

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.

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 Specific Plan
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.	Yes	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)		
<p>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.</p>	Yes	<p>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).</p>
<p>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.</p>	Yes	<p>The project would provide improved sustainable transit service to the Foothill corridor cities.</p>
<p>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.</p>	Yes	<p>The project would help reduce air pollution-related health impacts by providing transit to of the Foothill corridor cities.</p>
<p>Expand green building practices to reduce energy-related emissions from developments to increase economic benefits to business and residents.</p>	Neutral	<p>The project would include energy-efficient systems and features.</p>
SCAG Regional Transportation Plan/Sustainable Communities Strategy 2012-2035		
<p>RTP/SCS Goal 1 Align the plan investments and policies with improving regional economic development and competitiveness</p>	Yes	<p>The project would provide transit infrastructure and service that would support implementation of this policy</p>
<p>RTP/SCS Goal 2 Maximize mobility and accessibility for all people and goods in the region</p>	Yes	<p>The project would provide improved sustainable transit service to the Foothill corridor cities and would connect to the regional transit system.</p>

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

Plan/Policy	Project Consistent with Plan/Policy?	Remarks
RTP/SCS Goal 3 Ensure travel safety and reliability for all people and goods in the region	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.
RTP/SCS Goal 4 Preserve and ensure a sustainable regional transportation system	Yes	The project would provide a sustainable public transit alternative to the automobile.
RTP/SCS Goal 5 Maximize the productivity of our transportation system	Yes	The project would provide a sustainable transit alternative to the automobile.
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)	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).
RTP/SCS Goal 7 Actively encourage and create incentives for energy efficiency, where possible	Yes	The project would provide a transit alternative to the automobile, thereby encouraging the use of alternative modes of transportations.
RTP/SCS Goal 8 Encourage land use and growth patterns that facilitate transit and non-motorized transportation	Yes	The project would provide a public transit service to the Foothill corridor communities.
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	Neutral	The project would provide infrastructure that would support implementation of this policy

Sources: SCAG plans; ICF International 2012.

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).

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

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

⁴ Glendora Municipal Code, Section 21.06.040.

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.

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 include 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.

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.

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