

5.9 Land Use and Planning



5.9 LAND USE AND PLANNING

This section identifies the Project site's existing onsite and surrounding land use conditions, evaluates the Project's consistency with relevant land use plans, policies, and regulations. Information in this section is based upon the *City of Whittier General Plan* (General Plan) and the *City of Whittier Municipal Code* (WMC).

This section also includes an *Urban Decay Study* for the Lincoln Specific Plan (The Natelson Dale Group, Inc. [TNDG] February 28, 2014), which evaluates the potential economic impacts of the Project's proposed commercial components. In particular, the *Urban Decay Study* evaluates the extent to which the Project would have competitive impacts on existing retail facilities in the trade area and consequently have the potential to result in urban decay. In addition to addressing the potential impacts of the Project itself, the study also considers cumulative impacts, taking into account the impacts from other planned and proposed retail projects in the trade area. The *Urban Decay Study* is included in its entirety in Appendix 11.10, *Urban Decay Study*.

5.9.1 EXISTING ENVIRONMENTAL SETTING

The City of Whittier (City) encompasses 14.8 square miles located in southeastern Los Angeles County, approximately 12 miles southeast of the City of Los Angeles; refer to Exhibit 3-1, *Regional Context*. Whittier is a charter law city that was incorporated in 1898. As of January 1, 2014, the City's population totaled 86,538 persons.¹ The City's businesses and industries include 404 professional services, 506 retail stores, 193 family-type restaurants, 38 manufacturing plants, 11 hotels and motels, 5 automobile dealerships, and over 231 specialty shops and boutiques, predominantly located in Uptown Whittier, the Quad shopping mall, and Whittwood Town Center.² The Project site is located in the western portion of the City, at the site of the former Fred C. Nelles Youth Correctional Facility (at 11850 Whittier Boulevard) and an adjacent commercial property (at 12090 Whittier Boulevard); refer to Exhibit 3-2, *Local Context*.

ONSITE LAND USES

Exhibit 3-3, *Aerial Photo*, depicts the Project site in the context of its environmental setting. The Project involves an irregularly-shaped, developed site (Assessor's Parcel Nos. (APN) 8170-013-816 and 8170-013-904), situated in a north-south orientation. At the site's northernmost portions, street frontage is provided along Whittier Boulevard and Sorensen Avenue. The site's southernmost portions are framed in by urban development. The Project site slopes very gently toward the southwest, with the highest elevation at the northern corner of the site, adjacent to Whittier Boulevard, and the lowest at a grassy field at the southwest corner.

The 76-acre Project site involves institutional and commercial uses. The institutional use (approximately 74 acres) is comprised of a former youth correctional facility, which is developed with structures, hardscapes, landscapes, and associated infrastructure related to the site's prior use. The commercial use (approximately two acres) is comprised of an operational auto recycling establishment, which is also developed.

¹ State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2011-2014*. Sacramento, California, May 2014.

² City of Whittier Website, *About Us*, <http://www.cityofwhittier.org/about/default.asp>, Accessed December 12, 2013.



As outlined in [Table 5.9-1, Existing Land Uses](#), institutional and commercial land uses totaling approximately 426,278 gross square feet are located on the Project site. As also indicated in [Table 5.9-1](#), only the approximately two-acre commercial use is operational. The institutional use (i.e., the correctional facility) has not been operational since its closure in June 2004, after over 113 years of operation.

**Table 5.9-1
Existing Land Uses**

| Land Use | Building Square Feet | Operational? |
|---|----------------------|-----------------|
| Institutional (Youth Correctional Facility) | 420,173 | No - Since 2004 |
| Commercial (Auto Recycling) | 6,105 | Yes |
| Total Existing | 426,278 | |

Youth Correctional Facility

The Fred C. Nelles Youth Correctional Facility consists of a complex of buildings, structures, and sites. It contains 52 vacant buildings constructed in various architectural styles between 1920 and 2002, with a combined total of approximately 420,173 square feet. The various buildings include dormitories (or cottages), staff residences, school buildings, an auditorium, a gymnasium, and several support structures. All of the buildings are single-story, except for seven two-story buildings, which are interspersed throughout the site. The facility was designated a California State Historical Landmark in 1982. Additionally, the property is listed in the California Register of Historical Resources and has been determined as eligible for listing in the National Register of Historic Places. Eight of the 52 buildings have been identified as having varying degrees of historic significance. Several large landscaped areas and athletic fields are interspersed throughout the site. Additionally, surface parking lots are located along Whittier Boulevard, and a network of pedestrian paths and private roadways traverse the site. Existing onsite vegetative cover consists of grass-covered open fields and numerous ornamental trees, shrubs, and non-native grasses. The youth correctional facility is surrounded on all sides by an approximately 15-foot high chain link and razor wire fence. Security lighting associated with the facility's prior use is located around the site's perimeter.

Commercial Area

The commercial area consists of an approximately 0.6-acre former railroad right of way and 0.8-acre Caltrans property along Whittier Boulevard that surround an approximately 0.9-acre operational auto recycling business. The auto recycling business involves four small buildings, which total 6,105 square feet, of which approximately 480 square feet are enclosed building area.

SURROUNDING LAND USES

The Project site is surrounded by urban/developed land. The buildings that surround the Project site range in height from single- to multi-story. The land uses surrounding the Project site are illustrated on [Exhibit 3-3](#) and described as follows:

- [Land Uses to the North/Northeast \(beyond Whittier Boulevard\)](#). Whittier Boulevard forms the northeastern site boundary. Surface parking and low-rise commercial uses



are located directly north of the site beyond Whittier Boulevard and north of Philadelphia Street. Industrial uses and surface parking are located beyond Whittier Boulevard and south of Philadelphia Street. The areas to the north/northeast are designated General Commercial and General Industrial; see Specific Plan Exhibit 1-4, *Existing General Plan Land Use*.

- *Land Uses to the Northwest (beyond Sorensen Avenue)*. Sorensen Avenue forms the site's northwestern boundary. Commercial land uses including a grocery store and surface parking are located northwest of the site, across Sorensen Avenue and north of Rincon Drive. These areas are designated General Commercial Urban Design District. Single-family residential uses are located northwest of the site, beyond Sorensen Avenue and south of Rincon Drive. These areas are located in unincorporated Los Angeles County.
- *Land Uses to the South*. The Presbyterian Intercommunity Hospital (PIH) is located directly south of the Project site. PIH is comprised of multiple structures and a large surface parking lot. It is separated from the Project site by a 15-foot high security fence located onsite. The PIH site is designated as Specific Plan in the City's General Plan and zoned Whittier Boulevard Specific Plan (WBSP). Residential uses within the City and within the City's Sphere of Influence (SOI) are located directly southwest of the Project site beyond the youth correctional facility's 15-foot high security fencing.
- *Land Uses to the Southwest/West*. Single-family residential uses are located southwest/west of the Project site. A church and related surface parking are located immediately adjacent to the Project site, south of the Sorensen Avenue/Loch Lomand Drive intersection. These uses, which are separated from the Project site by the correctional facility's security fencing, are located within unincorporated Los Angeles County and the City's SOI area with the exception of a small area of residences on Paul Drive which are within the City limits.
- *Land Uses to the East (between the Project site and Whittier Boulevard)*. Low-rise industrial uses, including a self-storage business, with surface parking border the site to the east. The adjacent uses are separated from the Project site by the correctional facility's security fencing. These areas are designated as Specific Plan in the City's General Plan and zoned WBSP. Uptown Whittier, the City's historic mixed use district, is located approximately one-half mile east of the Project site via Philadelphia Street; see Exhibit 2-2.

URBAN DECAY

Overview of Urban Decay Report Methodology

For purposes of estimating impacts in the relevant retail sales categories, the urban decay analysis considers a trade area that includes portions of the cities of Whittier, Pico Rivera, and Santa Fe Springs, in addition to surrounding portions of unincorporated Los Angeles County. The analysis projects total resident purchasing power within this trade area, and uses this projection of total demand as the basis for determining the extent to which the proposed project could be supported in the market area without negatively impacting existing businesses. The urban decay study methodology includes the following major steps:



1. Estimate the current potential demand for retail sales in the trade area, based on existing demographics;
2. Estimate the portion of total trade area demand that could realistically be “captured” by retail facilities in the trade area, based on an evaluation of the amounts and locations of competitive retail facilities outside of the evaluated trade area;
3. Forecast future (11-year) growth in the amount of supportable retail sales, based on projected increases in the trade area’s resident population;
4. Translate potential retail sales into supportable square feet of retail space, based on standard sales per square foot factors by individual retail category; and
5. Compare this “potential” demand for retail space to the actual amount of retail space in the trade area, based on estimates from a field survey.

Description of Trade Area

According to the International Council of Shopping Centers (ICSC), a community center similar in scale and scope to the proposed Project would typically have a trade area of three to six miles. The Urban Decay Study conservatively evaluates a smaller trade area for potential market support for the Project. Starting with a 3.0-mile radius as an initial reference point, TNDG designed a customized polygon as the trade area. This polygon takes into account natural traffic barriers (such as major roads and highways) and the locations of existing competitive shopping centers. The trade area is a customized polygon defined with the following boundaries:

- Western Boundary – The western boundary is represented by Paramount Boulevard. The boundary runs between Beverly and Washington Boulevards, and it is approximately 3.0 miles from the Project.
- Southern Boundary – The Southern boundary starts along Washington Boulevard. At the Interstate 605 (I-605), the boundary extends further south to Los Nietos Road/Telegraph Road. The southern boundary is approximately 2.0 miles from the Project.
- Eastern Boundary – At the intersection of Colima and Telegraph Roads, the eastern boundary extends in a northeasterly direction along Colima Road. The eastern boundary extends to Mar Vista Street, and it is approximately 3.0 miles from the Project.
- Northern Boundary – The northern boundary runs along urbanized section of northern portion of the city of Whittier. At the I-605, the boundary extends further along Beverly Boulevard. The northern boundary is approximately 2.0 miles from the Project.

The trade area boundaries are shown on Urban Decay Report Figure III-1. The trade area is referred to as the Whittier Retail Trade Area (WRTA).

Overview of Existing Retail Market In Trade Area

As part of the analysis, TNDG completed a comprehensive inventory of all existing retail tenants and vacancies in the trade area. The detailed inventory is provided in Appendix B of the Urban



Decay Report ([Appendix 11.10](#) of this EIR), while a summary of the findings is provided in Urban Decay Report Table II-1. To account for the retail development that is on the periphery of the trade area boundaries, the analysis discounts the square footage of these spaces by 50 percent. The rationale for this discount factor is that given their locations on the periphery of the trade area boundaries, these retailers likely draw a significant amount of market support from outside of the trade area boundaries evaluated in this analysis. Thus, it is reasonable to assume that 50 percent of this space is supported by residents in the trade area, while the remaining 50 percent is supported by residents outside of the trade area. There is approximately 888,644 “unadjusted” square feet of retail development along the periphery of the trade area boundaries; see Appendix B (Table B-1) of the Urban Decay Report ([Appendix 11.10](#) of this EIR) for a list of these shopping centers and stores. Based on the discount factor discussed above, the 888,644 square feet of space along the periphery of the trade area borders has the equivalent impact of 444,322 square feet of existing retail space in a more central portion of the trade area. The total inventory of “effective” competitive retail space in the trade area is estimated at approximately 3.52 million square feet, as shown in Urban Decay Report Table II-1. Most of the trade area’s retail space includes neighborhood and community-scale facilities focused on the shopping needs of local residents. The overall retail vacancy rate in the trade area is estimated at 6.0 percent, which is at the lower end of the range (5.0 to 10.0 percent) generally considered to be reflective of a healthy retail market. In addition, this vacancy rate is well below the current national vacancy rate for strip, neighborhood, and community shopping centers. The breakdown of the existing retail inventory by category is summarized on Urban Decay Report Table II-1.

5.9.2 EXISTING REGULATORY SETTING

REGIONAL

Regional plans/policies created by planning agencies such as the Southern California Association of Governments (SCAG) and the South Coast Air Quality Management District (SCAQMD) influence land use planning in Whittier.

Southern California Association of Governments

SCAG functions as the Metropolitan Planning Organization (MPO) for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The region encompasses a population exceeding 19 million persons in an area of more than 38,000 square miles. As the designated MPO, SCAG is mandated by the Federal government to research and draw up plans for transportation, growth management, hazardous waste management, and air quality. Additional mandates exist at the State level. SCAG is responsible for the maintenance of a continuous, comprehensive, and coordinated planning process. SCAG is also responsible for the development of demographic projections, as well as integrated land use, housing, employment, transportation programs, measures, and strategies for portions of the SCAQMD’s *2007 Air Quality Management Plan for the South Coast Air Basin* (2007 AQMP). The City of Whittier is a member agency of SCAG.

REGIONAL COMPREHENSIVE PLAN

The *2008 Regional Comprehensive Plan: Helping Communities Achieve a Sustainable Future* (RCP) was prepared in response to SCAG’s Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving the region’s inter-related housing, traffic, water, air quality, and other regional challenges. The RCP serves as an



advisory document to local agencies in the Southern California region for their information and voluntary use for preparing local plans and handling local issues of regional significance. The RCP is a collaborative effort that addresses the region's challenges and sets a path forward in two key ways: 1) it ties together SCAG's role in transportation, land use, and air quality planning and demonstrates why further action is needed; and 2) it recommends key roles and responsibilities for public and private sector stakeholders and invites them to implement reasonable policies that are within their control.

COMPASS BLUEPRINT GROWTH VISIONING PROGRAM

In 2001, SCAG started a regional visioning process (i.e., Southern California Compass) to develop a strategy for regional growth that would accommodate growth while providing for livability, mobility, prosperity, and sustainability. The Compass Blueprint Growth Vision is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles:

- Mobility. Getting where we want to go;
- Livability. Creating positive communities;
- Prosperity. Long-term health for the region; and
- Sustainability. Promoting efficient use of natural resources.

To realize these principles on the ground, the Growth Vision encourages:

- Focusing growth in existing and emerging centers and along major transportation corridors;
- Creating significant areas of mixed-use development and walkable communities;
- Targeting growth around existing and planned transit stations; and
- Preserving existing open space and stable residential areas.

The *Growth Vision Report* (GVR) presents the comprehensive Growth Vision for the six-county SCAG region as well as the achievements of the Compass process. It details the evolution of the vision and concludes with a series of implementation steps – including tools for each guiding principle and overarching implementation strategies – that will guide Southern California toward its envisioned future.

It should be noted that SCAG has prepared the *Washington Boulevard Light Rail Transit Corridor Study*, which is considered a Demonstration Project under the Compass Blueprint program. The *Corridor Study* analyzed a potential transit station along Washington Boulevard near the intersection of Lambert Road, approximately one-half mile south of the Project site.

2012-2035 REGIONAL TRANSPORTATION PLAN/ SUSTAINABLE COMMUNITIES STRATEGY: TOWARDS A SUSTAINABLE FUTURE

The Regional Transportation Plan (RTP) is developed, maintained, and updated by SCAG, Southern California's MPO. On April 4, 2012, SCAG's Regional Council adopted the *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future* with the primary goal of increasing mobility for the region's residents and visitors, while also emphasizing sustainability and integrated planning. The vision of the RTP/SCS encompasses three principles that collectively work as the key to the region's future: mobility; economy; and sustainability. The 2012–2035 RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with SB 375, improve public health,



and meet the National Ambient Air Quality Standards as set forth by the federal Clean Air Act. As such, the 2012–2035 RTP/SCS contains a regional commitment for the broad deployment of zero- and near-zero emission transportation technologies. The RTP/SCS also contains a host of improvements to the region’s multimodal transportation system and a financial plan that identifies how much money is available to support the region’s transportation investments.

Within the RTP, the SCS demonstrates the region’s ability to attain and exceed the GHG emission-reduction targets set forth by the ARB. The SCS outlines a plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. This overall land use development pattern supports and complements the proposed transportation network.

INTERGOVERNMENTAL REVIEW

SCAG’s Intergovernmental Review (IGR) Section is responsible for performing consistency review of regionally significant local plans, projects, and programs with SCAG’s adopted regional plans. The criteria for projects of regional significance are outlined in CEQA Guidelines Section 15125 and 15206, and include projects that directly relate to the policies and strategies contained in the Regional Comprehensive Plan and Guide and the Regional Transportation Plan. There are two sets of minimum criteria for classification of projects as regionally significant:³ Criteria 1 through 12 are recommended for use by CEQA Guidelines Section 15206; Criteria 13 through 22 reflect SCAG’s mandates and regionally significant projects that directly relate to policies and strategies contained in the RCPG.

A proposed plan, project, or program is directed to demonstrate how it is consistent with the 2012–2035 RTP/SCS, which is established through consistency with 2012–2035 RTP/SCS Goals and Adopted Growth Forecasts. SCAG encourages the use of the SCAG List of Mitigation Measures extracted from the 2012–2035 RTP/SCS Program Environmental Impact Report to aid with demonstrating consistency with regional plans and policies.

South Coast Air Quality Management Plan

The SCAQMD is one of 35 air quality management districts that periodically prepare an update to the Air Quality Management Plan (AQMP) to meet the federal requirements and/or to incorporate the latest technical planning information. The most current Plan, the Final 2012 AQMP, was adopted by the AQMD Governing Board on December 7, 2012. Upon its adoption, it became the legally enforceable plan for meeting the federal 24-hour PM_{2.5} (fine particulate) standard by 2014.

The 2012 AQMP incorporates the latest scientific and technological information and planning assumptions, including the 2012–2035 RTP/SCS and updated emission inventory methodologies for various source categories. The 2012 AQMP includes new and changing federal requirements, implementation of new technology measures, and the continued development of economically sound, flexible compliance approaches. The AQMP is intended to maintain focus on the air quality impacts of major projects related to goods movement, land use,

³ Southern California Association of Governments Website, Intergovernmental Review Section, <http://scag.ca.gov/igr/clist.htm>, Accessed March 26, 2013.



energy efficiency and other key areas of growth. The AQMP's key elements include enhancements to existing programs to meet the 24-hour PM_{2.5} federal health standard and a proposed plan of action to reduce ground-level ozone. The AQMP also proposes measures to meet the commitment in AQMD's previous 8-hour federal ozone plan.

Regional Housing Needs Assessment

The Regional Housing Needs Assessment (RHNA) is mandated by State Housing Law as part of the periodic process of updating local General Plan housing elements. The RHNA quantifies the need for housing by income group within each jurisdiction during specified planning periods. Jurisdictions are required to provide their fair share of regional housing needs. The housing construction need is determined for four broad household income categories: Very Low; Low; Moderate; and Above Moderate. The intent of the future needs allocation by income groups is to relieve the undue concentration of very low and low-income households in a single jurisdiction and to help allocate resources in a fair and equitable manner.

The 5th cycle RHNA Allocation Plan, which covers the planning period from October 2013 to October 2021, was adopted by SCAG's Regional Council on October 4, 2012. Fifth cycle housing element updates must be submitted to the California Department of Housing and Community Development (HCD) by October 15, 2013 and adopted within 120 days from submittal. SCAG has determined that Whittier's RHNA allocation for the 2013-2021 planning period is 878 housing units, including 363 units within the low and very low income categories; refer to Table 5.9-2, Whittier RHNA Allocation 2013-2021.

**Table 5.9-2
Whittier RHNA Allocation 2013-2021**

| Income Category | Housing Allocation |
|-----------------|--------------------|
| Very Low | 228 |
| Low | 135 |
| Moderate | 146 |
| Above Moderate | 369 |
| Total | 878 |

Source: Southern California Association of Governments Website, *5th Cycle Regional Housing Needs Assessment Final Allocation Plan, 1/1/2014 – 10/1/2021*, <http://www.scag.ca.gov/Documents/5thCyclePFinalRHNAplan.pdf>, Accessed December 23, 2013.

CITY OF WHITTIER

City of Whittier General Plan

The *City of Whittier General Plan* is a comprehensive plan designed to direct growth and maintain the quality of the City's environment. The General Plan contains Goals, Policies, and Standards to guide future development and change. It provides planning direction for City operations and programs, and serves as a guide for public and private decision-making through Goals and Policies that embody the intent of all City actions. The General Plan elements considered particularly relevant to the Project are further discussed below. Additionally, the General Plan Goals and Policies considered particularly relevant to the Project are outlined in Table 5.9-3, General Plan Consistency Analysis.



**Table 5.9-3
General Plan Consistency Analysis**

| Policy # | Policy | Determination of Consistency |
|--|---|---|
| LAND USE ELEMENT | | |
| Goal 1: Establishment of Compatible Land Uses | | |
| LUE 1.1 | Encourage land uses in the planning area that contribute to making Whittier a desirable community in which to live. | <u>Consistent.</u> The Project site is located within the WBSP. A separate specific plan for the Nelles site is required by the WBSP; the Lincoln Specific Plan implements this requirement and although consistent with the intent of the District, supersedes the uses and standards within it. As described in detail in <u>Section 3.3, Project Characteristics</u> , the Specific Plan proposes planned residential and nonresidential land uses, which would be compatible with the WBSP's anticipated uses for the site. Therefore, the proposed land uses are desirable for the Project site. |
| LUE 1.2 | Encourage development in the City that is compatible with surrounding uses, provides for civic improvements, increases the potential for future investment, and fulfills the need for high quality residential areas and shopping and employment centers. | <u>Consistent.</u> As described in the <i>Existing Environmental Setting</i> Section above, the Project site is located in a fully urbanized area, which includes single-family residential uses to the northwest across Sorensen Avenue and southwest/west. The Specific Plan proposes approximately 208,350 square feet of nonresidential land uses which would take access from Whittier Boulevard, and are adjacent to existing non-residential uses to the west and east. It is the Specific Plan's concept to locate higher density homes adjacent to higher intensity commercial uses and lower density homes adjacent to existing lower density housing. All future development within the Specific Plan area would be subject to compliance with Specific Plan Section 4, <i>Development Regulations</i> , which provides specific standards for land use development, and addresses residential and commercial land uses, in order to "encourage the most appropriate use of land, ensure the highest quality of development, and protect the public health, safety, and general welfare." ⁴ Compliance with the development regulations would be verified on a project-by-project basis, through the City's established development review process. Thus, the Project would provide development that is compatible with surrounding uses. |
| LUE 1.3 | Conduct and carry out appropriate environmental review for new development. | <u>Consistent.</u> This EIR constitutes the environmental review for the development anticipated within the Specific Plan area. Additionally, further review would be conducted, as needed, through the City's established development review process. |
| LUE 1.4 | Establish guidelines for land use compatibility in all city ordinances and regulations. | <u>Consistent.</u> Refer to Response to Policy LUE 1.2. |
| LUE 1.5 | Infill development must be sensitive to adjacent land uses to promote compatibility between the new development and existing uses. | <u>Consistent.</u> Refer to Response to Policy LUE 1.2. |

⁴ Danielian Associates, *Lincoln Specific Plan*, Page 4-1, August 22, 2014.



**Table 5.9-3 [continued]
General Plan Consistency Analysis**

| Policy # | Policy | Determination of Consistency |
|--|---|---|
| LUE 1.6 | Promote adaptive reuse of historic structures. | <u>Consistent.</u> The Specific Plan proposes to preserve/reuse two of eight historic structures on-site (the Superintendent's Residence and Administration Building) as commercial uses. In addition, based on Section 5.4, <i>Cultural Resources</i> , preservation of the Chapels Building and Assistant Superintendent's Residence would be required as mitigation within this EIR. The adaptive reuse of the remaining four historic structures was determined to be infeasible; refer to Section 5.4 and Section 7.0, <i>Alternatives to the Proposed Project</i> . |
| Goal 2: Maintenance and Development of Residential Neighborhoods | | |
| LUE 2.5 | Promote the development of quality housing at a variety of densities, with consideration for the environment, aesthetics, and the need for maintaining and expanding the infrastructure's capacity. | <u>Consistent.</u> The Specific Plan proposes 750 DU within Planning Areas 3 through 7, in various residential densities and types; see Specific Plan Section 2.1.2. All future residential development within the Specific Plan area would be subject to compliance with the specific standards for land use development outlined in Specific Plan Section 4, including those specified in Specific Plan Section 4.5.2, <i>Residential Development Standards</i> as well as the design guidelines outlined in Section 5, <i>Design Guidelines</i> . Compliance with the development regulations and design guidelines, which would be verified on a project-by-project basis through the City's established development review process, would ensure development of quality housing. |
| LUE 2.6 | Encourage the assemblage of lots to promote the efficient use of land in areas where multiple family housing is permitted, to facilitate the development of high quality housing. | <u>Consistent.</u> The Project site is primarily comprised of APN 8170-013-904, which is a large (approximately 74-acre) parcel; thus, small parcels are not involved and lot assembly is not necessary. |
| LUE 2.7 | Consider the capacity of existing infrastructure and the potential demand for public services in future planning and review of new development. | <u>Consistent.</u> Section 5.12, <i>Public Services and Recreation</i> , and Section 5.13, <i>Utilities and Service Systems</i> , address infrastructure capacity and demand on public services. As concluded in Section 5.12, and Section 5.13, compliance with the established regulatory framework, inclusive of the Specific Plan's development regulations, and recommended mitigation measures would ensure that Project implementation would result in a less than significant impact to infrastructure and public services. Public infrastructure improvements and services would be provided to serve the proposed development commensurate with its need. |
| LUE 2.8 | Continue to implement ongoing planning efforts and continue to work with private groups and organizations in the implementation of development plans. | <u>Consistent.</u> The Specific Plan implements the planning efforts as described in the WBSP through adoption of a separate specific plan for the Nelles site; see Response to LUE 1.1 above. |
| Goal 3: Maintenance and Development of Commercial and Retail Uses | | |
| LUE 3.1 | Promote convenient access and adequate parking areas in all commercial and retail developments and districts. | <u>Consistent.</u> Refer to Response to SCAG Goal RTP/SCS G2. Additionally, all future development within the Specific Plan area would be subject to compliance with Specific Plan Section 4, which provides specific standards for land use development, including those pertaining to access and parking. Compliance with the development regulations would be verified on a project-by-project basis, through the City's established development review process. |



**Table 5.9-3 [continued]
General Plan Consistency Analysis**

| Policy # | Policy | Determination of Consistency |
|----------|--|--|
| LUE 3.2 | Encourage the grouping of commercial activities to facilitate access and provide beneficial concentrations of businesses. | <u>Consistent.</u> The Specific Plan's northern portion is comprised of commercial uses (Planning Areas 1, 2, and 9), while the southern portion is comprised of residential uses (Planning Areas 3 through 7). Thus, both the residential and nonresidential land uses are grouped. |
| LUE 3.3 | Improve, protect, and maintain the visual and aesthetic qualities of commercial areas through the control of design, signs, parking, landscaping, and other factors. | <u>Consistent.</u> Whittier Boulevard along the Project site is designated a Design Corridor; see Environmental Resource Management Element (ERME) Exhibit 5-4. The ERME dictates standards for new development along Design Corridors, in order to preserve the corridors' qualities. Specific Plan Section 5.0, <i>Design Guidelines</i> , includes design guidelines intended to provide the overall design integrity envisioned for the Project's residential and nonresidential uses. These guidelines address the design elements and expressions necessary to achieve quality environments within the Specific Plan area. They provide guidance to establish the envisioned character through site planning and architecture and landscape design. As noted above, Specific Plan Section 4 provides specific standards for land use development to ensure the highest quality of development. As concluded in <u>Section 5.1, Aesthetics</u> , Project implementation would result in less than significant impacts involving damage to scenic resources (i.e., trees and historic buildings) as seen from public viewpoints, and would not substantially degrade the existing visual character or quality of the site and its surroundings, following compliance with the established regulatory framework (i.e., the Specific Plan's design guidelines and development regulations, the WBSP, and the City's Zoning Code) and recommended mitigation. Compliance with the standards/guidelines would be verified on a project-by-project basis through the City's established development review process, thereby ensuring protection of the surrounding commercial area's aesthetic qualities. |
| LUE 3.4 | Discourage large temporary signs and signs that are not directly related to existing commercial buildings (billboards and off site signs). | <u>Consistent.</u> Separate sign programs would be required for the proposed commercial uses pursuant to WMC Section 18.75.020, <i>Master Sign Program - Multi-Tenant Properties</i> . Additionally, all signs associated with future development would be subject to review on a project-by-project basis, through the City's established development review process. |
| LUE 3.5 | Encourage the establishment and retention of businesses which provide customers with a variety of high quality goods, reasonable prices and outstanding service. | <u>Consistent.</u> Refer to Response to Policy LUE 1.1. The Specific Plan's commercial areas are proposed along the Whittier Boulevard frontage, which amount to approximately 208,350 square feet of commercial uses. The permitted nonresidential uses are outlined in Specific Plan Table 4-1A. These uses are intended to convey the general character envisioned for the Market and Heritage Court commercial areas, with maximum FAR of 0.35. Thus, a variety of commercial uses are planned. |
| LUE 3.6 | Encourage the development and retention of attractive, safe, comfortable business buildings and commercial districts. | <u>Consistent.</u> Refer to Responses to Policies LUE 1.2 and LUE 3.3. |



**Table 5.9-3 [continued]
General Plan Consistency Analysis**

| Policy # | Policy | Determination of Consistency |
|---|---|---|
| LUE 3.7 | Require high quality design in new commercial development including the use of buffer zones (such as parks, landscaped areas, walls, and high density residential development) between commercial and single family developments. Encourage the landscaping of blank walls to improve their appearance and to discourage vandalism. | <u>Consistent.</u> Buffers and landscaping are part of the development concept and addressed in Specific Plan Sections 4 and 5, according to their respective use. |
| LUE 3.8 | Encourage building design that promotes energy conservation and efficiency. | <u>Consistent.</u> Refer to Response to SCAG Goal RTP/SCS G7. |
| LUE 3.9 | Consider the capacity of existing infrastructure and the potential demand for public services in future planning and review of new development. | <u>Consistent.</u> Refer to Response to LUE Policy 2.7. |
| Goal 5: Provision of Parks and Recreational Opportunities | | |
| LUE 5.1 | Develop and retain parks and recreation areas throughout the City to serve the greatest number of residents. | <u>Consistent.</u> As discussed in Section 5.12, <i>Public Services and Recreation</i> , the Project would generate a demand for 7.2 acres of parkland (based on the City's target ratio of 4.8 acres per 1,000 persons). The Specific Plan proposes a Parks and Open Space Plan that provides 4.6 acres of community, neighborhood, and private open space; refer to Exhibit 3-6, <i>Parks and Open Space Plan</i> . The Project would be subject to compliance with WMC Chapter 17.16, which addresses the dedication of land and/or payment of fees for open space, park, and recreational facilities, and WMC Chapter 3.48, which addresses an Applicant's payment of development impact fees. Compliance with WMC Chapters 3.48 and 17.16, which require dedication of land, payment of a fee in-lieu thereof (i.e., payment of a development impact fee), or both, would ensure potential impacts involving parks and recreational facilities are reduced to less than significant. |
| LUE 5.2 | Acquire appropriate sites for recreational activities and land for urban or wilderness parks when possible. | <u>Consistent.</u> Refer to Response to Policy LUE 5.1. |
| LUE 5.3 | Develop parks and recreational facilities to complement and support other community facilities. | <u>Consistent.</u> Refer to Response to Policy LUE 5.1. |
| LUE 5.4 | Develop park facilities in areas where there are identified deficiencies. | <u>Consistent.</u> Refer to Response to Policy LUE 5.1. |
| Goal 6: Retention and Development of Scenic Areas and Open Space | | |
| LUE 6.1 | Promote the retention and development of landscaped buffer zones along major thoroughfares, streets, and railroad lines. | <u>Consistent.</u> Refer to Response to Policy LUE 3.7. |
| LUE 6.2 | Promote the maintenance and development of sidewalks and planted parkways along Whittier's streets and promote the planting and maintenance of parkway trees. | <u>Consistent.</u> Refer to Response to SCAG Goal RTP/SCS G2 and Specific Plan Exhibit 3-12, <i>Pedestrian Plan</i> . |



**Table 5.9-3 [continued]
General Plan Consistency Analysis**

| Policy # | Policy | Determination of Consistency |
|--|---|---|
| LUE 6.3 | Promote conversion of both active and abandoned railroad right-of-way to multi-use trails, greenbelts, and other recreation open space uses, where appropriate. | <u>Consistent.</u> Refer to Response to SCAG Goal RTP/SCS G2. The Specific Plan proposes the Freedom Trail, which is an enhanced multi-purpose (walking/biking/running) trail that navigates through the community connecting parks, land uses, and the adjacent hospital; see Specific Plan Exhibits 2-8, 3-8, and 3-12. |
| LUE 6.4 | Promote the preservation of important ecological resources within the planning area through a variety of means, including setting aside areas for open space, trails, and recreational uses. | <u>Consistent.</u> As concluded in <u>Section 5.3, Biological Resources</u> , Project implementation would result in less than significant impact to biological resources, following compliance with the established regulatory framework and recommended mitigation. No sensitive biological resources occur on the Project site. The Specific Plan would include a range of recreational uses, including Freedom Trail. |
| Goal 7: Promote Mixed-Use Development | | |
| LUE 7.1 | Encourage housing development with commercial uses in the designated Urban Design Districts where lots are underutilized or contain deteriorating commercial and industrial developments. | <u>Consistent.</u> Refer to Responses to Policies LUE 1.1 and LUE 2.5. |
| LUE 7.2 | Encourage the development of “mixed-use” projects that include commercial and residential uses in areas with excess retail space, including areas along South Greenleaf, Penn Street, Philadelphia Street, Hadley Street, and Whittier Boulevard and ensure that the design and signage is sensitive to surrounding uses. | <u>Consistent.</u> Refer to Response to Policy LUE 1.1. |
| Goal 8: Preserve Institutional Uses | | |
| LUE 8.1 | Continue to preserve and maintain institutional uses to serve the current and future residents in the City. | <u>Consistent.</u> The Project site involves approximately 420,173 square feet of vacant institutional uses associated with the site’s former use as a youth correctional facility. These institutional uses have not been operational, since the facility’s closure in June 2004. Therefore, a less than significant impact would occur in this regard. |
| HOUSING ELEMENT | | |
| Goal 1. Maintain a supply of housing, within the City of Whittier, which is free from the adverse problems of structural neglect and deterioration, and promote neighborhood environments which provide an excellent quality of life for all residents. | | |
| HE 1.2 | Protect viable housing and the continued maintenance and stabilization of healthy neighborhoods. | <u>Consistent.</u> Refer to Response to Policy LUE 1.2. |
| HE 1.3 | Encourage and/or stimulate conservation of existing residential areas and, where possible, minimize or prevent the intrusion of incompatible uses into the neighborhoods. | <u>Consistent.</u> Refer to Response to Policy LUE 1.2. |



**Table 5.9-3 [continued]
General Plan Consistency Analysis**

| Policy # | Policy | Determination of Consistency |
|--|---|--|
| HE 1.4 | Work to rehabilitate and, if required, replace substandard dwelling units. | <u>Consistent.</u> The Project site contains group housing which has been vacant, since the youth correctional facility's closure in June 2004. Given the age of this existing housing, it is substandard and noncompliant with current day regulatory requirements. All substandard housing would be demolished and replaced in accordance with City development regulations. Refer also to Response to Policy LUE 2.5. |
| HE 1.6 | Encourage a full range of public improvements and services to provide for the needs of all residential neighborhoods. | <u>Consistent.</u> Refer to Response to Policy LUE 2.7. |
| HE 1.7 | Maintain amenities (landscaping, trees, urban design, parks, etc.) which provide beauty, identity, and form to the City and the residential neighborhoods within the community. | <u>Consistent.</u> Refer to Response to Policies LUE 3.3 and LUE 6.4. |
| HE 1.8 | Work to provide local parks, including special facilities for community recreation, with an average ratio of 4.8 acres for every 1,000 people. | <u>Consistent.</u> Refer to Response to Policy LUE 5.1. |
| HE 1.9 | Discourage increases in the acceptable ambient sound levels within residential areas of the community. | <u>Consistent.</u> As concluded on <u>Section 5.11, Noise</u> , compliance with the established regulatory framework and recommended mitigation measures would ensure that Project implementation would result in a less than significant impact involving ambient sound levels within the adjacent residential areas; refer also to Response to Policy LUE 1.2. |
| HE 1.10 | Discourage and, where possible, eliminate the use of streets within residential neighborhoods as traffic thoroughfares. | <u>Consistent.</u> The Specific Plan discourages through traffic by limiting vehicular access to the residential areas. As shown in <u>Exhibit 3-7, Entries and Signalization</u> , two dedicated access points to the on-site residential areas are proposed: one potentially signalized access point via Whittier Boulevard; and one access point via Sorensen Avenue at Keith Drive. No access through existing adjacent residential areas is proposed. Refer also to Response to SCAG Goal RTP/SCS G2. |
| Goal 2: The City will work to provide opportunities for new housing units to meet the housing needs of all economic segments of the City of Whittier. | | |
| HE 2.1 | Encourage the development of housing to meet the City of Whittier's responsibilities for the regional housing needs, as well as affordable housing requirements pertaining to California Redevelopment Law. | <u>Consistent.</u> As concluded in the <i>Housing Element</i> Section above, the City's total potential housing units are expected to exceed the RHNA allocation for the 2014-2021 planning period by 617 units. Notwithstanding, the Specific Plan proposes 750 DU within Planning Areas 3 through 7, in various residential densities and types to address the needs of households with various income levels; see Specific Plan Section 2.1.2, <i>Residential Land Use Area</i> . Due to the demise of redevelopment in California and recent case law, the requirement for allocation of affordable housing units is no longer applicable. |
| HE 2.2 | Encourage and increase the variety and supply of housing available at costs affordable to the various income levels of the population. | <u>Consistent.</u> Refer to Response to Policies LUE 2.5 and HE 2.1. |



**Table 5.9-3 [continued]
General Plan Consistency Analysis**

| Policy # | Policy | Determination of Consistency |
|----------|---|---|
| HE 2.3 | Encourage a variety of housing arrangements and densities, each appropriately located with reference to topography, traffic circulation, community facilities, and aesthetic considerations. | <u>Consistent.</u> Refer to Response to Policies LUE 1.2, LUE 2.5, and HE 2.1. |
| HE 2.4 | Encourage a balance of housing in a variety of types which provides a range of housing affordable to household's at all economic levels. The balance of housing promoted would include townhouses, cluster developments, condominiums, apartments, single-family dwellings, and second units. | <u>Consistent.</u> Refer to Response to Policies LUE 1.2, LUE 2.5, and HE 2.1. |
| HE 2.5 | Promote development density in the City and planning area that is consistent with environmentally sound development and does not disrupt the fragile natural topography. | <u>Consistent.</u> The Project site is relatively level and does not involve "fragile natural topography." Additionally, the Specific Plan's concept for the distribution of land uses is to locate higher density homes adjacent to higher intensity commercial uses and lower density homes adjacent to existing lower density housing. The Specific Plan would enable development within the Specific Plan area with any combination of permitted land uses, provided that the residential development densities do not exceed the Specific Plan's specified limits, as detailed in Specific Plan Section 4.0 summarized in Table 3-1. The list of permitted residential uses are intended to convey the general character envisioned for the residential areas, which may take the form of single-family detached, attached, and multi-family dwelling units with a maximum density of 35 units per acre. Refer also to Response to Policy LUE 2.5. |
| HE 2.6 | Encourage continued and new investment in the established communities of Whittier. | <u>Consistent.</u> The Project signifies new investment in the City. As discussed in <u>Section 6.3, Growth-Inducing Impacts</u> , the Project could increase the City's population by approximately 2,619 persons, which would increase sales taxes, with resultant increases in the City's revenue base. Additionally, the Project proposes 208,350 gross square feet of nonresidential land uses, which are forecast to create approximately 491 new jobs within the Specific Plan area. The projected growth in nonresidential floor area and employment would foster economic expansion and increase the City's revenue base through increases the City's business license tax, utility user taxes, property taxes, and sales taxes. |
| HE 2.7 | Encourage and promote, where the land use plan permits higher density, the assemblage and consolidation of small parcels to promote a more efficient use of space, while allowing for aesthetic amenities and greater use of open space. | <u>Consistent.</u> The Project site is primarily comprised of APN 8170-013-904, which is a large (approximately 74-acre) parcel; thus, small parcels are not involved and lot assembly is not necessary. |



**Table 5.9-3 [continued]
General Plan Consistency Analysis**

| Policy # | Policy | Determination of Consistency |
|---|---|--|
| HE 2.8 | Encourage the consolidation of multiple land ownership by private or public means into single ownership. This will facilitate the use of contemporary planning techniques in providing multiple-family residences with greater amenities and will enhance the quality of life for the citizens of Whittier. | <u>Consistent.</u> Refer to Response to Policy HE 2.7. Also, APN 8170-013-904 is owned by a single owner. |
| HE 2.9 | Examine the feasibility of underutilized commercial and industrial sites which may be suitable for rezoning to residential uses. | <u>Consistent.</u> Although, the Project does not involve an underutilized commercial or industrial site, the site does contain 52 vacant institutional buildings, which have not been utilized since the youth correctional facility's closure in 2004. The Specific Plan proposes 750 DU. Thus, the Project proposes to use portions of the currently underutilized Project site for residential uses. |
| HE 2.10 | Use density and open space bonuses to encourage the assemblage of large parcels for higher density developments. | <u>Consistent.</u> Refer to Responses to Policies HE 2.7 and HE 2.8. |
| Goal 3: Work to maintain a balanced housing stock with a range of housing available to all economic segments of Whittier and make an effort to meet the housing assistance needs of Whittier residents to the maximum extent possible. | | |
| HE 3.1 | Work toward the provision of the City of Whittier's fair share of regional housing needs, as identified in the RHNA, prepared by SCAG. | <u>Consistent.</u> Refer to Response to Policy HE 2.1. |
| HE 3.2 | Encourage housing which is affordable to the various income levels of the population. | <u>Consistent.</u> Refer to Responses to Policies LUE 2.5 and HE 2.1. |
| Goal 4: Equal Housing Opportunities Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, or handicap. | | |
| HE 4.2 | Encourage the development of accessible housing which is adaptable to the daily needs of the disabled persons within the community. | <u>Consistent.</u> Accessible housing for the disabled would be provided in accordance with American Disability Act (ADA) requirements. |
| ENVIRONMENTAL RESOURCE MANAGEMENT | | |
| Scenic Corridor Plan Standards (page 5-20) | | |
| S 1 | Development of a Landscaping Plan for scenic corridors. | <u>Consistent.</u> Refer to Responses to Policies LUE 3.3 and LUE 3.7. |
| S 2 | Undergrounding of utility lines, where appropriate. | <u>Consistent.</u> All new utility extensions within the Specific Plan area would be underground. |
| S 3 | Limit and control of signs along corridors. | <u>Consistent.</u> Refer to Response to Policy LUE 3.4. |
| S 4 | Design standards for development along the corridors. | <u>Consistent.</u> Refer to Response to Policy LUE 3.3. |
| S 5 | Control of development, which may detract from existing scenic qualities (block views and ridgelines). | <u>Consistent.</u> Refer to Response to Policy LUE 3.3. |



**Table 5.9-3 [continued]
General Plan Consistency Analysis**

| Policy # | Policy | Determination of Consistency |
|--|--|--|
| S 6 | Entryway treatments will be provided and maintained. | <u>Consistent.</u> As discussed in Specific Plan Section 3.1.2, <i>Entries and Signalization</i> , the Specific Plan proposes three dedicated access points to the commercial area: two access points via Sorensen Avenue; and one signalized access point via Whittier Boulevard at Philadelphia Street; see <u>Exhibit 3-7, <i>Entries and Signalization</i></u> . Two dedicated access points to the residential areas are proposed: one access point via Whittier Boulevard, which would also serve the Heritage Court commercial area; and one access point via Sorensen Avenue at Keith Drive. A third dedicated access point to the Future Expansion Area (FEA)/Heritage Court/residential area via Whittier Boulevard at the proposed Elmer Avenue extension could be provided as part of the development of the FEA. The concept for the Commercial Entry via Whittier Boulevard is shown in Specific Plan Exhibit 3-2 and the concept for the Residential & Heritage Court Entry via Whittier Boulevard is shown in Specific Plan Exhibit 3-3. |
| S 7 | Design review for development along designated scenic and design corridors. | <u>Consistent.</u> Refer to Response to Policy LUE 3.3. |
| S 9 | Compatibility with existing character in terms of scale, height, design, building materials, and landscaping. | <u>Consistent.</u> Refer to Response to Policy LUE 3.3. |
| S 10 | Promote landscaping median treatments, etc., where appropriate. | <u>Consistent.</u> Refer to Responses to Policies LUE 3.3 and LUE 3.7. |
| HISTORIC RESOURCES ELEMENT | | |
| Goal 1: Determine the nature and extent of Whittier's physical and cultural heritage. | | |
| HR 1.1 | Identify buildings, sites, objects, neighborhoods, landscaped areas, and gardens, which have special significance to the history and/or character of Whittier. | <u>Consistent.</u> A detailed historic resources assessment of the Project site, which identifies historically significant buildings, sites, objects, neighborhoods, landscaped areas, and gardens, has been completed; see <u>Section 5.4, <i>Cultural Resources</i></u> . |
| HR 1.2 | Require investigations for new development during the environmental review to evaluate the potential for archaeological and paleontological resources. | <u>Consistent.</u> Archaeological and paleontological assessments of the Project site have been completed; see <u>Section 5.4, <i>Cultural Resources</i></u> . As concluded in <u>Section 5.4</u> , the Project would result in less than significant impacts to archaeological and paleontological resources with mitigation incorporated. |
| Goal 2: Develop an historic resources preservation program, recognizing that effective utilization of the City's historic resources supports community identity and appeal, social and economic vitality, and neighborhood stability. | | |
| HR 2.2 | Establish Historic Districts, as appropriate, to protect Whittier's historic neighborhoods, and to preserve and enhance the distinctive visual and functional image of Whittier. | <u>Consistent.</u> Refer to Response to Policy HR 1.1. |
| HR 2.3 | Encourage new development near historic structures, sites, or districts to be compatible with the existing significant structures in scale, material, and character. | <u>Consistent.</u> Refer to Response to Policy LUE 3.3. |
| HR 2.4 | Encourage the preservation of open space areas around historic buildings. | <u>Consistent.</u> As depicted on Specific Plan Exhibits 2-3 and 2-4, open space areas would be provided around the historic buildings proposed for reuse. |
| Source: David Evans and Associates, Inc., <i>City of Whittier General Plan</i> , August 1993. | | |



LAND USE ELEMENT

The Land Use Element designates the general location, distribution, and extent of the City’s existing and proposed land uses, and indicates standards for population density and development intensity.

The City’s Land Use Plan, which indicates future land uses for the entire City, is addressed in the Land Use Element. The Land Use Plan is the primary tool for implementing the Land Use Element’s Goals and Policies. It indicates the location and extent of the City’s permitted development to promote land use compatibility and maintenance of environmental amenities. The Land Use Plan consists of a Land Use Map that illustrates the City’s land use designations and general development standards for the City’s permitted uses. The General Plan measures development intensity using dwelling units per acre (DU/AC) for residential uses and floor area ratios (FAR) for nonresidential uses.

According to the Land Use Map, as amended by GPA 04-001, the Project site is designated “Specific Plan”. A Specific Plan is designed to provide specific guidance concerning land use and development standards, infrastructure requirements, and design guidelines for areas within a specific plan’s boundaries. The Project site is specifically designated Whittier Boulevard Specific Plan; see *Whittier Boulevard Specific Plan* Section below.

HOUSING ELEMENT

The Housing Element evaluates the City’s existing and projected housing needs, and establishes Goals, Policies, Objectives, and Programs for the preservation, improvement, and development of housing to meet local and regional housing needs. The City’s most recently adopted Housing Element is the *City of Whittier General Plan Housing Element Update, 2014 – 2021* (Housing Element), dated October 14, 2013. This Housing Element covers the 2014 - 2021 planning period.

As previously noted, Whittier’s RHNA allocation for the 2014-2021 planning period is 878 housing units. Considering the housing units that are already developed, planned, and expected to be developed for this planning period, the City’s total potential housing units are expected to exceed the RHNA allocation by 617 units, including 203 very low and low income units; refer to Table 5.9-4, *Whittier Adjusted RHNA Allocation 2014-2021*.

**Table 5.9-4
Whittier Adjusted RHNA Allocation 2014-2021**

| Income Category | 2014-2021 RHNA Allocation (Units) | City Site Availability Towards RHNA (Units) | Total Units |
|------------------------|-----------------------------------|---|-------------|
| Extremely Low | 114 | 509 | +203 |
| Very Low | 114 | | |
| Low | 135 | | |
| Moderate | 146 | 316 | +170 |
| Above Moderate | 369 | 613 | +244 |
| Subtotal: | 878 | 1,438 | +560 |
| Lutheran Towers Credit | -57 | | |
| Total | 821 | 1,438 | +617 |

Source: City of Whittier, *General Plan Housing Element Update, 2014-2021*, October 14, 2013.



TRANSPORTATION ELEMENT

The Transportation Element identifies the general location and extent of existing and proposed roadways, highways, railroads and transit routes, terminals, and public utilities and facilities, and identifies general standards that apply to each.

The roadway system in Whittier is defined using a hierarchy of roadway types, which differentiate the size, function, and capacity of each roadway. Transportation Element Exhibit 4-1 illustrates the City's Circulation Plan and Exhibit 4-2 illustrates the cross-sections of the various roadway categories. According to Transportation Element Exhibits 4-1 and 4-2, roadways in the Project vicinity are classified, as follows:

- Whittier Boulevard. Major Arterial, six lanes, 120-foot right-of-way (ROW);
- Sorensen Avenue. Secondary Street, 80- to 88-foot ROW; and
- Elmer Street. Collector Street, 60- to 66-foot ROW.

The Element refers to Whittier Boulevard as the “backbone of Whittier’s transportation system,” and also notes the following:

The recommendations in the Transportation Element include upgrading Whittier Boulevard to a six-lane major arterial with special enhancement features, augmenting the capacity of selected arterials, improving critical intersections, and pursuing Transportation Demand Management (TDM) programs.

Each of these recommendations is discussed in detail in the Transportation Element.

ENVIRONMENTAL RESOURCE MANAGEMENT ELEMENT

The ERME provides for the conservation, development, and use of natural resources including water, wildlife, minerals, and other natural resources. In addition, the Element details plans and measures for open space preservation intended to promote the management of natural resources, outdoor recreation, and public health and safety.

The ERME includes a Scenic Corridor Plan, which identifies the City’s designated design and scenic corridors, and entryways. ERME Exhibit 5-4, *Design and Scenic Corridors and Entryways*, illustrates the locations of the City’s design and scenic corridors, and entryways. According to ERME Exhibit 5-4, Whittier Boulevard along the Project site is a designated Design Corridor, and the Whittier Boulevard/Philadelphia Street intersection located east of the Project site is a designated Entryway. The ERME Scenic Corridor Plan also specifies the standards applicable to new development along designated design and scenic corridors. These standards, which are outlined in [Table 5.9-3](#), are intended to bring out the corridors’ scenic qualities, control structures, signs, and infrastructures along the corridors, and preserve the corridors’ qualities.

HISTORIC RESOURCES ELEMENT

The Historic Resources Element establishes Goals and Programs related to cultural, archaeological, paleontological, and historical resources. It provides guidelines for the designation and preservation of historic structures in the City. The Element contains a listing of structures identified by different agency as suitable candidates for preservation, criteria for evaluating historical significance, and programs to minimize the alteration and prevent the destruction of significant structures or sites.



The City's known historic resources have been identified in the Historic Resources Element Background Report (Background Report). Background Report Table 9-2, *Historical Structures*, lists the City's sites and structures of historical significance. According to Background Report Table 9-2, the Fred C. Nelles School is included and identified as California Historical Landmark 947. It is also noted, the property is listed on the California Register of Historical Resources and has been determined as eligible for listing in the National Register of Historic Places. Eight of the 52 buildings have been identified as having varying degrees of historic significance; refer to Section 5.4, *Cultural Resources*.

The Background Report also identifies the City's exceptional trees, which are considered significant due to age, historical/cultural value, and aesthetic quality, among other factors. These trees are listed in Background Report Table 9 and illustrated in Background Report Exhibit 9-2. According to in Background Report Table 9 and Exhibit 9-2, two trees have been identified within Project site boundaries, including one Banyan fig tree (planted in 1904) and one silk oak (planted in 1900); refer to Section 5.4, *Cultural Resources*.

OTHER ELEMENTS

The General Plan also includes other Elements, which are summarized, as follows:

- *Public Safety Element*. The Public Safety Element establishes standards and plans for the protection of the community from a variety of hazards including earthquake, flood, fire, and geologic.
- *Noise Element*. The Noise Element examines the City's existing and future noise environment and major noise sources. The Element contains an analysis of noise problems and corresponding standards to encourage noise-compatible land uses.
- *Air Quality Element*. The Air Quality Element contains a discussion of local and regional air quality, stationary and mobile emission sources, and programs to reduce the City's pollutant emissions.

City of Whittier Municipal Code

The WMC regulates municipal affairs within the City's jurisdiction including, streets, sidewalks, and public places (WMC Title 12), subdivisions (WMC Title 17), and zoning (WMC Title 18).

WMC TITLE 12, STREETS, SIDEWALKS, AND PUBLIC PLACES

According to WMC Section 12.16.020, *Dedication and Improvement Required*, no building permit shall be issued on any lot or parcel of land in any zone, if the lot or parcel of land abuts a state highway, arterial street, or collector street, unless one-half of the highway or street which is located on the same side of the center of the highway or street as the lot has been dedicated and improved for the full width of the lot or parcel of land so as to meet the standard for the highway or street provided in Section 12.16.080, or the dedication and improvement has been assured and guaranteed to the satisfaction of the City Engineer.

WMC TITLE 17, SUBDIVISIONS

The provisions of Title 17 (Subdivision Ordinance) are intended to supplement, implement, and work with the California Subdivision Map Act for the purpose of regulating the design and improvement of divisions of land within the City. As specified in WMC Section 17.02.040,



Applicability, no person shall divide any real property for the purpose of sale, lease, or financing except in compliance with the provisions of Title 17 and/or the Subdivision Map Act.

WMC TITLE 18, ZONING

WMC Title 18 is the primary tool for implementing the Whittier General Plan's Goals and Policies. WMC Chapter 18.08, *Establishment of Zones and Zoning Map*, establishes zones within the City, in order to carry out the purpose of Title 18. These classes of use zones: regulate, restrict, and segregate the uses of lands and buildings; regulate and restrict the height and bulk of buildings; regulate the area of yards and other open spaces about buildings; and regulate the population density and development intensity. The location and boundaries of the various zones are as delineated on the City's "Official Zoning Map." The Project site is zoned Specific Plan (SP - Whittier Boulevard Specific Plan), according to the City's Official Zoning Map; see *Whittier Boulevard Specific Plan* Section below.

WMC Section 18.08.060, Redevelopment Plans and Specific Plans

According to this Section, whenever an area of the City has been included in an approved specific plan, if such plan contains any standards relating to land usage, such standards shall control to the exclusion of any contradictory provisions of Chapter 18.08.

WMC Chapter 18.56, Development Review

The purpose of a development review is to ensure that a development is: designed based upon the neighborhood's general architectural character; provides design quality; is compliant with the provisions of applicable laws; is consistent with the neighborhoods' design; compliant with the City's development standards, guidelines, and conditions of approval. Development review is required prior to the issuance of a building permit for all multi-family, office, commercial, and industrial development.

WMC Chapter 18.67, Transportation Demand Management

WMC Chapter 18.67 addresses the City's Transportation Demand Management (TDM) requirements. According to this Chapter, prior to the issuance of a certificate of occupancy, finalization of building permit, final inspection approval, and/or business license for any development, the Applicant is required to make provision for, as a minimum, the applicable TDM and trip reduction measures.

WMC Chapter 18.84, Historic Resources

WMC Chapter 18.84 is known as the "Whittier Historic Resources Ordinance." This Chapter is intended to: safeguard the City's heritage by protecting resources that reflect its cultural, historical, and architectural legacy; enhance the City's visual and aesthetic character; and promote the use of historic resources; among other objectives. WMC Sections 18.84.050 and 18.84.060 outline the designation criteria for historic landmarks and districts, respectively.

WMC Section 18.84.150 specifies that the Certificate of Appropriateness (COA) process was established to ensure that any alteration to a historic resource is in keeping with the historic character of the resource. No permit would be issued for work on a historic resource until a COA or waiver has been issued in accordance with the provisions of Chapter 18.84. A COA is required for any:



- A. Alteration, addition, restoration, rehabilitation, remodeling, demolition or relocation of a historic resource.
- B. Work to the exterior of any non-contributing resource within a historic district. Reasonable efforts shall be made to produce compatibility with the character of the district, and in no event shall there be a greater deviation from existing compatibility.
- C. Infill construction within a historic district.
- D. New improvements within a historic district.

WMC Section 18.84.460, *Historic Preservation Guidelines*, provides guidelines to assist owners in the preservation, rehabilitation, protection, and maintenance of their historic resources. The guidelines were adapted from the United States Department of the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings.

Whittier Commercial Corridor Redevelopment Project

The Whittier Commercial Corridor Redevelopment Project (First Amendment to the Redevelopment Plan) is the last adopted Redevelopment Plan for the Whittier Commercial Corridor Redevelopment Project Area. The Redevelopment Plan, which was completed in July 19, 2005 by the Whittier Redevelopment Agency, established a process and framework for redevelopment, rehabilitation, and revitalization of any area within the Redevelopment Project Area. The Redevelopment Plan consists of the following:

- Redevelopment Plan text;
- Project Area Map (Exhibit A);
- Legal description (Exhibit B);
- Listing of proposed projects, public facilities, and infrastructure improvement projects (Exhibit C);
- Diagram of permitted land uses (Exhibit D).

According to the Project Area Map, the Lincoln Specific Plan Project site is identified as Project Area B, in the First Amendment to the Whittier Commercial Corridor Redevelopment Project Area.

It is noted, the California Legislature passed Assembly Bill (AB) 26 in June 2011 to end redevelopment agencies and lay out a process for how they would be dissolved. As a result, the Whittier Redevelopment Agency was formally dissolved. Thus, although the Project site was included within the boundaries of the Redevelopment Plan, it is no longer applicable to the Project as a result of AB 26 and the dissolution of the City's Redevelopment Agency.

Whittier Boulevard Specific Plan

The WBSP was originally adopted in 2005 and updated in August 2011. Whittier Boulevard serves as the main commercial thoroughfare for the City, and functions as the primary distributor within the City's transportation network. It provides the major entrances to Whittier, and is the City's major access route to the I-605 Freeway. The WBSP is intended as both a strategy for change along Whittier Boulevard and as a regulatory policy to guide and govern future development on Whittier Boulevard. It serves to state the City's goals, objectives and



expectations for the future of the Whittier Boulevard corridor, and details the proposed land uses and their distribution, proposed infrastructure improvements, development standards, and implementation measures required to achieve its goals.

The WBSP applies to all properties fronting Whittier Boulevard, from Broadway Avenue to Valley Home Avenue. The WBSP, which represents the zoning for properties within the WBSP boundaries, details the proposed land uses and their distribution, proposed infrastructure improvements, development standards, and implementation measures required to achieve its goals. The WBSP also includes street and landscape design enhancements to Whittier Boulevard. The Project site is within the WBSP boundaries, thus, is subject to the WBSP's zoning regulations.

As shown on WBSP Illustration 25, *Corridor Plan Areas*, certain properties adjacent to Whittier Boulevard were also brought into the study area, in the interest of creating a cohesive development pattern for each Corridor segment. The Project site is in its entirety located within the WBSP. The WBSP specifies that a separate Master Plan or Specific Plan be prepared to regulate the land uses within the Nelles property area. The Lincoln Specific Plan serves to implement this requirement. Land uses, development regulations, and design guidelines within the Lincoln Specific Plan replace similar provisions of the WBSP. Table 5.9-5, Whittier Boulevard Specific Plan Consistency Analysis, outlines the WBSP's revitalization strategies; however, the specifics of land use, intensity, and development regulations are outlined in the Lincoln Specific Plan.

**Table 5.9-5
Whittier Boulevard Specific Plan Consistency Analysis**

| Strategy/ Standard # | Strategy / Standard ¹ | Determination of Consistency |
|--|---|---|
| Revitalization Strategy for the Whittier Boulevard Corridor | | |
| | Showcase the high quality of Whittier from the Boulevard. | <u>Consistent</u> : The proposed Project would include design characteristics, architecture, landscaping and lighting that would be subject to City review and approval to maintain a high quality aesthetic environment in the Project vicinity. Specific Plan Section 5.0, <i>Design Guidelines</i> , includes design guidelines intended to provide the overall design integrity envisioned for the Project's residential and nonresidential uses. These guidelines address the design elements and expressions necessary to achieve quality environments within the Specific Plan area. They provide guidance to establish the envisioned character through site planning and architecture and landscape design. As noted above, Specific Plan Section 4 provides specific standards for land use development to ensure the highest quality of development. |



**Table 5.9-5 [continued]
Whittier Boulevard Specific Plan Consistency Analysis**

| Strategy/ Standard # | Strategy / Standard ¹ | Determination of Consistency |
|----------------------------|---|---|
| | Reduce the amount of land zoned for retail along the Boulevard. | <u>Consistent:</u> The proposed Project would include a Zoning Code and Zoning Map amendment to change the zoning of the site from “SP – Whittier Boulevard Specific Plan” to “SP – Lincoln Specific Plan.” No retail zoning would be included as part of the Project. Although the Project may include retail uses within the commercial area proposed along the Whittier Boulevard frontage, the Project would also include commercial and residential uses providing economic and environmental benefits associated with mixed-use developments. |
| | Refocus Boulevard segments toward uses that are in line with current market conditions. | <u>Consistent:</u> The Specific Plan includes a range of commercial, residential, and open space uses. As noted in <u>Section 3.0</u> , construction and occupancy of the Specific Plan’s anticipated land uses are not proposed according to a phasing schedule. Rather, development would be dictated by market demand and phased accordingly. This would allow the Project to accommodate users and tenants that would follow market conditions and provide the greatest economic benefit to the City and community. |
| | Restructure the length of the Corridor into a series of distinct segments, each with a clear market focus, compatible land uses, and individual identity. | <u>Consistent:</u> As noted above, the Project would include design guidelines intended to provide the overall design integrity envisioned for the Project’s residential and nonresidential uses. These design guidelines would ensure consistency within the Specific Plan area, encouraging a cohesive and distinctive community along the Whittier Boulevard corridor. The Specific Plan also provides specific standards for land use development to ensure compatible land uses are maintained. |
| | Contribute to the emergence of a “Heart of the City” area that brings together the primary civic, workplace and retail activities of the City. | <u>Consistent:</u> The Specific Plan would include 208,350 square feet of commercial development along the Whittier Boulevard frontage. The WBSP’s “Heart of the City” concept encourages commercial revitalization, higher intensity, and mixed-use development focused within and surrounding the Five Points intersection. The Lincoln Specific Plan would be consistent with this concept in that it would include a higher-intensity, mixed-use development that includes commercial revitalization nearby the Five Points intersection. |



**Table 5.9-5 [continued]
Whittier Boulevard Specific Plan Consistency Analysis**

| Strategy/ Standard # | Strategy / Standard ¹ | Determination of Consistency |
|--|--|--|
| | Work with Caltrans to implement Capital Improvements that have the power to transform the Corridor into a “Grand Boulevard” that showcases the best qualities of the City. | <u>Consistent</u> : The proposed Project would include improvements on Whittier Boulevard, which would be expanded from two through lanes to three through lanes in each direction along and adjacent to the Project frontage. These improvements would occur within existing Caltrans ROW. These improvements would assist the City in providing the necessary vehicular capacity to accommodate Project operations, and would also represent a contribution towards the City’s “Grand Boulevard” concept. The Project would also include a range of landscaping and beautification measures along the Whittier Boulevard frontage to improve the aesthetic qualities of the corridor. |
| | Increase housing opportunities along Whittier Boulevard. | <u>Consistent</u> : The proposed Lincoln Specific Plan would include the development of 750 dwelling units along Whittier Boulevard. |
| | Increase transit options along Whittier Boulevard. | <u>Consistent</u> : The Project vicinity is currently served by bus transit lines operated by Metro (Route 270). The nearest transit stops are approximately 0.3-miles south of the Project site along Washington Boulevard and Lambert Road. The proximity of the Project site to existing transit would reduce the number of trips to and from the Project site. Additionally, the project proposes non-vehicular circulation elements accommodating pedestrians and bicyclists via the Freedom Trail and connection to the Whittier Greenway Trail. It is expected that these non-vehicular improvements would improve access to local transit stops and improve transit options for the local community. |
| | Increase public open space opportunities along Whittier Boulevard. | <u>Consistent</u> : The Project would include a total of 4.6 acres of open space along Whittier Boulevard, which would include 3.8 acres of publicly accessible open space. Publicly accessible (but privately owned and maintained) open space is anticipated to consist of the 2.6-acre Independence Green, 0.2-acre Poets Park, as well as multiple smaller pocket parks and open space areas. The Project would also include the development of Freedom Trail, an enhanced walking/ biking/running trail that would traverse the site. |
| Notes: 1. City of Whittier, <i>Whittier Boulevard Specific Plan</i> , August 9, 2011. | | |



Additionally, WBSP Section 4.0.5, *Standards for Specific Land Uses*, notes the following regarding the youth correctional facility property:

Prior to the development of the Nelles property, a master plan must be prepared and approved by the Planning Commission prior to any development occurring on the site. The master plan must comply with all standards of the Workplace District section, and must promote a reasonable mix of land uses that will provide needed services to the community and be revenue-positive to the City. Alternately, a separate Specific Plan that includes development standards and design guidelines compatible with the Whittier Boulevard Specific Plan may be prepared for the property.

Based on the analysis provided above, the Project would be consistent with the strategies and standards of the WBSP. In addition, the Project would comply with WBSP Section 4.0.5, which requires the preparation of a master plan (or alternatively a specific plan) for the Nelles property that promotes a reasonable mix of land uses and needed services, while providing revenue benefits to the City.

5.9.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

LAND USE AND PLANNING

Appendix G of the *CEQA Guidelines* contains the Environmental Checklist Form, which includes questions relating to land use and relevant planning. The criteria presented in the Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact relative to land use and planning if it would:

- Physically divide an established community (refer to Section 8.0, *Effects Found Not To Be Significant*);
- Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; and/or
- Conflict with any applicable habitat conservation plan or natural community conservation plans (refer to Section 8.0, *Effects Found Not To Be Significant*).

For the purposes of this impact analysis, a significant impact would occur if Project implementation would result in inconsistencies or conflicts with the General Plan's adopted Goals and Policies and/or the WMC's applicable rules and regulations, as well as the specified regional plans. Based on these standards, the Project's effects have been categorized as either a "less than significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.



URBAN DECAY

The Urban Decay Study focuses strictly on the types of economic impacts that CEQA defines as significant. Specifically, per CEQA Guidelines Section 15131(b), a project's economic impacts on a community are considered significant only if they can be tied to direct physical changes in the market area (i.e., physical deterioration of existing retail centers/facilities). For purposes of this analysis, TNDG has established the following criteria to determine if the Project's market impacts would be significant enough to create a lasting physical change in the market area:

- Any diversion of sales from existing retail facilities would have to be severe enough to result in business closings; and
- The business closures would have to be significant enough in scale (i.e., in terms of the total square footage affected and/or the loss of key "anchor" tenants) to affect the long-term viability of existing shopping centers or districts, subsequently resulting in urban decay. Urban decay may be described as a downward spiral of store closures and long-term vacancies. While the phenomenon of urban decay is not defined under CEQA, it is assumed to be indicated by significant deterioration of structures and/or their surroundings. Such deterioration occurs when property owners reduce property maintenance activities below that required to keep their properties in good condition. A store closure, in and of itself, does not constitute urban decay. While the closure of a business is clearly a severe impact to the owners and employees of the firm, within the context of CEQA it is only significant if it results in sustained vacancies and related deterioration of the physical condition of the vacant building(s).

Based on these criteria, TNDG completed a detailed inventory of existing tenants and vacancies in the trade area as a "baseline" condition of existing retail facilities in the trade area.

5.9.4 IMPACTS AND MITIGATION MEASURES

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

- **THE PROJECT WOULD NOT CONFLICT WITH SCAG'S 2012 RTP/SCS GOALS AND ADOPTED GROWTH FORECASTS.**

Impact Analysis: SCAG's IGR Section is responsible for performing a consistency review of local plans, projects, and programs with regional plans. According to SCAG's criteria for classification of projects as regionally significant, the following criteria is relevant to the Project:

- Criteria 2: A proposed residential development of more than 500 DU.

Because the Project satisfies Criteria 2, it is considered regionally significant and must demonstrate its consistency with the 2012 RTP/SCS, which is established through consistency with 2012 RTP/SCS Goals and Adopted Growth Forecasts. Table 5.9-6, SCAG Consistency Analysis, provides an analysis of the Project's consistency with the 2012 RTP/SCS Goals and Adopted Growth Forecasts. As concluded in Table 5.9-6, the Project is consistent with the 2012 RTP/SCS Goals and growth forecasts, resulting in a less than significant impact in this regard.



**Table 5.9-6
SCAG Consistency Analysis**

| Goal # | Goal | Determination of Consistency |
|---|---|--|
| Regional Transportation Plan/Sustainable Communities Strategy: Goals¹ | | |
| RTP/SCS G1 | Align the plan investments and policies with improving regional economic development and competitiveness. | <u>Consistent:</u> As concluded in Section 6.3, <i>Growth-Inducing Impacts</i> , the proposed nonresidential land uses are forecast to create approximately 491 new jobs within the Specific Plan area. The projected growth in nonresidential floor area and employment would foster economic expansion and increase the City's revenue base through increases the City's business license tax, utility user taxes, property taxes, and sales taxes. |
| RTP/SCS G2 | Maximize mobility and accessibility for all people and goods in the region. | <u>Consistent:</u> The Project site is located along Whittier Boulevard, a major transportation corridor, and in proximity to the San Gabriel River/605 Freeway. Transportation Element Exhibit 4-1 illustrates the City's Circulation Plan and indicates Whittier Boulevard is classified a Major Arterial and Sorensen Avenue is classified a Secondary Street. WMC Chapter 12.16 specifies the City's dedication and improvement requirements. All streets required to be improved pursuant to WMC Chapter 12.16 must be constructed and improved in accordance with Code provisions and the improvement standards specified in WMC Section 12.16.080. As described in Specific Plan Section 3.1, <i>Master Plan of Circulation</i> , the Project would provide infrastructure and access for various modes of travel, including automobiles, transit, bicycles, and pedestrian. The proposed Master Plan of Circulation considers the perimeter public streets (Whittier Boulevard and Sorensen Avenue), regional trails (the Whittier Greenway Trail), site access, internal streets, roundabouts, alleys/private drives, and non-vehicular circulation elements accommodating the pedestrian and bicycle. Specifically, the Project proposes to widen Whittier Boulevard and Sorensen Avenue, and extend Elmer Street within Project site boundaries. The Project's adjacency to Whittier Boulevard, proximity to the 605 Freeway, and proposed infrastructure and access improvements, which would be subject to compliance with WMC Chapter 12.16, would maximize mobility and accessibility, and ensure travel safety and reliability for all people and goods in the region. |
| RTP/SCS G3 | Ensure travel safety and reliability for all people and goods in the region. | <u>Consistent:</u> Refer to Response to Goal RTP/SCS G2. |



**Table 5.9-6 [continued]
SCAG Consistency Analysis**

| Goal # | Goal | Determination of Consistency |
|------------|---|--|
| RTP/SCS G4 | Preserve and ensure a sustainable regional transportation system. | <u>Consistent</u> : In furtherance of this Goal, Section 5.14 includes an analysis of the Project's impacts to State Highway and Congestion Management Program (CMP) facilities, which form part of the regional transportation system. While Project-generated trips are expected to result in significant and unavoidable impacts to State Highway facilities, it is noted that the Los Angeles County Metropolitan Transportation Authority (Metro), in partnership with the Gateway Cities Council of Governments (GCCOG) and Caltrans, has initiated a regional transportation improvement program to improve circulation in the Project area via the I-605 Congestion Hotspots Project. The I-605 Hotspots Project identifies numerous freeway mainline and arterial improvements in the Project vicinity (including along Whittier Boulevard) that are expected to result in benefits to the roadway network. As noted in Section 5.14, the Project Applicant would be required to provide a fair-share payment towards numerous I-605 Hotspots Project roadway improvements, thus assisting the City, Metro, and GCCOG in developing a sustainable regional transportation system. |
| RTP/SCS G5 | Maximize the productivity of our transportation system. | <u>Consistent</u> : Refer to Responses to Goals RTP/SCS G2 and G4. |
| RTP/SCS G6 | Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation), such as bicycling and walking). | <u>Consistent</u> : Refer to Response to Goal RTP/SCS G2. Also, the Project is subject to compliance with WMC Chapter 18.67, which sets forth the requirements for new developments to implement applicable TDM and trip reduction measures, and provide facilities that encourage and accommodate the use of pedestrian and bicycle commuting (among other alternative modes). The reduction in vehicle trips achieved through the Project's proposed pedestrian/bicycle design features and compliance with WMC Chapter 18.67 can be expected to lessen the Project's traffic/circulation, air quality, greenhouse gases, and noise impacts, which would be in furtherance of protecting the environment and health for the City's residents. |
| RTP/SCS G7 | Actively encourage and create incentives for energy efficiency, where possible. | <u>Consistent</u> : Project construction and operation would occur in accordance with the 2013 Building Energy Efficiency Standards (Title 24, Part 1, Chapter 10 and Part 6, and affected provisions in Part 11 [Cal. Green Building Standards Code]). These standards set forth conservation practices intended to limit the Project's energy consumption; refer also to Sections 5.2, <i>Air Quality</i> , and 5.6, <i>Greenhouse Gas Emissions</i> . The proposed Project would incorporate numerous energy efficiency measures related to site/neighborhood design, building design (energy efficient water heaters, lighting, windows, heating/ventilation/air conditioning, use of solar energy), and energy efficient construction practices. |
| RTP/SCS G8 | Encourage land use and growth patterns that facilitate transit and non-motorized transportation. | <u>Consistent</u> : Refer to Responses to Goals RTP/SCS G2 and G6. |
| RTP/SCS G9 | Maximize the security of the regional transportation system through improved monitoring, rapid recovery planning, and coordination with other security agencies. | <u>Not Applicable</u> : This policy addresses the security of the regional transportation system, which is beyond the Project's scope. |



**Table 5.9-6 [continued]
SCAG Consistency Analysis**

| Goal # | Goal | Determination of Consistency |
|---|--|---|
| Regional Transportation Plan/Sustainable Communities Strategy: Adopted Growth Forecasts For Whittier² | | |
| Adopted 2020 Growth Forecasts: | Households: 29,400 Population: 87,600 Employment: 33,000 | Consistent: <u>Section 6.3, Growth-Inducing Impacts</u> , discusses the ways in which the Project could foster economic or population growth, or the construction of additional housing, either directly or indirectly. As concluded in <u>Section 6.3</u> and outlined in <u>Table 6-2, Project Compared to SCAG Growth Forecasts</u> , the City's households are forecast to total 29,400 by 2020, with a resultant population of approximately 87,600 persons. Additionally, the City's employment is forecast to total 33,000 jobs by 2020. The Project would not cause SCAG's household or employment forecasts for the City to be exceeded. The Project could conflict with SCAG's population forecast for the City, since Project implementation could cause SCAG's population forecast for the City to be exceeded by approximately 1.7 percent; see <u>Section 6.3, Growth Inducing Impacts</u> . However, although the Project is considered growth inducing with respect to fostering population growth, the Project's forecast population growth would occur over an approximately five-year period, allowing for development of necessary services and infrastructure commensurate with the anticipated growth. Finally, as concluded in <u>Sections 5.12 and 5.13</u> , the substantial development of unplanned or unforeseen public services and utility/service systems would not be required. Therefore, the Project would result in a less than significant impact regarding potential conflicts with SCAG's adopted growth forecasts. |
| Notes: 1. Southern California Association of Governments Website, <i>2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future</i> , http://rtpscsc.scag.ca.gov/Pages/default.aspx , Accessed December 23, 2013. 2. Southern California Association of Governments Website, <i>Adopted 2012 RTP Growth Forecast</i> , http://www.scag.ca.gov/forecast/index.htm , Accessed December 23, 2013. | | |

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

WHITTIER GENERAL PLAN

- **THE PROJECT WOULD NOT CONFLICT WITH AN APPLICABLE GENERAL PLAN LAND USE PLAN, POLICY, OR REGULATION.**

Impact Analysis: As detailed in Section 3.3, Project Characteristics, the Project Applicant seeks approval of the Lincoln Specific Plan, which would establish a maximum allowable development within the Specific Plan area of 750 DU, 208,350 square feet of nonresidential land uses, 4.6 acres of open space, and infrastructure improvements (roadways and utilities). The proposed Project entitlements are: 1) Zoning Code and Zoning Map Amendments; 2)



Certificates of Appropriateness (for historic structures); 3) Tentative Tract Map Approval; 4) Development Agreement; and 5) Water Supply Assessment.⁵

The Specific Plan's Land Use Plan includes a varied mix of residential, commercial, and open space land uses to serve the community's housing, commercial, and recreational needs. Exhibit 3-4, *Land Use Plan*, illustrates the delineation between the proposed residential and commercial use areas. The Specific Plan's concept for the distribution of land uses is to locate: commercial uses adjacent to Whittier Boulevard, higher density homes adjacent to higher intensity commercial uses; lower density homes adjacent to existing lower density housing; and a primary open space (Independence Park) at the core of the residential area. To this end, the Specific Plan's northern portion is comprised of commercial uses (Planning Areas 1, 2, and 9), while the southern portion is comprised of residential uses (Planning Areas 3 through 7) surrounding a publicly accessible open space (Planning Area 8). The nine proposed planning areas are outlined in Table 3-1, *Land Use Summary*, and illustrated in Exhibit 3-5, *Planning Areas*. Additional open space and recreational uses are proposed throughout the residential areas, as illustrated in Exhibit 3-6, *Parks and Open Space Plan*.

The Specific Plan would enable development within the Specific Plan area with any combination of permitted land uses, provided that the residential development densities and commercial development intensities do not exceed the Specific Plan's specified limits, as detailed in Specific Plan Section 4.0, *Development Regulations*, and summarized in Table 3-1. The list of permitted residential and nonresidential uses (see Specific Plan Table 4-1A) is intended as a guide and not all encompassing. The listed residential uses are intended to convey the general character envisioned for the residential areas, which may take the form of single-family detached, attached, and multi-family dwelling units with a maximum density of 35 units per acre. Similarly, the listed nonresidential uses are intended to convey the general character envisioned for the Market and Heritage Court commercial areas, with maximum FAR of 0.35.

The Specific Plan includes a land use plan, description of existing and proposed infrastructure and public services, development standards, design guidelines, and implementation procedures. Exhibits are also included, as supporting documents to the Specific Plan text. Specific Plan Section 2, *Land Use*, addresses the distribution, location, and extent of the residential and nonresidential land uses within the Specific Plan area.

No General Plan amendment is necessary to implement the proposed Specific Plan. The Lincoln Specific Plan is analyzed above in Table 5.9-3 for consistency with the Whittier General Plan Land Use Plan and Policies.

SPECIFIC PLAN COMPARED TO EXISTING CONDITIONS

The Project would introduce new residential and commercial uses onto a site that contains vacant institutional buildings, which have not been operational, since the youth correctional facility's closure in June 2004. Table 3-1 summarizes the change in land use resulting from Project implementation. As indicated in Table 3-1, all of the onsite institutional uses would be removed, except two buildings (approximately 20,017 square feet), which would be preserved for reuse as commercial uses. Additionally, approximately 6,105 square feet of existing commercial uses (auto recycling) would remain and continue operations without interruption until a future development plan is proposed. Approximately 406,261 square feet of existing

⁵ The Project's Water Supply Assessment was approved by the Whittier City Council on July 29, 2014, and is provided as Appendix 11.15, *Water Supply Assessment*, of this EIR.



buildings would be replaced with approximately 750 DU and 208,350 square feet of commercial uses, inclusive of the FEA.

SPECIFIC PLAN COMPARED TO GENERAL PLAN

Land Use Plan and Designations

Per California State Law, the proposed Specific Plan must be consistent with the Whittier General Plan. As previously noted, the Project site is designated Specific Plan. Therefore, the proposed Specific Plan would be consistent with the General Plan and a less than significant impact would occur in this regard. The proposed Specific Plan would establish a link between the General Plan's Policies and the individual development proposals in a defined area.

General Plan Policies

Table 5.9-3 provides an analysis of the Project's consistency with the relevant General Plan Policies. As demonstrated in Table 5.9-3, the proposed Specific Plan is consistent with the relevant General Plan Policies. All future development plans or agreements, tentative tract or parcel maps, and any other development approvals would be subject to compliance with the Specific Plan. Compliance with the Specific Plan would be verified on a project-by-project basis, through the City's established development review process. Because all future actions and projects must comply with the Specific Plan, which complies with the General Plan, they would inherently comply with the General Plan.

Overall, the Project would not conflict with the Whittier General Plan since it is consistent with the relevant General Plan Policies, as demonstrated in Table 5.9-3. Therefore, a less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

WHITTIER BOULEVARD SPECIFIC PLAN

- **THE PROJECT WOULD NOT CONFLICT WITH AN APPLICABLE WHITTIER BOULEVARD SPECIFIC PLAN LAND USE PLAN, POLICY, OR REGULATION.**

Impact Analysis: The WBSP represents the zoning for properties within the WBSP boundaries. The Project site is within the WBSP boundaries, thus, is subject to the WBSP's zoning regulations. Table 5.9-5, Whittier Boulevard Specific Plan Consistency Analysis, analyzes the Project for consistency with the WBSP's development and revitalization strategies. Although the Lincoln Specific Plan would replace and supersede the uses and standards of the WBSP, as concluded in Table 5.9-5, the Project is consistent with the specified development strategies and intended uses, resulting in a less than significant impact in this regard.

The WBSP also details proposed land uses and their distribution, allowable land uses and permit requirements, and development standards. However, regarding the youth correctional facility property, the WBSP (Section 4.0.5, *Standards for Specific Land Uses*) specifies that a separate Specific Plan that includes development standards and design guidelines compatible with the Whittier Boulevard Specific Plan may be prepared for the property. Upon its adoption,



the proposed Lincoln Specific Plan would serve both planning and regulatory functions including land use regulations, circulation patterns, and development standards for the Specific Plan Area, replacing the provisions of the WBSP; refer to the *WMC Title 18, Zoning* Section below. The proposed Zoning Code text and Zoning Map amendments would change the existing zoning from Specific Plan (SP, Whittier Boulevard Specific Plan) to SP, Lincoln Specific Plan.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

WHITTIER MUNICIPAL CODE

- **THE PROJECT WOULD NOT CONFLICT WITH AN APPLICABLE MUNICIPAL CODE LAND USE PLAN OR REGULATION.**

Impact Analysis: The proposed Project entitlements include: Zoning Code and Zoning Map Amendments; Lincoln Specific Plan Adoption; and COA approval for structures built prior to 1941. The Project is analyzed below for consistency with the WMC.

WMC TITLE 12, STREETS, SIDEWALKS, AND PUBLIC PLACES

To improve traffic operating conditions and serve the anticipated Specific Plan development, the Project proposes various circulation improvements, which are described in detail in Specific Plan Section 3.1, *Master Plan of Circulation*, and summarized below. The proposed Master Plan of Circulation considers the internal public/private streets, perimeter public streets, roundabouts, and alleys/private drives, among other non-vehicular circulation elements (i.e., pedestrian and bicycle).

- *Onsite Internal Streets/Access Points.* The Project proposes various internal streets, which would be dedicated as public streets, except for alleys and certain drives, which would be private.

The Project also includes three dedicated access points to the commercial area: two access points via Sorensen Avenue; and one signalized access point via Whittier Boulevard at Philadelphia Street; see Exhibit 3-7, *Entries and Signalization*. Two dedicated access points to the residential areas are proposed: one potentially signalized access point via Whittier Boulevard, which would also serve the Heritage Court commercial area; and one access point via at Sorensen Avenue at Keith Drive. A third dedicated access point to the FEA/Heritage Court/residential area via Whittier Boulevard at the proposed Elmer Avenue extension could be provided, as part of the development of the FEA.

- *Whittier Boulevard.* Whittier Boulevard would be widened from two through lanes to three through lanes in each direction along and adjacent to the Project frontage. These widening improvements would occur within existing Caltrans ROW, and no ROW acquisition would be required.
- *Sorensen Avenue.* Sorensen Avenue northbound would be widened, as it approaches Whittier Boulevard. The Project proposes to dedicate a portion of its frontage along



Sorensen Avenue to enable ROW widening consistent with its classification as a Secondary Street.

- Elmer Street. Elmer Street would be extended from Whittier Boulevard in a southwesterly direction into the Project site. The necessary ROW for the proposed Elmer Street extension is located outside of the Project boundaries; therefore, ROW acquisition from offsite parcels would be required. Elmer Street would be dedicated as a public street and would be constructed, in accordance with its classification as a Collector Street. The Project would only include Elmer Avenue improvements west of Whittier Boulevard (i.e., within the Project site boundaries).

As required by WMC Section 12.16.020, *Dedication and Improvement Required*, the Project would be required to provide the roadway improvements described above, including curb/gutter, parkway trees, and roadway paving among others. All streets required to be improved pursuant to WMC Chapter 12.16 are required to be constructed and improved, in accordance with the provisions of the WMC and the standards specified in WMC Section 12.16.080, *Improvement Standards*.

WMC TITLE 17, SUBDIVISIONS

Following Specific Plan approval, all development proposals involving land divisions for individual residential neighborhoods within the Specific Plan area would require Subdivision Maps. The design and improvement of all future land divisions would be subject to compliance with WMC Title 17 and/or the Subdivision Map Act, which would be verified through the City's established development review process.

WMC TITLE 18, ZONING

The Project site is zoned Specific Plan (SP - Whittier Boulevard Specific Plan), according to the City's Official Zoning Map. The Applicant seeks approval of the Lincoln Specific Plan. Upon its adoption, the proposed Specific Plan would serve both planning and regulatory functions including land use regulations, circulation pattern, and development standards. California Government Code Section 65455 requires that the adoption of a zoning ordinance be consistent with any applicable specific plan covering the same area. To ensure consistency between the proposed Lincoln Specific Plan and the WMC, the Project proposes a Zone Change and Zone Text Amendment changing the zoning from SP - Whittier Boulevard Specific Plan to SP - Lincoln Specific Plan. WMC Title 18 and the City's Official Zoning Map would be amended alongside adoption of the proposed Specific Plan. The Zone Change would establish the Lincoln Specific Plan area pursuant to the Specific Plan Land Use Plan. The Zone Text Amendment would amend WMC Title 18 Division 1, *Zoning*, to add the proposed Specific Plan and establish its purpose, infrastructure and public service components, development standards, design guidelines, and implementation procedures. According to WMC Section 18.08.060, whenever an area of the City has been included in an approved specific plan, if such plan contains any standards relating to land usage, such standards shall control to the exclusion of any contradictory provisions of WMC Chapter 18.08. Thus, upon its approval, the Lincoln Specific Plan would supersede the WBSP and establish standards and maximum allowable development within the Lincoln Specific Plan area boundaries of 750 DU, with a maximum density of 35 units per acre, and 208,350 square feet of nonresidential land uses, with maximum FAR of 0.35. Buildout of the Specific Plan area could not exceed the maximum allowed development under the Specific Plan, as indicated in [Table 3-3](#) or the specified density and FAR limitations. All future proposals within the Specific Plan area would be subject to compliance with the Specific Plan, in order regulate and restrict the uses of lands and buildings, height and



bulk of buildings, yards and other open spaces, and density/intensity of development. Compliance with the Specific Plan would be verified on a project-by-project basis, through the City's established development review process. Because all future actions and projects must comply with the Specific Plan, once approved, they would inherently comply with the WMC.

WMC Chapter 18.56, Development Review

All future development proposals within the Specific Plan area boundaries would undergo development review, in accordance with the City's established process. Such review, which would occur prior to the Building Permit issuance for all multi-family residential, office, commercial, and industrial development, would ensure the development is compliant with the City's development standards, guidelines, and conditions of approval.

WMC Chapter 18.67, Transportation Demand Management

WMC Chapter 18.67, which outlines the City's TDM requirements, specifies the Applicant is required to make provision for, as a minimum, the applicable TDM and trip reduction measures, prior to the Certificate of Occupancy, finalization of building permit, final inspection approval, and/or business license for any development. Compliance with WMC Chapter 18.67 requirements would be verified on a project-by-project basis, through the City's established development review process.

Whittier Historic Resources Ordinance (WMC Chapter 18.84)

The Project proposes to demolish 50 structures and preserve/adaptively reuse two structures (the Superintendent's Residence and Administration Building). A detailed historic resources assessment of the Project site has been completed and is summarized in Section 5.4, *Cultural Resources*. Based on the assessment's findings and the provisions of WMC Sections 18.84.050 and 18.84.060, which outline the designation criteria for historic landmarks and districts, respectively, of the 50 buildings proposed for demolition, eight qualify as structures contributing to the site's designation as a California Historic Landmark. The Superintendent's Residence and Administration Building, which would be preserved, are two of these structures. As noted in Section 5.4, *Cultural Resources*, mitigation has also been incorporated into this EIR that would require preservation of the Chapels Building and Assistant Superintendent's Residence. Therefore, in accordance with WMC Section 18.84.150, because the Project involves "alteration, addition, restoration, rehabilitation, remodeling, demolition, or relocation of a historic resource," a COA is required prior to issuance of any permit for work.

As noted in Section 3.0, a COA would be required as part of the Project's discretionary approvals. The Project COA application would be reviewed by the City's Historic Resources Commission, and no alteration to the on-site historic structures would be allowed in the absence of an approved COA. Since the Project would comply with the City's standard procedures for review and approval of a COA, impacts in regard to consistency with the Whittier Historic Resources Ordinance are less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.



URBAN DECAY

- **THE PROJECT WOULD NOT RESULT IN DIVERSION OF SALES FROM EXISTING RETAIL FACILITIES, WHICH WOULD BE SEVERE ENOUGH TO RESULT IN BUSINESS CLOSINGS. SUCH BUSINESS CLOSURES COULD BE SIGNIFICANT ENOUGH IN SCALE TO AFFECT THE LONG-TERM VIABILITY OF EXISTING SHOPPING CENTERS OR DISTRICTS, SUBSEQUENTLY RESULTING IN URBAN DECAY.**

Impact Analysis: An Urban Decay Study was prepared by TNDG for the proposed Project to determine potential impacts related to competitive impacts on existing retail facilities in the trade area that may result in urban decay. As noted above, the analysis considers a trade area that includes portions of the cities of Whittier, Pico Rivera, and Santa Fe Springs, in addition to surrounding portions of unincorporated Los Angeles County. A detailed description of the trade area is provided in Section 5.9.1, *Existing Environmental Setting*, above.

The Project's commercial-retail components are conceptual in nature; no retail categories or specific types of tenants have been identified. For purposes of evaluating potential impacts, Urban Decay Report Table II-2 shows prototypical retail developments that could potentially be developed at the Project's commercial-retail planning areas (The Market and Heritage Market). The projected distribution of retail space by category is based on information in the Project Description, along with a review of other similar-sized centers in the trade area; see trade area inventory in Appendix B of the Urban Decay Report (Appendix 11.10 of this EIR). As shown in Urban Decay Report Table II-2, the sum of the projected distribution of retail space is equal to the total square feet of commercial space proposed for the Project.

It is TNDG's conclusion that the Project's likely retail components would not have significant impacts on existing retailers in the trade area. This conclusion is based on the following factors:

Project Description. The Project would include a maximum of 208,350 square feet of commercial retail space; see Table 3-1, *Land Use Summary*. The projected distribution of space by retail category is shown on Urban Decay Report Table II-2.

Comparison of Existing Supply and Demand. As noted above, TNDG's analysis was based upon a comprehensive inventory of all existing retail tenants and vacancies in the trade area. The total inventory of existing "effective" competitive retail space in the trade area is estimated at approximately 3.52 million square feet, as shown in Urban Decay Report Table II-1. Most of the trade area's retail space includes neighborhood and community-scale facilities focused on the shopping needs of local residents. The overall retail vacancy rate in the trade area is estimated at 6.0 percent, which is at the lower end of the range (5.0 to 10.0 percent) generally considered to be reflective of a healthy retail market.

The demand analysis is based upon a range of demographic and retail data for the Project area, including:

- Population data for the trade area;
- Average household income levels;
- Retail expenditure data for Los Angeles County;
- Retail capture rates; and
- Sales per square-foot standards for retail space.



Based on this demographic and retail data, the TNDG analysis indicates existing (year 2014) market support for approximately \$1.2 billion in total retail sales in the trade area. The \$1.2 billion in market demand translates into approximately 3.24 million square feet of retail space that could be currently supported in the trade area. Based on estimates from the field survey completed by TNDG, there is approximately 2.69 million “effective” square feet of existing occupied retail space in the trade area. Thus, TNDG estimates that the trade area could currently support close to 550,000 square feet of additional retail space over and above the existing inventory.

Projected Growth in Demand. Within the trade area, potential demand for new retail space is projected to grow to approximately 627,829 square feet by 2018, 668,846 square feet by 2020, and 740,808 by 2024. These projections were derived utilizing the comprehensive inventory of all existing retail tenants and vacancies in the trade area, and applying growth factors based on regional demographic data (such as population, households, and income levels). Urban Decay Report Table II-3 shows TNDG’s projection of supportable square feet by retail category from 2014 to 2024. In addition to supportable retail space, the table also identifies supportable services space, based on the assumption that it accounts for 10 percent of total space in typical shopping center settings.

Conclusion Regarding Significance of Impact. The Project would include a maximum of 208,350 square feet of commercial retail and service space; see Table 3-1. Given that this space is well within the level of residual market support for retail and services space in the trade area, the Project’s commercial-retail components would not have significant competitive impacts on existing stores in the trade area. In addition, as shown in Urban Decay Report Table II-3, there is sufficient residual demand in each individual retail category to support the Project’s projected distribution of retail space.

Potential for Urban Decay. This section evaluates the potential urban decay to occur based on the possibility of store closings or a delay in the reuse of existing vacancies that could result from development of the Project. As noted above, TNDG’s retail demand analysis indicates there would be sufficient market demand to support the Project’s commercial-retail components without negatively impacting existing retailers in the trade area. Given the above findings, it is not reasonably foreseeable that urban decay conditions would result from Project development. Urban decay is a potential consequence of a downward spiral of store closures and long-term vacancies. While urban decay is not defined under CEQA, it is assumed to be indicated by significant deterioration of structures and/or their surroundings. Such deterioration can occur when property owners reduce property maintenance activities below that required to keep their properties in good condition. Property-owners are likely to make reductions in maintenance under conditions where they see little likelihood of future positive returns.

In areas where higher-than-desirable vacancy rates are expected to be temporary, property owners are more likely to see the prospect of keeping properties leased at favorable rents. Where vacancy rates are persistently high, property owners are more likely to have a pessimistic view of the future and be prone to reducing property maintenance as a way to reduce costs. Very high vacancy rates (over 25 percent) that persist for long periods of time are more likely to lead to reduced maintenance expenditures and in turn to physical deterioration.

Overall, as concluded above, the Project’s proposed commercial retail and service space is well within the level of residual market support for retail and services space in the trade area; thus, the Project’s commercial-retail components would not have significant competitive impacts on existing stores in the trade area. Although the City of Whittier, similar to other local communities, has seen an improvement in retail development as a result of the greater



economic recovery in southern California, there is sufficient residual demand in each individual retail category to support the Project's projected distribution of retail space. Additionally, it is not reasonably foreseeable that urban decay conditions would result from Project development, given there would be sufficient market demand to support the Project's commercial-retail components without negatively impacting existing retailers in the trade area. Therefore, the Project would result in less than significant impacts involving urban decay.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.9.5 CUMULATIVE IMPACTS

- **THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, WOULD NOT CONFLICT WITH APPLICABLE LAND USE PLANS, POLICIES, OR REGULATIONS.**

Impact Analysis: As outlined in Table 4-1 and illustrated on Exhibit 4-1, the related projects and other possible development would occur in the cities of Whittier, Santa Fe Springs, and Pico Rivera, as well as unincorporated Los Angeles County. Based on the projects identified in Table 4-1, cumulative development would result in new residential, commercial, industrial/warehouse, light industrial, institutional uses, among others. As discussed above, the Project would introduce new residential, commercial, and recreational uses onto a site that contains vacant institutional buildings, which have not been operational, since the youth correctional facility's closure in June 2004. The site also includes an existing auto recycling facility on an approximately two-acre parcel. The Project would replace approximately 406,261 square feet of buildings with approximately 750 DU, 208,350 square feet of commercial uses, and 4.6 acres of open space. Therefore, the Project's incremental effects to land use and planning are cumulatively considerable. However, cumulative projects would be evaluated on a project-by-project basis, as they are implemented within Whittier and the other jurisdictions. Each cumulative project would undergo a similar development review process as the proposed Project, to determine potential land use plan, policy, or regulation conflicts. Each cumulative project would be analyzed independently and within the context of their respective land use and regulatory settings. As part of their review process, each project would be required to demonstrate compliance with the provisions of the applicable land use designation(s) and zoning district(s). It is assumed that cumulative development would progress in accordance with the General Plan and Municipal Code of the respective jurisdictions. Each cumulative project would be analyzed to ensure that the goals and policies of the respective General Plans, and regulations and guidelines of the respective Municipal Codes are consistently upheld. Moreover, as concluded above, the Project is consistent with the 2012 RTP/SCS Goals and growth forecasts, and the Whittier General Plan and Municipal Code. Therefore, the combined cumulative land use/planning impacts associated with the Project's incremental effects and those of the cumulative projects would be less than significant.

The Urban Decay Report considered the cumulative impacts to the market based on all known planned and pending retail development/reuse projects in the trade area. At the time of the Urban Decay Report analysis, there were no identified planned and/or pending retail projects in the trade area. Thus, no cumulative impacts above and beyond the Project-specific impacts identified above would occur.



Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.9.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to land use and planning have been identified.

5.9.7 SOURCES CITED

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