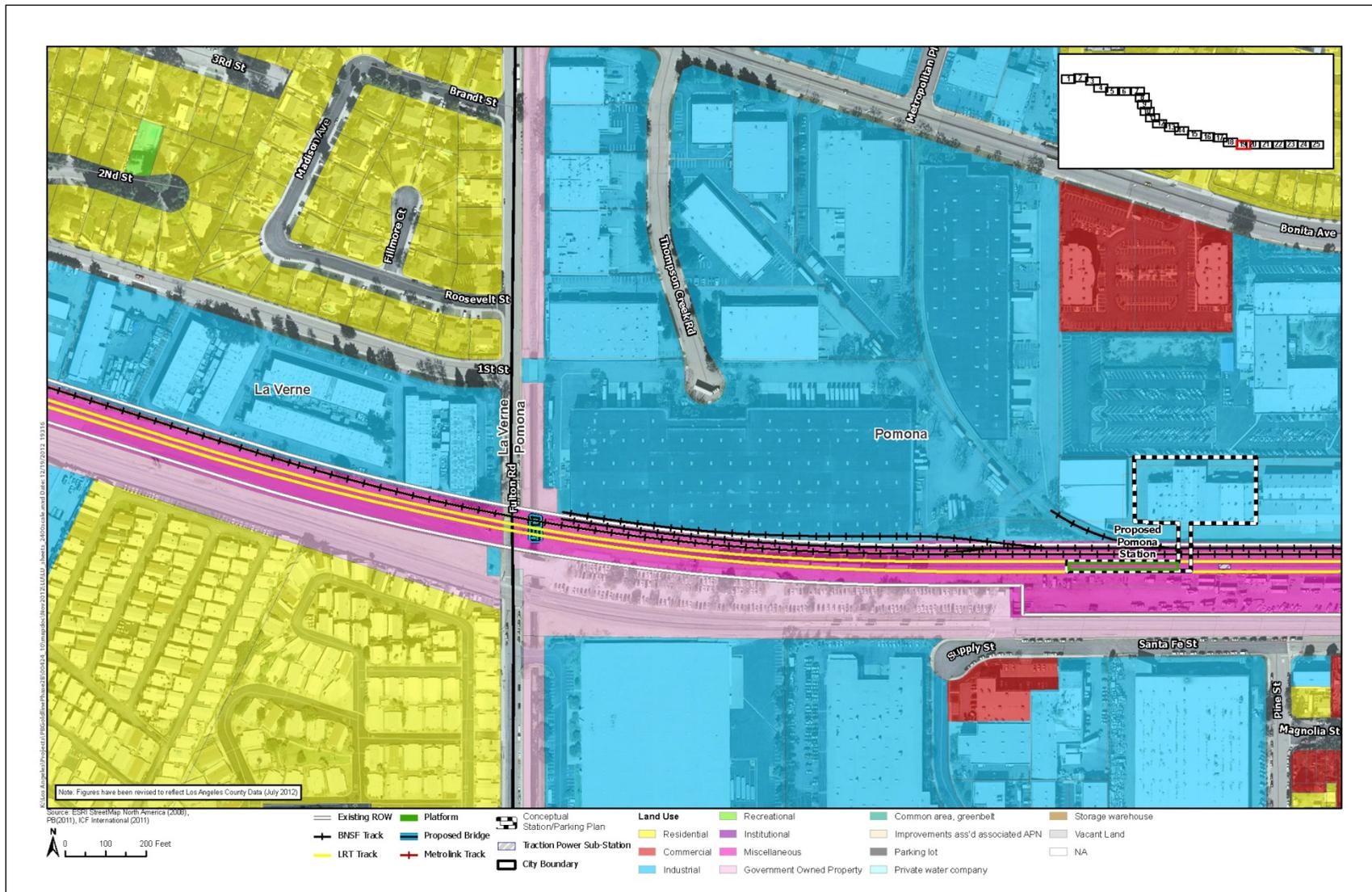


Source: ICF International 2011, updated 2013

Figure 3.10-18. Land Use (La Verne)

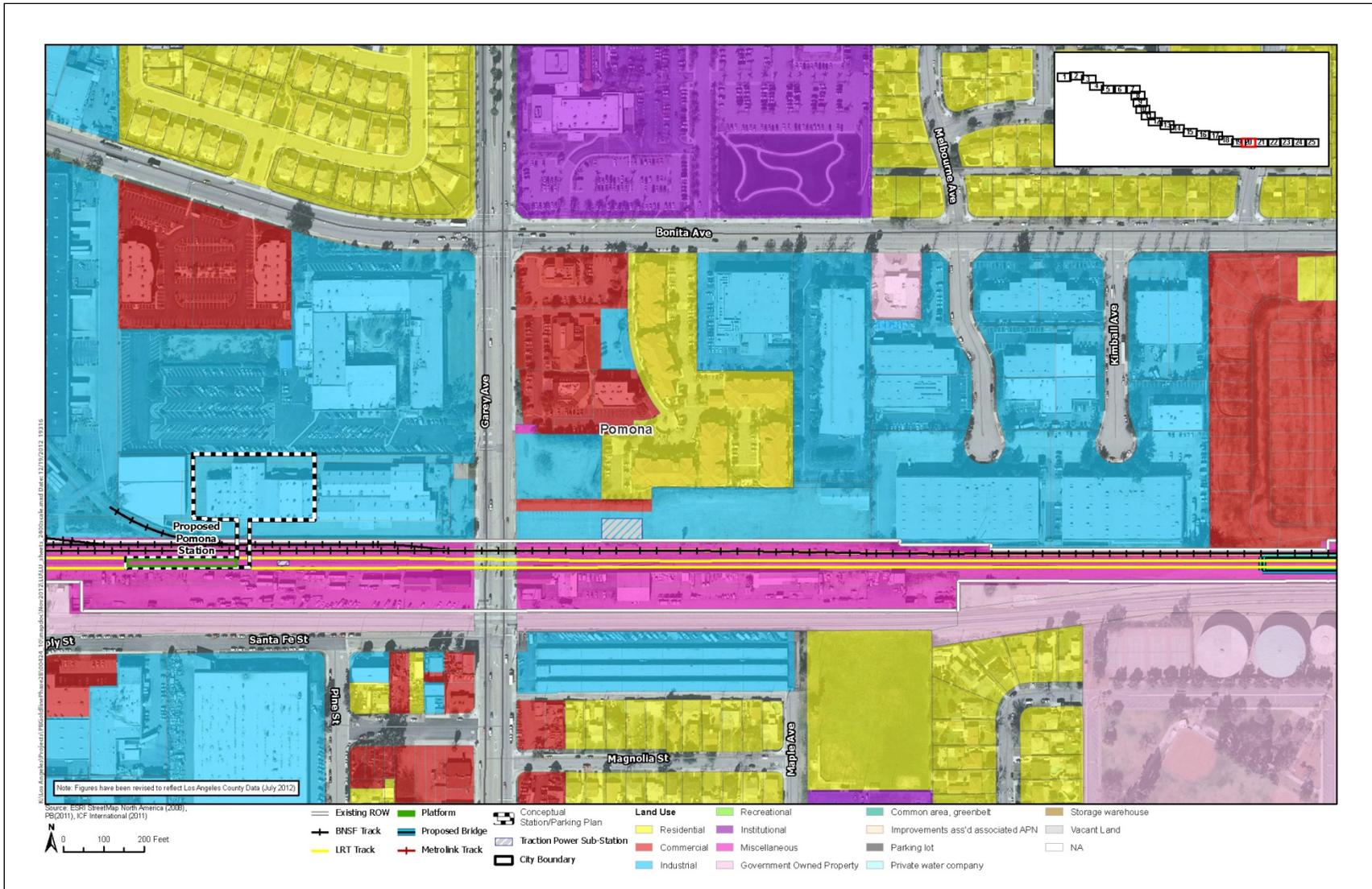
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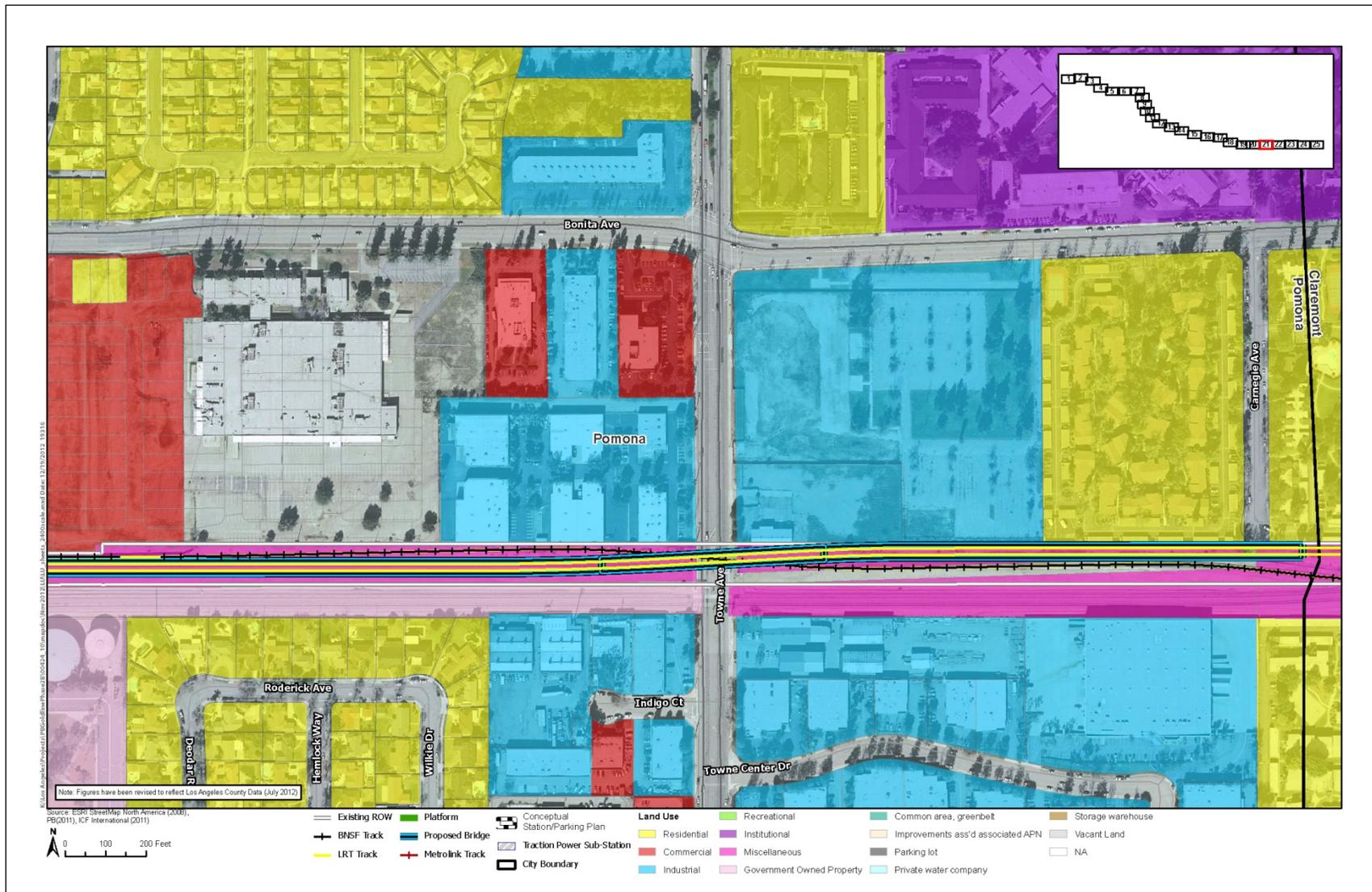
Source: ICF International 2011, updated 2013

Figure 3.10-19. Land Use (La Verne/Pomona)



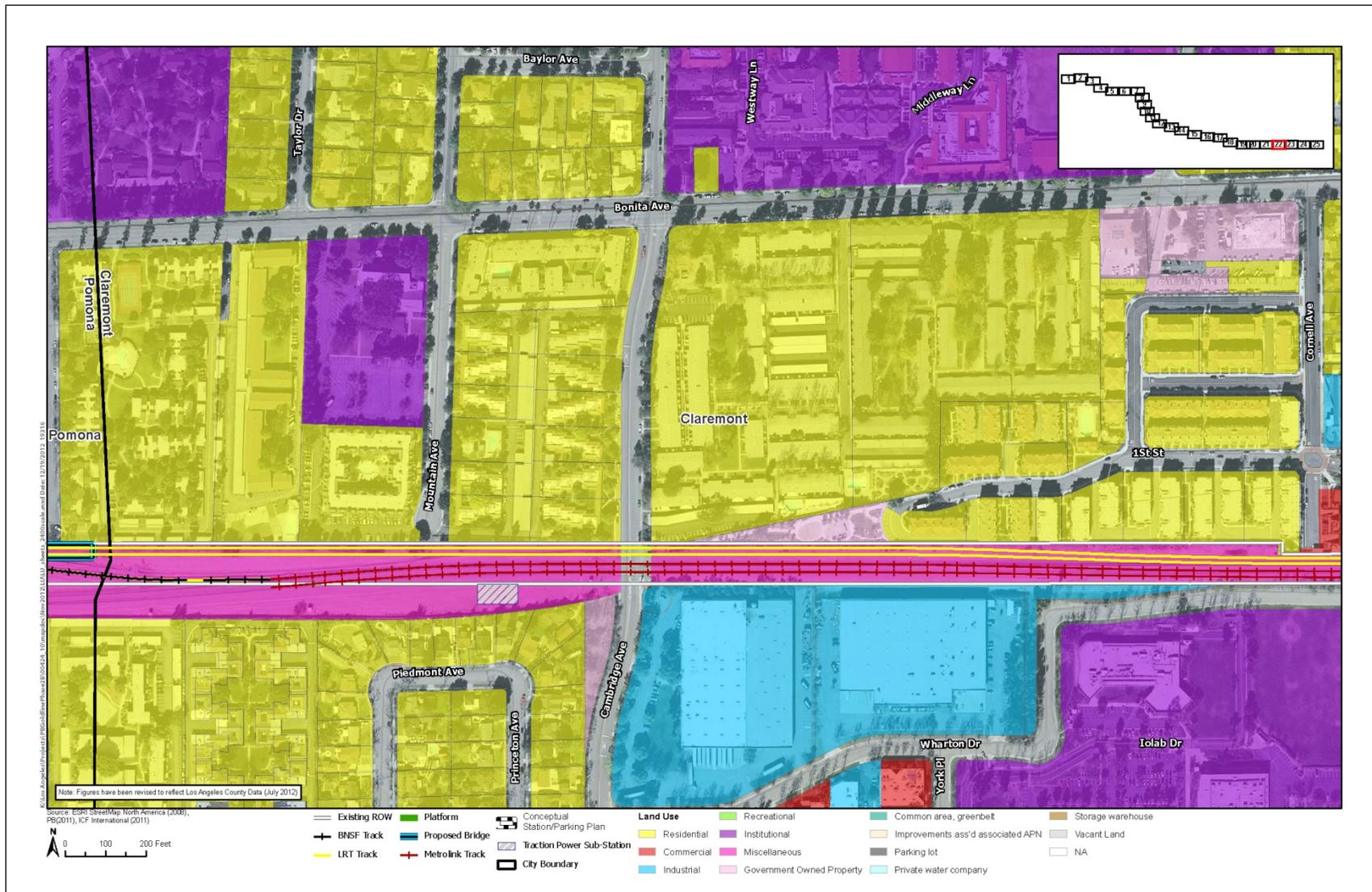
Source: ICF International 2011, updated 2013

Figure 3.10-20. Land Use (Pomona)



Source: ICF International 2011, updated 2013

Figure 3.10-21. Land Use (Pomona)

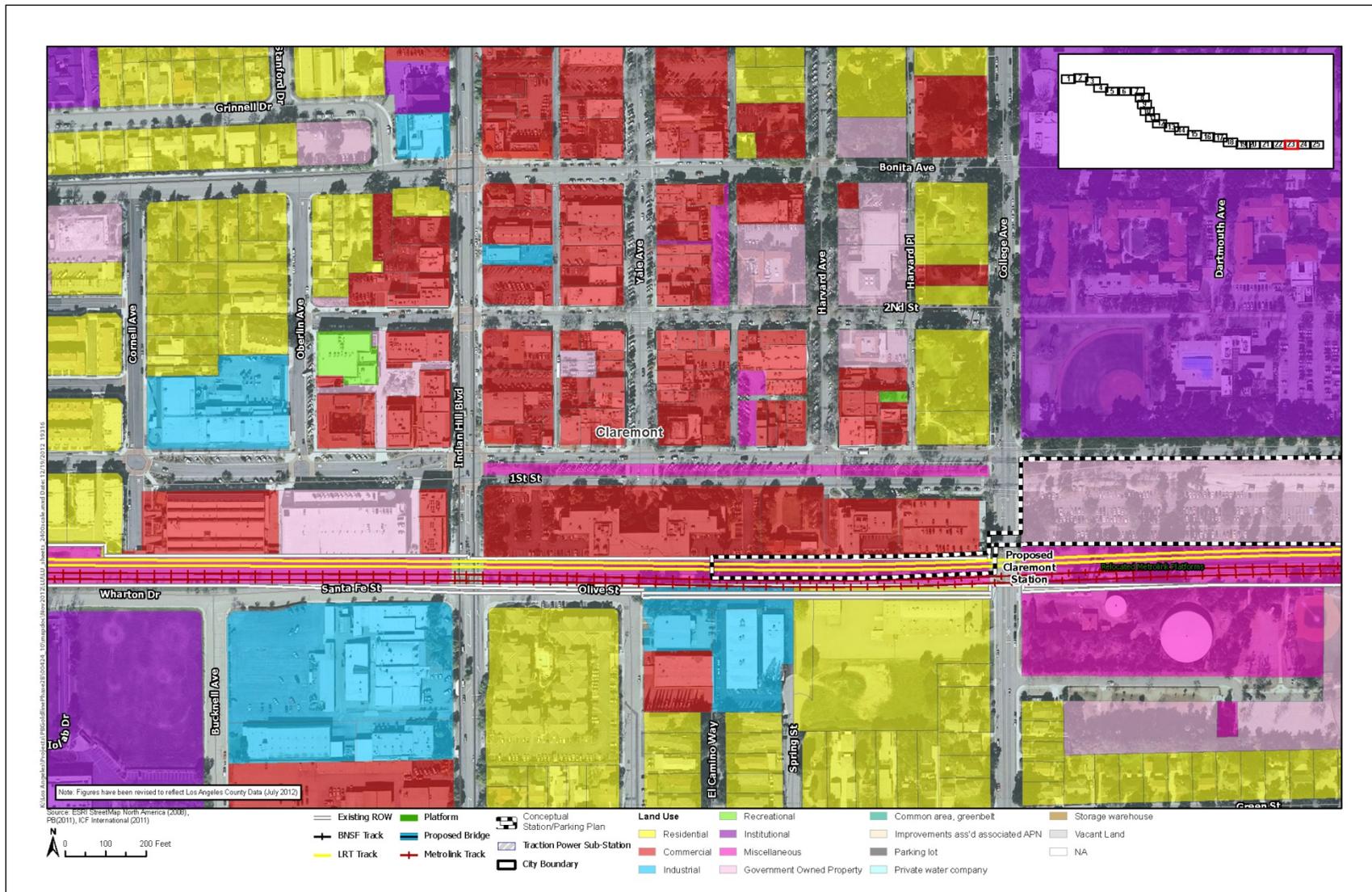


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Figure 3.10-22. Land Use (Pomona/Claremont)

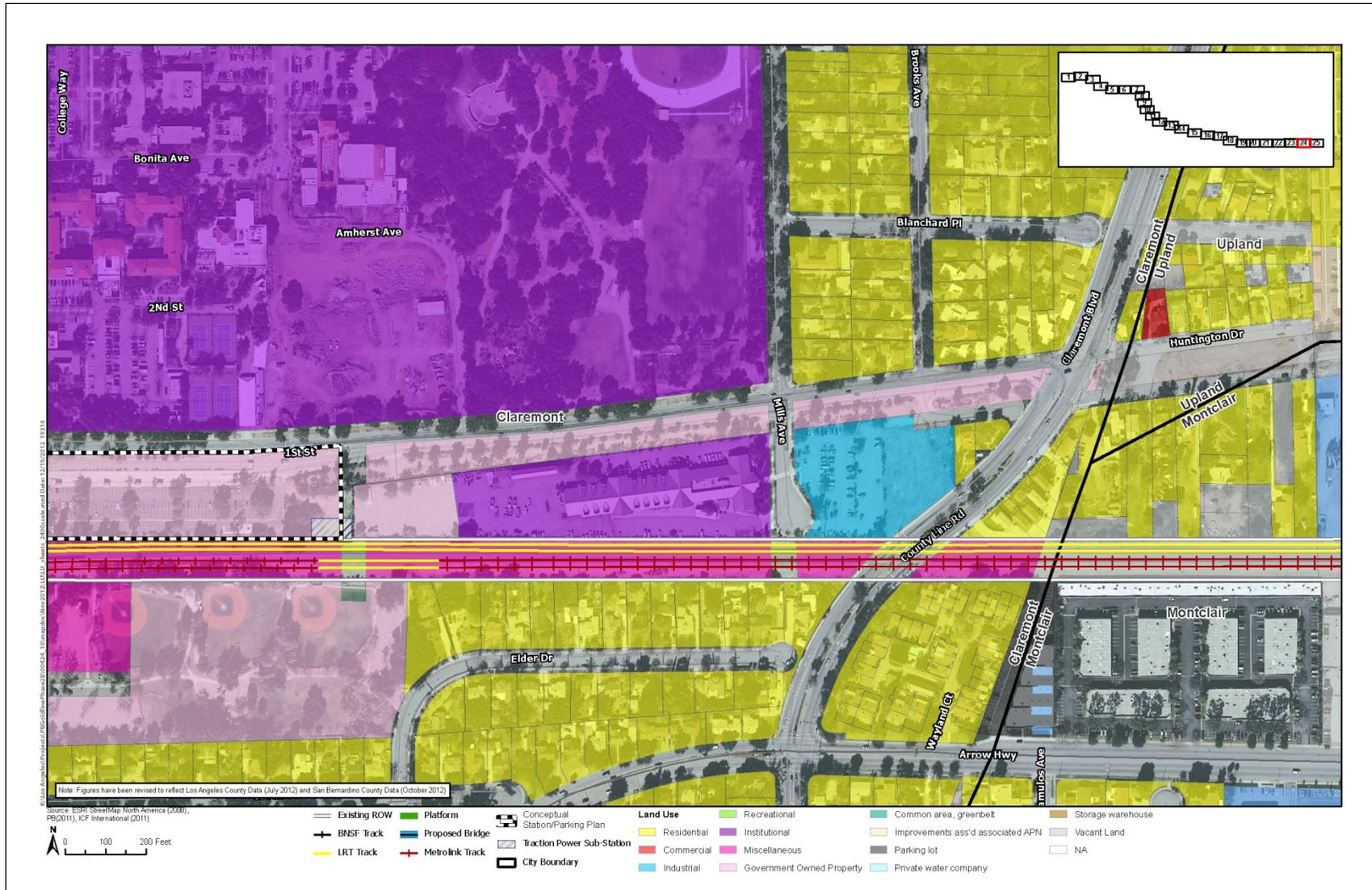
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Source: ICF International 2011, updated 2013

Figure 3.10-23. Land Use (Claremont)

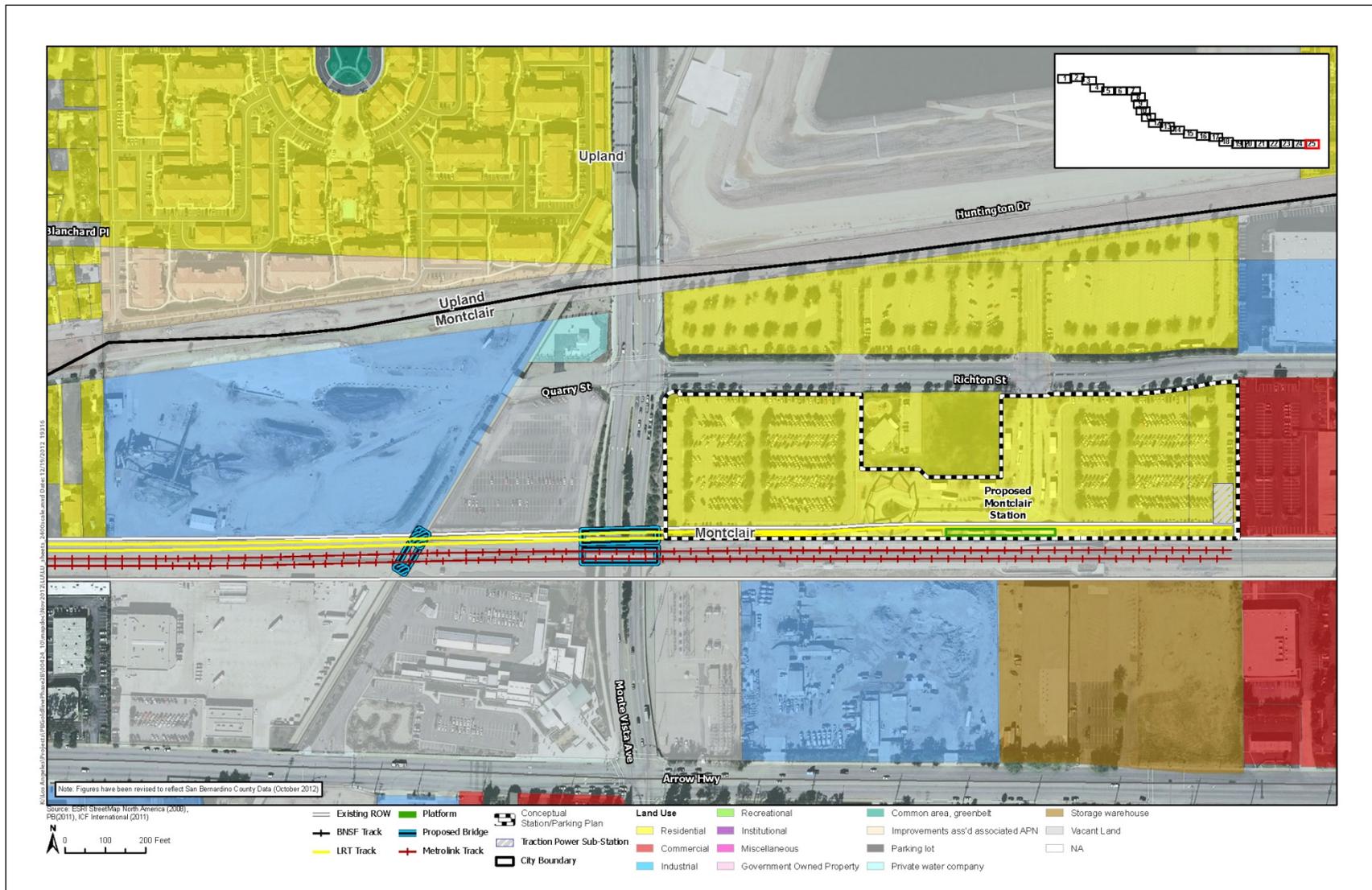


Source: ICF International 2011, updated 2013

Figure 3.10-24. Land Use (Claremont/Montclair)

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Source: ICF International 2011, updated 2013

Figure 3.10-25. Land Use (Montclair)

3.10.2.3 City of La Verne

The proposed alignment would traverse the southern portion of the City of La Verne, north of and roughly parallel to Arrow Highway. Residential, industrial, and commercial uses are located in the surrounding area. Land uses immediately surrounding the station site include mini-storage, vacant, commercial and industrial uses in the south and industrial and institutional uses (University of La Verne) to the north (see Figure 3.10-15 through Figure 3.10-19). The University of La Verne, Auto Club Raceway, and Brackett Field are located in this surrounding area. Other uses in the surrounding area include mobile home RV storage and mobile home park uses.

3.10.2.4 City of Pomona

The proposed alignment would traverse the northern portion of the City of Pomona. Land uses in the surrounding area include residential, industrial, and commercial uses (see Figure 3.10-19 through Figure 3.10-22). Residential uses are located north and south of the alignment and in the surrounding area. Existing residential uses along the alignment include the Serenity Villas Senior Center and the Arbours apartments. Other residential uses in the area include the Quail Park gated community, the Carriage Walk single-family residential homes, the El Sereno apartments, and other multi-family residential uses located near the Pomona and Claremont border.

Other existing uses include Palomares Park, RV parking uses and Casa Hervera Industrial Park. Commercial and retail uses are located adjacent to this industrial park. The Casa Colina Rehabilitation Center is located north of the alignment along Bonita Avenue. The City of Pomona Fire Station 186 is located north of the alignment along Bonita Avenue east of the Serenity Villas Senior Center. A Metrolink parking lot is located northwest of the proposed station area. Aside from a residential area on the north side of the Metro right of way, west of Carnegie Avenue, the alignment would be entirely within industrial or commercial areas. Land uses in the surrounding area are mostly residential, with some industrial and commercial uses also present (see Figure 3.10-19 through Figure 3.10-22).

3.10.2.5 City of Claremont

The proposed alignment would traverse the southern portion of the City of Claremont. Figure 3.10-22 through Figure 3.10-24 show the existing land uses along the proposed alignment and station area. The surrounding area contains industrial, institutional, mostly residential and commercial uses (see Figure 3.10-19 through Figure 3.10-24). Residential land uses characterize the area between Carnegie Avenue and Cornell Avenue, north of the alignment. East of Cornell Avenue on the north side of the alignment, land uses include various commercial developments such as banks, retail stores, and medical offices. The Claremont University Consortium, an institutional use, is located directly north of the proposed station area. South of the alignment, the area is characterized by residential uses to the west of Cambridge Avenue and east of Elder Drive. Between Cambridge Avenues and Indian Hill Boulevard, uses consist of industrial development as well as the Keck Graduate Institute. Aside from residential areas along the north side of the Metro right of way, between Carnegie Avenue and Indian Hill Boulevard and between Claremont Boulevard and the Los Angeles County line, the alignment would be mostly entirely bordered by industrial, commercial, or university properties. The surrounding area includes various commercial uses, including banks, retail, and medical office uses. The Claremont Colleges and the Keck Graduate Institute are also located in the surrounding area. Office uses to the north and multiple family residential uses to the south, directly east of Indian Hill Boulevard, are in Claremont Village. Multi-family residential uses such as the Claremont Villas Senior Apartments are located in the surrounding

area, southwest of the proposed station area. A Southern California Water Company owned property and a Pooch Park are located directly south of the proposed station area.

3.10.2.6 City of Montclair

The surrounding area contains mostly commercial, residential, and industrial uses (see Figure 3.10-24 and Figure 3.10-25). Retail uses, including the Montclair Plaza, are located in the surrounding area. The Montclair Hospital Medical Center is also located in the surrounding area. An area designated for planned development is south of the Transcenter. The proposed project alignment is designated for rail use in the North Montclair Specific Plan. Gold Line parkers would share the existing parking lots at the Transcenter. The site is slated for future development pursuant to the North Montclair Specific Plan, and the plan addresses existing parking conditions. A planned residential community (Standard Pacific Homes) is planned in the surrounding area, just north of the alignment, east of Claremont Boulevard. Other uses in the surrounding area include parking and industrial uses. The Montclair Police Department is located nearby, south of the alignment, just west of Monte Vista Avenue.

3.10.3 Environmental Impacts

3.10.3.1 Evaluation Methodology

Land use is addressed in terms of existing and planned land uses. Existing land uses are defined as land uses in the vicinity of the proposed alignment. Planned land uses are those land use designations and policies contained in applicable land use plans and policies, including the General Plans. Specifically, existing and planned land uses have been identified and analyzed using the adopted General Plans, zoning codes, zoning maps, and applicable specific plans of the Cities in which the proposed project would be located. In some cases, draft plans have also been discussed in the analysis of planned land uses. Information regarding existing and planned uses, zoning and land use policies in the vicinity of the alignment as well as stations, parking, and TPSS sites was used to determine the compatibility of land uses associated with the proposed project with the project's surroundings. ~~Information regarding zoning and land use policies in the vicinity of the alignment stations, parking, and TPSS sites was used to determine the compatibility of land uses associated with the proposed project.~~

3.10.3.2 Impact Criteria

An impact on land use and planning is considered significant if the project would:

- Physically divide an established community
- Conflict with any applicable land use plan, policy, or regulation by an agency with jurisdiction over the project (including, but not limited to, a General Plan, Specific Plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect
- Conflict with any applicable habitat conservation plan or natural community conservation plan

No habitat conservation plan or natural community conservation plan apply to the Study Area and therefore this issue is not discussed further.

3.10.3.3 Short-Term Construction Impacts

No Build Alternative

The No Build Alternative would not include any improvements; therefore, there would be no construction impacts that could result in the division of an established community or conflict with an applicable land use plans. Additionally, this alternative would not result in construction impacts related to the incompatibility with surrounding land uses.

Transportation Systems Management (TSM) Alternative

The TSM Alternative would include rapid bus improvements to reduce delay and enhance mobility. This alternative has no physical construction beyond the installation of six rapid bus stops.

The increased frequency of existing bus service would not result in construction impacts that could divide an established community nor be incompatible with surrounding land uses; therefore, no significant construction land use impacts would be expected under this alternative.

Build Alternative

Significant land use impacts are not anticipated during construction of the Build Alternative because most of the construction would take place within the existing right-of-way and would not affect adjoining land uses. Access to surrounding uses would largely be maintained throughout the construction. The construction of stations and associated parking facilities would require temporary construction easements for construction staging. Once construction is completed, however, the properties under those easements would revert to their original land use. (See evaluation of these issues in Section 3.4). Construction activities would not affect the planning or zoning designations of adjoining or nearby properties, conflict with the applicable land use plans, or physically divide a community. The short-term land use impacts related to construction easements would be less than significant with implementation of the Traffic Control Management Plan that addresses access to properties during construction, and includes:

- Schedules for street closures shall be developed in consultation with each corridor city.
- Advance notice indicating when access shall be closed or limited will be posted on city streets.
- Signs indicating access routes and alternate access points, as well as announcing that affected businesses are open, shall be posted.
- Newspaper notices shall be placed to indicate street and access closures.
- The Construction Authority website shall include information regarding planned street and access closures.

3.10.3.4 Long-Term Impacts

No Build Alternative

Under the No Build Alternative, no improvements are proposed; therefore, there would be no long-term land use impacts regarding the physical division of an established community or conflict with the applicable land use plans.

However, the No Build Alternative would not fulfill the transit-related land use objectives found in the General Plans of some of the local jurisdictions.

Transportation Systems Management (TSM) Alternative

The TSM Alternative would increase the frequency of bus service. Increasing the frequency of bus service is not expected to generate changes in land use; therefore, the TSM Alternative would not result in significant long-term land use impacts because it would largely maintain existing conditions.

Build Alternative

Potential long-term direct land use impacts under the Build Alternative would be related to the removal of existing uses to accommodate new transportation facilities, such as transit stations and parking facilities in areas where rights-of-way would be needed for various purposes. Potential indirect long-term land use impacts would be related to changes in overall development and growth in station areas. Impacts related to growth are addressed in Section 3.15.

Direct land use impacts would be minimal because the proposed improvements would generally be limited to the existing railroad right-of-way. The proposed stations and parking facilities would be built on vacant land or in place of current parking, maintenance yards, or similar uses. (The impacts of property acquisition required for construction of some stations and associated parking facilities are discussed in detail in Section 3.4.) Generally, the land uses and existing land use pattern surrounding the proposed stations and parking facilities would not change.

Indirectly, the Build Alternative could result in development of vacant and/or underdeveloped properties near proposed station locations. Any such development that may occur in the future would be consistent with the each City's adopted land use plans, zoning, and regulations. Many of the Cities along the project alignment have already planned for transit use and transit-oriented development at the proposed station sites in their General and Specific Plans. Therefore, indirect impact to surrounding land uses would be less than significant.

Table 3.10-1 summarizes the zoning classifications for proposed station and parking facility locations in each of the cities along the project alignment and notes whether existing land use plans support transit-oriented development at those sites. For the City of Glendora, a conditional use permit (CUP) will be required. Any applicable approvals, including CUPs, would be obtained as part of the project. While zoning classifications at most of the proposed sites do not explicitly address LRT, the development of the proposed alignment is broadly supported by local General, Specific, and other plans. Therefore, impacts are anticipated to be less than significant.

As described under Section 3.10.1, several regional land use plans and policies are applicable to the project. Table 3.10-2 summarizes the consistency of the project with applicable regional land use plans and policies. In every case, the project would be consistent with the plans. Thus, under the Build Alternative, no regional land use impacts are expected to occur.

The following section includes a discussion on the impacts related to the proposed stations along the project alignment, beginning at Glendora in the west and ending at Montclair to the east. (The Azusa-Citrus station is not part of this project).

Table 3.10-1. Zoning and Adopted Plans at Proposed Station Sites

City	Proposed LRT Station Zoning/ Permitted Use	Proposed Parking Facility Zoning/ Permitted Use	Adopted Plans at the Proposed Sites
Glendora	The station would be located within the Metro right-of-way.	Consistent. Parking would be within the Metro right-of-way. Access for the garage would extend into existing commercial properties. This area is zoned C-1 Professional Zone. In the Glendora Zoning Code, C-1 allows parking facilities where fees are charged with a conditional use permit.	City of Glendora Zoning Map: Route 66 Specific Plan, Zoning sub-district TCMU
San Dimas	The station would be located within the Metro right-of-way between San Dimas and Walnut Avenues. The surrounding area is zoned for Creative Growth (CG), Light Manufacturing (M-1), and Public/Semi-Public (PS) uses.	Consistent. Parking would be located east of the platform, on a site owned by the City of San Dimas, and currently used for city maintenance vehicle storage. Surrounding areas are zoned for Light Manufacturing (M-1) and Creative Growth (CG) Area 3. In the City of San Dimas Municipal Code, underground parking is encouraged in the CG (Area 3) Zone. Parking uses are permitted under the M-1 Zone.	San Dimas General Plan, San Dimas Zoning Map
La Verne	The station would be located within the Metro right-of-way just east of E Street. In the General Plan, the area is designated for community facility and low-density residential uses; the zoning map is under SP 91-26 Lordsburg.	Consistent. Proposed parking would be located south of the Metro right-of-way and east of E Street. This area is zoned SP 91-26 Lordsburg. According to the Lordsburg Specific Plan, parking uses are permitted in this zone.	City of La Verne General Plan, City of La Verne Zoning
Pomona	The station would be located within the Metro right-of-way west of Garey Avenue, in proximity to the existing Metrolink station. This area is zoned for Special Industrial (M) and Light Industrial (M-1) uses.	Consistent. Proposed parking would be located north of the existing Metro right-of-way. The surrounding area is zoned Special Industrial (M) and Light Industrial (M-1).	City of Pomona General Plan, City of Pomona Zoning Map
Claremont	The station would be located within the Metro right-of-way opposite the historic Santa Fe station. Existing Metrolink platforms would be relocated east of College Avenue, south of the existing tracks. The station site and area are zoned Claremont Village (CV).	Consistent. Proposed parking would be located on the existing Metrolink parking lot site. This area is zoned Mixed Use 2 (MU2). Parking uses are permitted in this zone.	City of Claremont Zoning Map; Claremont Village <u>Expansion Specific Plan</u> ; <u>Claremont Village Design Plan</u>
Montclair	The station would require extending the right-of-way north of both the existing Metro right-of-way and Metrolink station. The area is zoned for rail use under the <i>North Montclair Specific Plan</i> .	Consistent. Proposed parking would be in the existing Montclair TransCenter parking lot located north of the proposed platform. This area allows parking.	City of Montclair North Montclair Specific Plan

Sources: Local General Plans, specific plans, zoning maps, and zoning codes. ICF International 2011.

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 Goals		
<i>Land Use and Housing</i> Focus growth in existing and emerging centers and along major transportation corridors.	Neutral	The project would provide infrastructure along a transportation corridor that may support implementation of this policy.
Create significant areas of mixed-use development and walkable, “people-scaled” communities.	Neutral	The project would provide infrastructure that may support implementation of this policy
Provide new housing opportunities, with building types and locations that respond to the region’s changing demographics.	Neutral	The project would provide infrastructure that may support implementation of this policy
Target growth in housing, employment, and commercial development within walking distance of existing and planned transit stations.	Yes	The project would provide improved transit service to all members of the Foothill corridor cities.
Inject new life into under-used areas by creating vibrant new business districts, redeveloping old buildings, and building new businesses and housing on vacant lots.	Neutral	The project would provide infrastructure that may support implementation of this policy
Preserve existing, stable single-family neighborhoods.	Yes	The project would be constructed in an existing rail right-of way.
Protect important open space, environmentally sensitive areas, and agricultural lands from development.	es	The project would, if necessary, include measures to avoid or minimize adverse effects on any sensitive natural resources (Refer to Section 3.2).
<i>Transportation</i> Provide a more efficient transportation system that reduces and manages vehicle activity better.	Yes	The project would provide improved transit service to members of the Foothill corridor cities.
Create a cleaner transportation system that minimizes air quality impacts and is energy efficient.	Yes	The project would provide a cleaner and more energy-efficient transit service to members of the Foothill corridor cities. See Transportation section for further discussion regarding vehicle activity.

Table 3.10-2. Project Consistency with Regional Land Use Plans and Policies (continued)

Plan/Policy	Project Consistent with Plan/Policy?	Remarks
SCAG Regional Comprehensive Plan Goals (continued)		
Air Quality Reduce emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable.	Yes	The project would provide a transit alternative to the automobile. This would help the region attain federal and state air quality standards. Additionally, the project would include measures to avoid or minimize adverse construction effects on air quality to attain federal and state standards (refer to Section 3.1).
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. Reverse current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas.	Yes	The project would provide improved sustainable transit service to the Foothill corridor cities.
Minimize land uses that increase the risk of adverse air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM ₁₀ , PM _{2.5} , ultrafine), and carbon monoxide.	Yes	The project would help reduce air pollution-related health impacts by providing transit to of the Foothill corridor cities.
Expand green building practices to reduce energy-related emissions from developments to increase economic benefits to business and residents.	Neutral	The project would include energy-efficient systems and features.
SCAG Regional Transportation Plan/Sustainable Communities Strategy 2012-2035		
RTP/SCS Goal 1 Align the plan investments and policies with improving regional economic development and competitiveness	Yes	The project would provide transit infrastructure and service that would support implementation of this policy
RTP/SCS Goal 2 Maximize mobility and accessibility for all people and goods in the region	Yes	The project would provide improved sustainable transit service to the Foothill corridor cities and would connect to the regional transit system.

Table 3.10-2. Project Consistency with Regional Land Use Plans and Policies (continued)

Plan/Policy	Project Consistent with Plan/Policy?	Remarks
<p>RTP/SCS Goal 3 Ensure travel safety and reliability for all people and goods in the region</p>	Yes	The project would provide safe and reliable public transit service for the Foothill corridor cities and would connect to the larger regional transit system.
<p>RTP/SCS Goal 4 Preserve and ensure a sustainable regional transportation system</p>	Yes	The project would provide a sustainable public transit alternative to the automobile.
<p>RTP/SCS Goal 5 Maximize the productivity of our transportation system</p>	Yes	The project would provide a sustainable transit alternative to the automobile.
<p>RTP/SCS Goal 6 Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)</p>	Yes	The project would provide a sustainable public transit alternative to the automobile. This would help the region attain federal and state air quality standards. Additionally, the project would, if necessary, include measures to avoid or minimize adverse construction effects on air quality to attain federal and state standards (refer to Section 3.1).
<p>RTP/SCS Goal 7 Actively encourage and create incentives for energy efficiency, where possible</p>	Yes	The project would provide a transit alternative to the automobile, thereby encouraging the use of alternative modes of transportations.
<p>RTP/SCS Goal 8 Encourage land use and growth patterns that facilitate transit and non-motorized transportation</p>	Yes	The project would provide a public transit service to the Foothill corridor communities.
<p>RTP/SCS Goal 9 Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies</p>	Neutral	The project would provide infrastructure that would support implementation of this policy

Sources: SCAG plans; ICF International 2012.

Glendora Station

The proposed center platform configuration would be located within the Metro alignment, north of Arrow Highway, between Vermont and Glendora Avenues. The surrounding area includes the site of the former BNSF Railway rail station. The site of the proposed Glendora Station would be near the site of the former BNSF Railway rail station, which is within the area covered by the *Glendora Route 66 Corridor Specific Plan*.³ Specifically, this area is in the Town Center Mixed-Use (TCMU) District of the *Glendora Route 66 Corridor Specific Plan* area. The TCMU District is intended to provide for a mix of land use and development types that are compatible with, and reinforce, pedestrian activity and transit utilization. The general features of the district encourage future transit use.

The railroad right-of-way is zoned R-4 (Railroad). Permitted uses are limited to railroad uses, including passenger and freight facilities.⁴ As indicated above, much of the immediate area is zoned under the TCMU designation of the *Glendora Route 66 Corridor Specific Plan* area. There are a few parcels in the area zoned for commercial and residential uses. The proposed parking area would be located directly south of the station platform and mostly within Metro right-of-way. Vehicular access and egress would be via Glendora Avenue on the east end and Vermont Avenue on the west end. The present parking configuration is located in the TCMU zoning sub-district of the *Glendora Route 66 Corridor Specific Plan*.

A portion of a parcel containing a recreational vehicle storage facility would be acquired for construction of the station's parking facility.

San Dimas Station

The site of the proposed San Dimas station would be between San Dimas and Walnut Avenues. Land uses surrounding the proposed station are commercial, mixed-use, multi-family residential and industrial. The surrounding area is zoned for Creative Growth, Light Manufacturing, and Public/Semi-Public uses. This area is currently zoned for Light Manufacturing and Creative Growth Uses.

The proposed location of the station parking structure is currently the site of the San Dimas City maintenance yard (east and south of the station) in an area characterized by mixed but chiefly light industrial uses.

La Verne Station

The proposed station would be located within the proposed alignment, just east of E Street. According to the La Verne General Plan, this area is designated for community facility and residential uses. The proposed station's parking facility would be located on a site with a vacant industrial building, which is currently for sale. Aside from one residential area, the proposed alignment would be mostly located within an industrial or commercial area. The University of La Verne is adjacent to the alignment, while the Los Angeles County Fairplex is located just south of the alignment. The zoning map shows this area to be zoned SP 91-26 (Institutional Uses), according to the Lordsburg Specific Plan. A proposed parking facility would be located at an existing commercial property, just east of the station and south of the tracks. These areas are zoned SP 81-2 (City of La Verne), which include commercial, business, park and industrial uses.

³ City of Glendora. 2003. *City of Glendora Route 66 Corridor Specific Plan*.

⁴ Glendora Municipal Code, Section 21.06.040.

Pomona Station

The proposed station would be constructed less than 500 feet northeast of an existing Metrolink platform. The right-of-way would be shared with a freight track. The surrounding area includes mostly industrial uses.

The proposed station's parking facility would be constructed on industrial land located north of the right-of-way. Zoning for the site and surrounding area include Special Industrial (M) and Light Industrial (M-1) uses. Permitted uses in the M zone include light manufacturing, research, assembly, packaging and warehousing. Commercial, office, automotive, and some manufacturing uses are permitted in the M-1 zone.

Planned uses for the surrounding area include residential uses along the alignment and adaptive reuse uses near the proposed station. A new single-family residential development (The Arbours) is under construction in the area. As previously stated, concepts for the Pomona Compass Blueprint Station Area Plan are currently being developed. This Plan will focus on existing and future land uses located around the proposed station. Current concepts include alternatives that identify new reuse opportunities that would be located near existing uses, including converting warehouse to include parking. The envisioned land uses include urban residential, live/work, office, and other adaptive reuse thereby creating a pedestrian friendly atmosphere. The proposed station would be consistent with these planned land uses.

Claremont Station

The proposed station would be located within the LRT alignment, which would be shared with freight and the proposed Claremont station would be located opposite the historic Atchison, Topeka & Santa Fe Depot. The surrounding area includes commercial office uses to the north and multiple-family residential uses to the south, directly east of Indian Hill Boulevard, in an area zoned as Claremont Village. The existing Metrolink platforms would be relocated south of the existing tracks and east of College Avenue. The station site is zoned Claremont Village (CV). Adjacent to the CV specific plan area, on the northeast corner of College Avenue and First Street, the area is zoned mixed use (MU2). The proposed parking area would be located on the existing Metrolink parking site (First Street east of College Avenue). The parking lot would be expanded to a three-level structure. ~~The area is zoned public (P).~~

To construct the four-track alignment and station platforms for the proposed station, some additional right-of-way would be required between Indian Hill Boulevard and College Avenue. Several parking spaces on properties near the proposed station would be affected. A sliver of land, approximately 900 – 1,100 square feet, on the northerly edge of the Southern California Water Company property, east of College Avenue, may also be required. The water utility site is zoned public (P).

Montclair Station

The proposed Montclair Station would be located just north of the Metrolink station. The surrounding area land uses include residential, industrial, and planned retail use. The proposed station at the Montclair Transcenter would fall within the boundaries of the *North Montclair Specific Plan* area as well as the City's Redevelopment Plan for Project Area No. III (City of Montclair 1998). Land owned by the California Department of Transportation and used for the Montclair Transcenter would be required for station facilities. The proposed acquisitions would not divide an established community. (Refer to Section 3.4 for further discussion regarding proposed acquisitions.)

3.10.3.5 Cumulative Impacts

The project could provide opportunities for transit-oriented development and development of underutilized parcels near proposed stations. However, because existing local land use plans and zoning regulations guide the development in station areas, the project would not result in or contribute to a significant cumulative impact.

3.10.4 Mitigation Measures

With implementation of the Traffic Management Control Plan (detailed in Chapter 2), no significant short-term construction impact would occur. No significant long-term land use or planning impacts would occur and no mitigation measures are required.

3.10.5 Level of Impact after Mitigation

The components of the Build Alternative would be consistent with the zoning and planned land uses under local plans, and the project would be consistent with regional plans. Since the project would be located primarily within an existing right-of-way, the project would not result in physical division of established communities or in incompatibility with surrounding land uses. Therefore, land use impacts related to the project would be less than significant.

