CITY OF ARCADIA

Arcadia Planning Commission
Regular Meeting Agenda

Tuesday, February 28, 2023, 6:00 p.m.

Pursuant to the Americans with Disabilities Act, persons with a disability who require a disability related modification or accommodation in order to participate in a meeting, including auxiliary aids or services, may request such modification or accommodation from Planning Services at (626) 574-5423. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to assure accessibility to the meeting.

根据《美国残障人法案》的规定，需要提供残障相关调整或便利设施才能参加会议的残障人士（包括辅助器材或服务），可向规划服务部请求获得此类调整或便利设施，电话号码 (626) 574-5423。请在会前 48 小时通知规划服务部，以便作出合理安排，确保顺利参加会议。

Pursuant to the City of Arcadia's Language Access Services Policy, limited-English proficient speakers who require translation services in order to participate in a meeting may request the use of a volunteer or professional translator by contacting the City Clerk's Office at (626) 574-5455 at least 72 hours prior to the meeting.

根据阿凯迪亚市的语言便利服务政策，英语能力有限并需要翻译服务才能参加会议的人可与市书记官办公室联系（电话：626-574-5455），请求提供志愿或专业翻译服务，请至少在会前 72 小时提出请求。

CALL TO ORDER

ROLL CALL

Brad Thompson, Chair
Vincent Tsoi, Vice Chair
Angela Hui, Commissioner
Domenico Tallerico, Commissioner
Marilynne Wilander, Commissioner

PUBLIC COMMENTS (5 minute time limit per person)

Each speaker is limited to three (5) minutes per person, unless waived by the Planning Commission. Under the Brown Act, the Commission or Board Members are prohibited from discussing or taking action on any item not listed on the posted agenda.

STUDY SESSION – City Council Chambers Conference Room

a. City Attorney – Brown Act

Regular Meeting
City Council Chambers, 7:00 p.m.

CALL TO ORDER

ROLL CALL

Brad Thompson, Chair
Vincent Tsoi, Vice Chair
Angela Hui, Commissioner
Domenico Tallerico, Commissioner
Marilynne Wilander, Commissioner

SUPPLEMENTAL INFORMATION FROM STAFF REGARDING AGENDA ITEMS

PUBLIC HEARING

All interested persons are invited to appear at a public hearing and to provide evidence or testimony concerning any of the proposed items set forth below for consideration. Separate and apart from the applicant (who may speak longer in the discretion of the Commission) speakers shall be limited to **five (5) minutes per person**. The applicant may additionally submit rebuttal comments, at the discretion of the Commission.

You are hereby advised that should you desire to legally challenge in court or in an administrative proceeding any action taken by the City Council regarding any public hearing item, you may be limited to raising only those issues and objections you or someone else raised at the public hearing or in written correspondence delivered to the City Council at, or prior to, the public hearing.

1. **Resolution No. 2116 –** Approving a four-unit, Spanish-style multi-family residential condominium development and Tentative Parcel Map Subdivision at 903-905 Sunset Boulevard
   CEQA: Exempt
   Recommendation: Adopt

   Applicant: Eric Tsang

   There is a ten day appeal period. Appeals are to be filed by 5:30 p.m. on Monday, March 13, 2023.

2. **Resolution No. 2119 –** Approving a Starbucks Café with a drive-through and extended hours of operation from 4:00 AM to 10:00 PM, everyday, outdoor seating, and a parking modification to allow 37 parking spaces instead of 53 spaces at 747 West Duarte Road
   CEQA: Exempt
   Recommendation: Adopt

   Applicant: Kaidence Group

   There is a ten day appeal period. Appeals are to be filed by 5:30 p.m. on Monday, March 13, 2023

3. **Resolution No. 2120 –** Approving a height variance of 50'-4" in lieu of the maximum height of 48'-0" to accommodate a new rooftop bar and restaurant to the main tower at the Hilton Hotel at 123 W. Huntington Drive
   CEQA: No Additional CEQA Analysis is Required
   Recommendation: Adopt

   Applicant: Kevin Sund of AXIS GFA

There is a ten day appeal period. Appeals are to be filed by 5:30 p.m. on Monday, March 13, 2023

CONSENT CALENDAR
All matters listed under the Consent Calendar are considered to be routine and can be acted on by one roll call vote. There will be no separate discussion of these items unless members of the Commission, staff, or the public request that specific items be removed from the Consent Calendar for separate discussion and action.

4. Minutes of the February 14, 2023, Regular Meeting of the Planning Commission

Recommendation: Approve

MATTERS FROM CITY COUNCIL LIASION

MATTERS FROM PLANNING COMMISSIONERS

MATTERS FROM CITY ATTORNEY

MATTERS FROM STAFF INCLUDING UPCOMING AGENDA ITEMS

ADJOURNMENT

The Planning Commission will adjourn this meeting to Tuesday, March 14, 2023, at 7:00 p.m.

Welcome to the Arcadia Planning Commission Meeting!

The Planning Commission encourages public participation, and invites you to share your views on City business.

MEETINGS: Regular Meetings of the Planning Commission are held on the second and fourth Tuesdays of each month at 7:00 p.m. in the City Council Chambers. A full Planning Commission agenda packet with all backup information is available at City Hall, the Arcadia Public Library, and on the City's website at www.ArcadiaCA.gov. Copies of individual Agenda Reports are available via email upon request (Planning@ArcadiaCA.gov). Documents distributed to a majority of the Planning Commission after the posting of this agenda will be available for review at the Planning Services Office in City Hall, 240 W. Huntington Drive, Arcadia, California.

CITIZEN PARTICIPATION: Your participation is welcomed and invited at all Planning Commission meetings. Time is reserved at each regular meeting for those in the audience who wish to address the Planning Commission. The City requests that persons addressing the Planning Commission refrain from making personal, slanderous, profane, or disruptive remarks. When the Chair asks for those who wish to speak please come to the podium and state your name and address for the record. Please provide a copy of any written materials used in your address to the Planning Commission as well as a copy of any printed materials you wish to be distributed to the Planning Commission.

MATTERS NOT ON THE AGENDA should be presented during the time designated as "PUBLIC COMMENTS." In general, each speaker will be given (5) minutes to address the Planning Commission; however, the Chair, at his/her discretion, may shorten the speaking time limit to allow all speakers time to address the Planning Commission. **By State law, the Planning Commission may not discuss or vote on items not on the agenda. The matter will automatically be referred to staff for appropriate action or response, or will be placed on the agenda of a future meeting.**

PUBLIC HEARINGS AND APPEALS are items scheduled for which public input is either required or desired. Separate and apart from an applicant or appellant (who may speak longer at the discretion of the Planning Commission), speakers shall be limited to (5) minutes per person. The Chair, at his/her discretion, may shorten the speaking time limit to allow all speakers to address the Planning Commission. The applicant or appellant may also be afforded an additional opportunity for rebuttal comments.

AGENDA ITEMS: The Agenda contains the regular order of business of the Planning Commission. Items on the Agenda have generally been reviewed and investigated by the City Staff in advance of the meeting so that the Planning Commission can be fully informed about a matter before making its decision.

CONSENT CALENDAR: Items listed on the Consent Calendar are considered to be routine by the Planning Commission and may be acted upon by one motion. There will be no separate discussion on these items unless a member of the Planning Commission, Staff, or the public so requests. In this event, the item will be removed from the Consent Calendar and considered and acted on separately.

DECORUM: While members of the public are free to level criticism of City policies and the action(s) or proposed action(s) of the Planning Commission or its members, members of the public may not engage in behavior that is disruptive to the orderly conduct of the proceedings, including, but not limited to, conduct that prevents other members of the audience from being heard when it is their opportunity to speak, or which prevents members of the audience from hearing or seeing the proceedings. Members of the public may not threaten any person with physical harm or act in a manner that may reasonably be interpreted as an imminent threat of physical harm. All persons attending the meeting are expected to adhere to the City's policy barring harassment based upon a person's race, religious creed, color, national origin, ancestry, physical handicap, medical condition, marital status, gender, sexual orientation, or age. The Chief of Police, or such member or members of the Police Department, may serve as the Sergeant-at-Arms of the Planning Commission meeting. The Sergeant-at-Arms shall carry out all orders and instructions given by the presiding official for the purpose of maintaining order and decorum at the meeting. Any person who violates the order and decorum of the meeting may be placed under arrest and such person may be prosecuted under the provisions of Penal Code Section 403 or applicable Arcadia Municipal Code section.

欢迎来到阿卡迪亚规划委员会会议！

规划委员会鼓励公众参与并诚邀您分享对市政业务的看法。

会议：规划委员会的例会于每月的第二个及第四个星期二下午七时在市议会会议厅举行。可在市政厅、阿卡迪亚公共图书馆 (Arcadia Public Library) 和市政网站 (www.ArcadiaCA.gov) 上查阅包含所有备份信息的完整的规划委员会议程包。个人议程报告的副本可通过电子邮件的方式 (Planning@ArcadiaCA.gov) 索取。本议程发布后，分发至大多数规划委员会的文件可在规划服务办公室 (地址：City Hall, 240 W. Huntington Drive, Arcadia, California) 查阅。

公民参与：欢迎并邀请您参加规划委员会的所有会议。每次例会都为希望向规划委员会发表意见的听众预留时间。本市政要求向规划委员会发表意见的个人不得发表人身攻击、诽谤、亵渎或破坏性言论。当主持人邀请想要发言之人上台发言时，请说出自己的姓名和地址，以便记录。请向规划委员会提供您所在地址所使用的任何书面材料的副本，以及您希望分发给规划委员会的任何印刷材料的副本。

未列入日程的事项应在“公众征求意见”所指定的时间提出。一般而言，每位发言者都将获得 (5) 分钟的时间来向规划委员会表达自己的意见；但是主持人可以酌情缩短发言时间，以便可以让所有发言者都可以向规划委员会表达自己的想法。**根据州法律，规划委员会不得讨论或就议程外事项进行投票。此事项将自动提交至工作人员采取适当地行动或回应，或将列入今后会议的议程。**

公众听证会或上诉是需要或希望公众发表意见的计划项目。除了申请人或上诉人（规划委员会可酌情延长其发言时间）外，每位发言者的发言时间不得超过 (5) 分钟。市长可以酌情缩短发言时间，确保所有发言者都可以向市议会表达意见。申请人或上诉人也可获得额外的反驳意见机会。

议程事项：该议程包括规划委员会的正常议事日程。市政工作人员一般会在会议前审查和调查议程内事项，以便规划委员会在作出决定前充分了解有关事项。

获准日历：“获准日历”上所列事项被规划委员会视为例行公事，可通过一项动议采取行动。除非规划委员会成员、工作人员或公众要求，否则不会单独讨论这些事项。若出现这一情况，则该事项将从“获准日历”中删除，并对其进行单独审议和行动。

礼节：虽然公众可以自由地批评城市政策以及规划委员会或其成员的行动或拟议的行动，但公众不得采取破坏诉讼有序进行的行为，包括但不限于阻止其他听众在有机会发言时发表意见的行为， 或阻止听众听到或看到诉讼进程。公众不得以人身伤害威胁任何人，或以可合理地解释为迫在眉睫的人身伤害威胁的方式行事。所有参加会议的人都应遵守本市的政策，禁止基于个人的种族、宗教信仰、肤色、国籍、血统、身体残疾、医疗状况、婚姻状况、性别、性取向或年龄而进行骚扰。警务处处长或警务处的此类成员可担任规划委员会会议的警卫官。警卫官应执行主持会议的官员为维持会议秩序和礼仪而发出的所有命令和指示。任何违反会议秩序和礼仪的人均可被逮捕，并可根据《刑法典》第403条或适用的《阿卡迪亚市政法典》相关部分的规定对其提起诉讼。

STAFF REPORT

Development Services Department

DATE: February 28, 2023

TO: Honorable Chairman and Planning Commission

FROM: Lisa L. Flores, Deputy Development Services Director
Prepared By: Edwin Arreola, Associate Planner

SUBJECT: RESOLUTION NO. 2116 - APPROVING A FOUR-UNIT, SPANISH-STYLE MULTI-FAMILY RESIDENTIAL CONDOMINIUM DEVELOPMENT AND A TENTATIVE PARCEL MAP SUBDIVISION AT 903-905 SUNSET BOULEVARD
CEQA: Exempt
Recommendation: Adopt

SUMMARY

The Applicant, Eric Tsang, on behalf of the property owner, MK Investment Holdings LLC, is requesting approval of Multiple Family Architectural Design Review No. MFADR 22-04 and Tentative Parcel Map No. TPM 22-04 (84040), for a four-unit, three-story, Spanish-style multi-family residential condominium development and a tentative parcel map subdivision at 903-905 Sunset Boulevard. The proposed development and subdivision are consistent with the City's General Plan, Development Code, and Subdivision Map Act. As an infill development project, the proposed development qualifies for a Categorical Exemption under the California Environmental Quality Act ("CEQA"). It is recommended that the Planning Commission adopt Resolution No 2116 (refer to Attachment No. 1), approving MFADR 22-04 and TPM 22-04 (84040) subject to the conditions listed in this staff report.

BACKGROUND

The subject property is an 8,840 square foot interior lot, located on the west side of Sunset Boulevard, between Okoboji Drive and Fairview Avenue. The property is zoned R-3, High Density Multiple Family Residential with a General Plan Land Use Designation of High Density Residential. The property is surrounded by other R-3 zoned properties to the north, south, east, and west. The project site is currently improved with two, single-story, residential structures. The front unit was built in 1945 (903 Sunset Boulevard) and the rear unit was built in 1960 (905 Sunset Boulevard) – refer to Attachment No. 2 for an Aerial photo with Zoning Information and Photos of the Subject Property and Figure 1.

A Certificate of Demolition (COD) for the subject property was approved on December 20, 2023. Based on the evaluation by an Architectural Historian, the property does not meet any of the minimum requirements for designation as a historical resource under federal, state and local criteria. The residence is not a good example of any particular architectural style and is not representative of or associated with any important historical events or people. The structures have not yet been demolished due to the City's replacement policy for residential projects, which requires approval of a new project prior to demolition of the structures on site.



Figure 1 – Existing Residence

PROPOSAL

The applicant is requesting approval to demolish existing structures on the property to construct a new four-unit, three-story, multi-family residential condominium development with at-grade garage parking – refer to Attachment No. 3 for the Tentative Parcel Map and Attachment No. 4 for the proposed Architectural Plans. The project is designed in the Spanish architectural style. Although there is no dominant architectural style in the area, the design would be compatible with the existing multi-family developments in the neighborhood, as it incorporates elements seen on nearby homes such as neutral toned stucco, s-tile roofing, and brick veneer (see Figure 2).



Figure 2 – 903-905 Sunset Blvd. Rendering

Units A and D will consist of 1,692 square feet in floor area and contain three (3) bedrooms. Units B and C will consist of 1,868 square feet in floor area and contain four (4) bedrooms. Each of the units will have pedestrian access off of Sunset Boulevard through a walkway on the south side of the property.

Each of the units will have a 20' x 20' two-car garage that will be accessed from the shared driveway on the north side of the property. Each of the garages will have more than the required 25'-0" backout space required for access. The site will also comply with the minimum guest parking spaces of two (2) parking spaces, and a bike rack for 2 spaces will be located on the south side of the property.

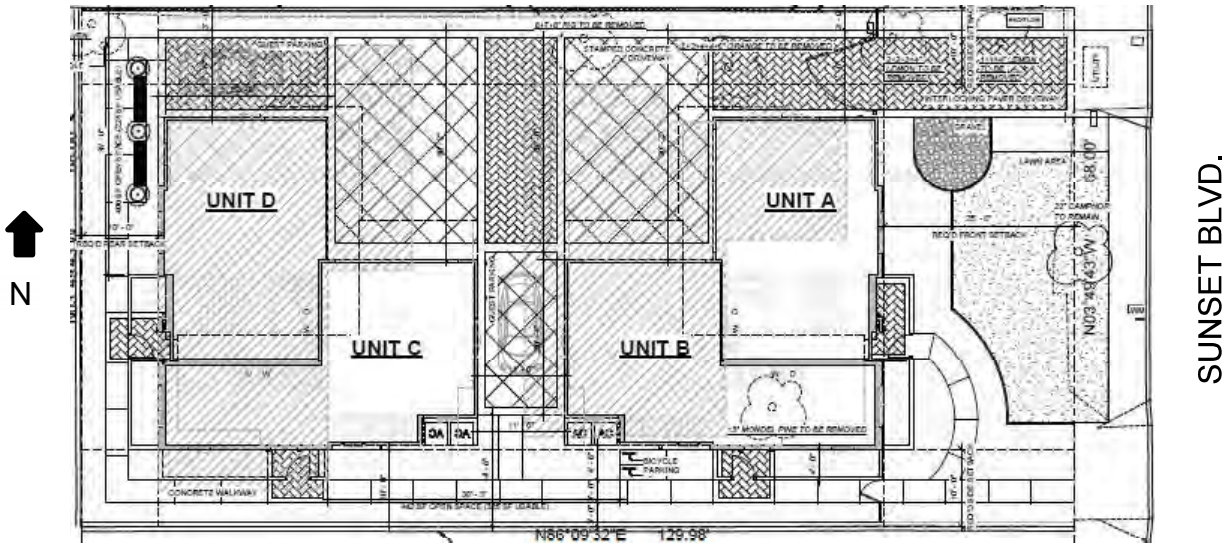


Figure 3 – Site Plan

The proposed development will have an overall building height of 32'-11", which is below the maximum height limit of 33'-0" for a building with a pitched roof. The development complies with all the minimum setback requirements. Additionally, the Project will provide the minimum required open space through shared common open space area at the rear of the property. All existing landscaping on site will be removed to allow for the project. None of the existing trees are protected under the City's Protected Tree Ordinance. .

ANALYSIS

The R-3 zone requires a minimum density of one dwelling unit per 2,200 square feet of lot area, and a maximum density of one unit per 1,450 square feet of lot area. This calculates to a minimum density of four (4) units and a maximum of six (6) units for the subject site; therefore, the proposed four-unit development complies with the minimum density requirements of the underlying R-3 zone. The project complies with the development standards of the R-3 zone, including, but not limited to setbacks, height, and open space. Also, the proposed project complies with the minimum parking requirements for each of the units, guest parking, and bicycles spaces. Therefore, the proposed development complies with the parking requirements of the R-3 zone.

Concurrent with the subdivision application, the Planning Commission must approve, conditionally approve, or deny the architectural design of the proposed project. The project is designed in a Spanish architectural style – refer to Attachment No. 4 and Figure 4. The exterior walls of the building are proposed to be finished with an off-white stucco and brick veneer which will be used to accent some exterior walls. The roof would consist of concrete "S" tile brown colored roofing tiles and brown moldings along the eaves. Additional architectural features include decorative window trim, wooden doors, window shutters, canvas window awnings, and wooden casement windows. The proposed Spanish style development would be compatible to other existing multi-family developments along Sunset Boulevard and in the vicinity despite there being no dominant architectural style in the area, as the elements incorporated in this design, such as the neutral tone stucco, tile roofing, and brick veneer helps the project blend in with developments in the vicinity that have similar features. The project will also provide adequate landscaping throughout the property to enhance the design.



FRONT AND REAR



Figure 4 - Elevations

The massing and scale of this project would be compatible with the other multi-family developments found in the surrounding multi-family neighborhood. The height of the new development will not be out of character with the existing developments on Sunset Boulevard and other multi-family developments with similar lot sizes in the vicinity. Despite there not being any three-story developments within close proximity to the subject site, many of the existing multi-family developments within the vicinity are either two-story developments with building heights of around 30'-0", or two-story developments that has semi-subterranean parking. Additionally, an 11'-6" wide driveway and additional 3'-0" wide landscape area would provide a buffer between the subject property and the single-story homes to the north. The 3'-0" wide landscape buffers will include tall hedges to provide screening to all the abutting properties. Therefore, the proposed development and subdivision of condominiums would be consistent with the City's General Plan, Multiple-Family Residential Design Guidelines, the Development Code, the State Subdivision Map Act, and would not violate any requirements of the California Regional Water Quality Control Board.

FINDINGS

Tentative Parcel Map

The proposal to subdivide the airspace for four (4) residential condominium units requires a subdivision through the Tentative Parcel Map process – see Attachment No. 3 for Tentative Parcel Map No. TPM 22-04 (84040). The proposed subdivision complies with the subdivision regulations of the Arcadia Municipal Code and the Subdivision Map Act and would not violate any requirements of the California Regional Water Quality Control Board. The following findings are required for approval of a Tentative Parcel Map:

A. The proposed map, subdivision design, and improvements are consistent with the General Plan, any applicable specific plan, and the Subdivisions Division of the Development Code.

Facts in Support of the Finding: The proposed tentative parcel map for a four-unit multi-family residential condominium development and subdivision of the airspace has been reviewed for compliance with the City's General Plan, Development Code, and the State's Subdivision Map Act. It has been determined that the proposed subdivision is consistent with the General Plan High Density Residential Land Use designation and the R-3, High Density Multiple Family Residential zoning designation. These designations are intended to accommodate high density, attached or detached residential units such as condominiums, within the appropriate neighborhoods. The proposed tentative parcel map complies with the Subdivision Map Act regulations and there is no specific plan applicable to this project. The site is physically suitable for this type of development, and the approval of the architectural design for the building is compatible with the scale and character of the existing neighborhood. The project would not adversely affect the comprehensive General Plan and is consistent with the following General Plan goals and policies:

Land Use and Community Design Element

- Policy LU-1.1: Promote new infill and redevelopment projects that are consistent with the City's land use and compatible with surrounding existing uses.
- Policy LU-4.1: Require that new multi-family residential development be visually and functionally integrated and consistent in scale, mass, and character with structures in the surrounding neighborhood.
- Policy LU-4.2: Encourage residential development that enhances the visual character, quality, and uniqueness of the City's neighborhoods and districts.

B. The site is physically suitable for the type and proposed density of development.

Facts in Support of the Finding: The R-3 Zone requires a minimum density of one dwelling unit per 2,200 square feet of lot area, and a maximum density of one unit per 1,450 square feet of lot area. Based on the lot area of 8,840 square feet, a minimum of four (4) units and a maximum of six (6) units can be developed at this site. Therefore, the proposed four-unit development complies with the density requirements of the underlying zone, as well as all other applicable zoning requirements including but not limited to parking, setbacks, height, and open space. The site is physically suitable for the proposed four-unit multi-family residential development.

C. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

Facts in Support of the Finding: The proposed tentative parcel map for four (4) multi-family residential units is a subdivision of an infill site within an urbanized area

and does not serve as a habitat for endangered or rare species. The project would not cause substantial environmental damage or impact wildlife.

D. The design of the subdivision or type of improvements is not likely to cause serious public health or safety problems.

Facts in Support of the Finding: The proposed subdivision is to subdivide the airspace of four (4) units for condominium purposes. The construction would be in compliance with all applicable Building and Fire Codes to ensure public health and safety. The proposed density would be below the maximum allowed by the R-3 Zone and the City's existing infrastructure would adequately serve the new development. Therefore, the development would not cause any public health or safety problems.

E. The design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through or use of, property within the proposed subdivision (This finding shall apply only to easements of record or to easements established by judgement of a court of competent jurisdiction and no authority is hereby granted to a legislative body to determine that the public at large has acquired easements for access through or use of property within the proposed subdivision).

Facts in Support of the Finding: The proposed design of the subdivision does not conflict with easements acquired by the public at large for access through or use of, property within the proposed subdivision. There are no known easements on the subject property.

F. The discharge of sewage from the proposed subdivision into the community sewer system would not result in violation of existing requirements specified by the California Regional Water Quality Control Board.

Facts in Support of the Finding: The Arcadia Public Works Services Department determined that the City's existing infrastructure would adequately serve the new development, and the requirements of the California Regional Water Quality Control Board would be satisfied.

G. The proposed design and site improvements of the subdivision conform to the regulations of the City's Development Code and the regulations of any public agency having jurisdiction by law.

Facts in Support of the Finding: The proposed design of the multi-family development is in conformance with the City's Development Code, as all development standards are being met, and all of the improvements required for the site and each unit would comply with the regulations in the City's Development Code.

Architectural Design Review

The proposed development is located within the High Density Residential (R-3) Zone, which is intended to provide a variety of medium to high density residential development. The proposed design of the four-unit condominium project is compatible with existing multi-family developments in the surrounding neighborhood in terms of design, massing, and scale. The proposed Spanish style architectural design would be compatible with other existing multi-family developments along Sunset Boulevard as the neighborhood is eclectic with no dominant architectural style. The architectural elements incorporated in this design, such as neutral toned stucco, tile roofing, and brick veneer, are consistent with developments in the vicinity that have similar features. Additionally, the massing and scale of the new development will not be out of character with developments in the vicinity as many of the existing multi-family developments, despite being two-stories, are 30'-0" in height or slightly lower. The proposed buildings have articulation on all facades, providing visual interest and reducing massing. The proposed design is therefore consistent with the City's Multifamily Residential Design Guidelines.

All City requirements regarding disabled access and facilities, occupancy limits, building safety, health code compliance, emergency equipment, environmental regulation compliance, and parking and site design shall be complied with by the property owner/applicant to the satisfaction of the Building Official, City Engineer, Planning & Community Development Administrator, Fire Marshal, and Public Works Services Director, or their respective designees.

ENVIRONMENTAL ASSESSMENT

It has been determined that the project site is less than five (5) acres; the project site has no value as a habitat for endangered, rare or threatened species; the proposed project would not have any significant effects upon the environment, and the site can be adequately served by all the required utilities and public services. Therefore, the project is exempt under Class 32 (In-Fill Development Projects) pursuant to Section 15332 of the State California Environmental Quality Act (CEQA) Guidelines. Refer to Attachment No. 5 for the Preliminary Exemption Assessment.

PUBLIC NOTICE/COMMENTS

A public hearing notice for this item was published in the Arcadia Weekly and mailed to the property owners located within 300 feet of the subject property on February 16, 2023. As of February 23, 2023, staff has not received any comments from the public.

RECOMMENDATION

It is recommended that the Planning Commission approve Multiple Family Architectural Design Review No. MFADR 22-04 and Tentative Parcel Map No. TPM 22-04 (84040), subject to the following conditions, find that the project is Categorically Exempt from the California Environmental Quality Act (CEQA), and adopt Resolution No. 2116, subject to the following conditions of approval:

1. The project shall be developed and maintained by the Applicant/Property Owner in a manner that is consistent with the plans submitted and conditionally approved for

MFADR 22-04 and TPM 22-04 (84040), subject to the approval of the Deputy Development Services Director, or designee.

2. Any required mechanical equipment, such as backflow devices, visible from the public right-of-way shall be screened from public view. Screening may include landscaping, solid walls or other methods deemed appropriate for the development. The placement and height of said screening shall subject to review and approval by the Deputy Development Services Director, or designee.

3. The project shall comply with the latest adopted edition of the following codes as applicable:
    a. California Building Code
    b. California Electrical Code
    c. California Mechanical Code
    d. California Plumbing Code
    e. California Energy Code
    f. California Fire Code
    g. California Green Building Standards Code
    h. California Existing Building Code
    i. Arcadia Municipal Code

4. The project shall comply with Chapter 35A Multiple Family Construction Standards as amended in the Arcadia Municipal Code Section 8130.20.

5. All utility conductors, cables, conduits and wiring supplying electrical, cable and telephone service to a multiple family building shall be installed underground except risers which are adjacent to and attached to a building.

6. The grading plans shall indicate all on- and off-site improvements and shall indicate complete drainage paths of all drainage water run-off.

7. A demolition permit shall be obtained from Building Services prior to the removal and/or demolition of the structures on site.

8. No utilities or fixtures shall be located on the exterior walls of the building that face the main driveway.

9. Prior to approval of the Final Parcel Map, the Applicant/Property Owner shall:

    a) Remove and replace the existing curb, gutter, and sidewalk from property line to property line.
    b) Coordinate with Public Works Services on the installation of a new street tree.
    c) Construct a new drive approach per City Standard plan.

10. Prior to receiving a Certificate of Occupancy, the Applicant/Property Owner shall repair any damages caused by the development to the asphalt street frontages from

property line to property line including but not limited to trench cuts and construction traffic, per the direction of the City Engineer.

11. The proposed development requires a Low Impact Development (LID) plan which shall comply with the Los Angeles County Department of Public Works 2014 LID standard Manual and show the selected measures on the grading plan. These selected measures include but are not limited to using infiltration trenches, bio-retention planter boxes, roof drains connected to a landscaped area, pervious concrete/paver, etc.

12. All structures shall be provided with an automatic fire sprinkler system per the City of Arcadia Fire Department's Multi-Family Dwelling Sprinkler Standard.

13. There is a 12-inch ductile iron water main with 80 psi static pressure that the development shall connect to on Sunset Blvd. for domestic water and/or fire services. The Applicant/Property Owner shall provide calculations to the Public Works Services Department to determine the total combined maximum domestic and fire demand and verify the water service size required prior to issuance of a Building Permit.

14. The Applicant/Property Owner shall install a common master water meter for the residential multi-family development. The water meter for each unit can be used to supply both domestic water services and fire services. The Applicant/Property Owner shall separate the fire service from domestic water service with an approved back flow device.

15. All condominiums shall require a separate water service and meter for common area landscape irrigation.

16. A Water Meter Permit Application shall be submitted to the Public Works Services Department prior to issuance of a building permit for the new development.

17. New water service installations shall be by the Applicant/Property Owner. Installation shall be according to the specifications of the Public Works Services Department, Engineering Section. Abandonment of existing water services, if necessary, shall be carried out by the Applicant/Property, according to Public Works Services Department.

18. An 8" Vitrified Clay Pipe (VCP) sewer main is available on Sunset Blvd. which is owned by Los Angeles County to provide sanitary sewer service for the project. The Applicant/Property Owner shall utilize the existing sewer lateral, if possible. For any changes to the exiting sewer lateral, the Applicant/Property Owner shall get approval to connect to the exiting sewer main from the Los Angeles County Sanitation District and obtain an encroachment permit from the City of Arcadia Public Works Department prior to commencing work.

19. If any drainage fixture elevation is lower than the elevation of the next upstream manhole cover (539.981'), an approved type of backwater valve is required to be installed on the lateral within the City's right-of-way.

20. The Property Owner/Applicant shall comply with all City requirements regarding building safety, fire prevention, detection, suppression, emergency access, public right-of-way improvements, parking, water supply and water facilities, sewer facilities, trash reduction and recycling requirements, and National Pollutant Discharge Elimination System (NPDES) measures to the satisfaction of the Building Official, Fire Marshal, Public Works Services Director, and Planning & Community Development Administrator, or their respective designees. Compliance with these requirements is to be determined by having fully detailed construction plans submitted for plan check review and approval by the foregoing City officials and employees.

21. To the maximum extent permitted by law, Applicant must defend, indemnify, and hold the City, any departments, agencies, divisions, boards, and/or commissions of the City, and its elected officials, officers, contractors serving as City officials, agents, employees, and attorneys of the City ("Indemnitees") harmless from liability for damages and/or claims, actions, or proceedings for damages for personal injuries, including death, and claims for property damage, and with respect to all other actions and liabilities for damages caused or alleged to have been caused by reason of the Applicant's activities in connection with MFADR 22-04 and TPM 22-04 (84040) ("Project") on the Project site, and which may arise from the direct or indirect operations of the Applicant or those of the Applicant's contractors, agents, tenants, employees or any other persons acting on Applicant's behalf, which relate to the development and/or construction of the Project. This indemnity provision applies to all damages and claims, actions, or proceedings for damages, as described above, regardless of whether the City prepared, supplied, or approved the plans, specifications, or other documents for the Project.

    In the event of any legal action challenging the validity, applicability, or interpretation of any provision of this approval, or any other supporting document relating to the Project, the City will notify the Applicant of the claim, action, or proceedings and will cooperate in the defense of the matter. The Applicant must indemnify, defend and hold harmless the Indemnitees, and each of them, with respect to all liability, costs and expenses incurred by, and/or awarded against, the City or any of the Indemnitees in relation to such action. Within 15 days' notice from the City of any such action, the Applicant shall provide to the City a cash deposit to cover legal fees, costs, and expenses incurred by City in connection with defense of any legal action in an initial amount to be reasonably determined by the City Attorney. The City may draw funds from the deposit for such fees, costs, and expenses. Within 5 business days of each and every notice from City that the deposit has fallen below the initial amount, Applicant shall replenish the deposit each and every time in order for City's legal team to continue working on the matter. The City shall only refund to the Developer any unexpended funds from the deposit within 30 days of: (i) a final, non-appealable decision by a court of competent jurisdiction resolving the legal action; or (ii) full and complete settlement of legal action. The City shall have the right to select legal

counsel of its choice. The parties hereby agree to cooperate in defending such action. The City will not voluntarily assist in any such third-party challenge(s). In consideration for approval of the Project, this condition shall remain in effect if the entitlement(s) related to this Project is rescinded or revoked, at the request of the Applicant or not.

22. Approval of MFADR 22-04 and TPM 22-04 (84040) shall not be in effect unless the Property Owner and Applicant have executed and filed the Acceptance Form with the City on or before 30 calendar days after the Planning Commission has adopted the Resolution. The executed Acceptance Form submitted to the Development Services Department is to indicate awareness and acceptance of the conditions of approval.

PLANNING COMMISSION ACTION

Approval

If the Planning Commission intends to approve this project, the Commission should move to approve Multiple Family Architectural Design Review No. MFADR 22-04 and Tentative Parcel Map No. TPM 22-04 (84040), state that the proposal satisfies the requisite findings, and adopt the attached Resolution No. 2116 that incorporates the requisite environmental and subdivision findings, and the conditions of approval as presented in this staff report, or as modified by the Commission.

Denial

If the Planning Commission is to deny this project, the Commission should state the specific findings that the proposal does not satisfy based on the evidence presented with specific reasons for denial, and move to deny Multiple Family Architectural Design Review No. MFADR 22-04 and Tentative Parcel Map No. TPM 22-04 (84040) and direct staff to prepare a resolution for adoption at the next meeting that incorporates the Commission's decision and specific findings.

If any Planning Commissioner, or other interested party has any questions or comments regarding this matter prior to the February 28, 2023, Planning Commission Meeting, please contact Associate Planner, Edwin Arreola at (626) 821-4334, or earreola@ArcadiaCA.gov.

Approved:



Lisa L. Flores
Deputy Development Services Director

Attachment No. 1: Resolution No. 2116
Attachment No. 2: Aerial Photo with Zoning Information and Photos of the Subject Property and Vicinity

Attachment No. 3: Tentative Parcel Map No. TPM 22-04 (84040)
Attachment No. 4: Architectural Plans
Attachment No. 5: Preliminary Exemption Assessment

Attachment No. 1

Resolution No. 2116

RESOLUTION NO. 2116

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ARCADIA, CALIFORNIA, APPROVING MULTIPLE FAMILY ARCHITECTURAL DESIGN REVIEW NO. MFADR 21-06 AND TENTATIVE PARCEL MAP NO. TPM 22-01 (83722), WITH A CATEGORICAL EXEMPTION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FOR A FOUR-UNIT, SPANISH-STYLE MULTI-FAMILY RESIDENTIAL CONDOMINIUM DEVELOPMENT AND A TENTATIVE PARCEL MAP SUBDIVISION AT 903-905 SUNSET BOULEVARD

WHEREAS, on May 19, 2022, applications for Multiple Family Architectural Design Review No. MFADR 22-04 and Tentative Parcel Map No. TPM 22-04 (84040) were filed by Eric Tsang on behalf of the property owner, MK Investment Holdings LLC, for a four-unit, three-story, Spanish-style multi-family residential condominium development and a tentative parcel map subdivision at 903-905 Sunset Boulevard (collectively, "Project"); and

WHEREAS, on February 9, 2023, Planning Services completed an environmental assessment for the Project in accordance with the California Environmental Quality Act ("CEQA"), and recommends that the Planning Commission determine the Project is exempt under CEQA per Section 15332 of the CEQA Guidelines because the Project is considered an in-fill development project; and

WHEREAS, on February 28, 2023, a duly-noticed public hearing was held before the Planning Commission on said Project, at which time all interested persons were given full opportunity to be heard and to present evidence.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF ARCADIA HEREBY RESOLVES AS FOLLOWS:

SECTION 1. The factual data submitted by the Community Development Division in the staff report dated February 28, 2022, are true and correct.

SECTION 2. This Commission finds, based upon the entire record:

A. The proposed map, subdivision design, and improvements are consistent with the General Plan, any applicable specific plan, and the Subdivisions Division of the Development Code:

FACT: The Project has been reviewed for compliance with the City's General Plan, Development Code, and the State's Subdivision Map Act. It has been determined that the Project is consistent with the General Plan High Density Residential Land Use designation and the R-3, High Density Multiple Family Residential zoning designation. These designations are intended to accommodate high density, attached or detached residential units such as condominiums, within the appropriate neighborhoods. The Project complies with the Subdivision Map Act regulations and there is no specific plan applicable to this project. The site is physically suitable for this type of development, and the approval of the architectural design for the building is compatible with the scale and character of the existing neighborhood. The Project would not adversely affect the comprehensive General Plan and is consistent with the following General Plan goals and policies:

Land Use and Community Design Element

- Policy LU-1.1: Promote new infill and redevelopment projects that are consistent with the City's land use and compatible with surrounding existing uses.
- Policy LU-4.1: Require that new multi-family residential development be visually and functionally integrated and consistent in scale, mass, and character with structures in the surrounding neighborhood.

- Policy LU-4.2: Encourage residential development that enhances the visual character, quality, and uniqueness of the City's neighborhoods and districts.

B. The site is physically suitable for the type and proposed density of development:

FACT: The R-3 Zone requires a minimum density of one dwelling unit per 2,200 square feet of lot area, and a maximum density of one unit per 1,450 square feet of lot area. Based on the lot area of 8,840 square feet, a minimum of four (4) units and a maximum of six (6) units can be developed at this site. Therefore, the Project complies with the density requirements of the underlying zone, as well as all other applicable zoning requirements including but not limited to parking, setbacks, height, and open space. The site is physically suitable for the Project.

C. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat:

FACT: The Project is a subdivision of an infill site within an urbanized area and does not serve as a habitat for endangered or rare species. The Project would not cause substantial environmental damage or impact wildlife.

D. The design of the subdivision or type of improvements is not likely to cause serious public health or safety problems:

FACT: The Project is to subdivide the airspace of four (4) units for condominium purposes. The construction would be in compliance with all applicable Building and Fire Codes to ensure public health and safety. The proposed density would be below the maximum allowed by the R-3 Zone and the City's existing infrastructure would adequately

serve the new development. Therefore, the Project would not cause any public health or safety problems.

E. The design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through or use of, property within the proposed subdivision (This finding shall apply only to easements of record or to easements established by judgement of a court of competent jurisdiction and no authority is hereby granted to the review authority to determine that the public at large has acquired easements for access through or use of property within the proposed subdivision):

FACT: The proposed design of the subdivision does not conflict with easements acquired by the public at large for access through or use of, property within the proposed subdivision. There are no known easements on the subject property.

F. The discharge of sewage from the proposed subdivision into the community sewer system will not result in violation of existing requirements specified by the California Regional Water Quality Control Board:

FACT: The Arcadia Public Works Services Department determined that the City's existing infrastructure would adequately serve the Project, and the requirements of the California Regional Water Quality Control Board would be satisfied.

G. The proposed design and site improvements of the subdivision conform to the regulations of the City's Development Code and the regulations of any public agency having jurisdiction by law:

FACT: The proposed design of the Project is in conformance with the City's Development Code, as all development standards are being met, and all of the

improvements required for the site and each unit would comply with the regulations in the City's Development Code.

I. The proposal is consistent with the City's Multifamily Residential Design Guidelines:

FACT: The Project is located within the High Density Residential (R-3) Zone, which is intended to provide a variety of medium to high density residential development. The proposed design of the Project is compatible with existing multi-family developments in the surrounding neighborhood in terms of design, massing, and scale. The proposed Spanish style architectural design would be compatible with other existing multi-family developments along Sunset Boulevard as the neighborhood is eclectic with no dominant architectural style. The architectural elements incorporated in this design, such as neutral toned stucco, tile roofing, and brick veneer, are consistent with developments in the vicinity that have similar features. Additionally, the massing and scale of the Project will not be out of character with developments in the vicinity as many of the existing multi-family developments, despite being two-stories, are 30'-0" in height or slightly lower. The proposed buildings have articulation on all facades, providing visual interest and reducing massing. The proposed design is therefore consistent with the City's Multifamily Residential Design Guidelines.

SECTION 3. Pursuant to the provisions of the California Environmental Quality Act ("CEQA"), this Project is a Class 32 Categorical Exemption as an infill-development project per Section 15332 of the CEQA Guidelines.

SECTION 4. For the foregoing reasons the Planning Commission determines that the Project is Categorically Exempt under the California Environmental Quality Act

("CEQA") Section 15332 , Class 32, and approves Multiple Family Architectural Design Review No. MFADR 22-04 and Tentative Parcel Map No. TPM 22-04 (84040) for a four-unit multi-family residential condominium development at 903-905 Sunset Boulevard, subject to the conditions of approval attached hereto.

SECTION 5. The Secretary shall certify to the adoption of this Resolution.

Passed, approved and adopted this 28th day of February, 2023.

Brad Thompson
Chair, Planning Commission

ATTEST:

Lisa L. Flores
Secretary

APPROVED AS TO FORM:

Michael J. Maurer
City Attorney

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Conditions of Approval

1. The project shall be developed and maintained by the Applicant/Property Owner in a manner that is consistent with the plans submitted and conditionally approved for MFADR 22-04 and TPM 22-04 (84040), subject to the approval of the Deputy Development Services Director, or designee.

2. Any required mechanical equipment, such as backflow devices, visible from the public right-of-way shall be screened from public view. Screening may include landscaping, solid walls or other methods deemed appropriate for the development. The placement and height of said screening shall be subject to review and approval by the Deputy Development Services Director, or designee.

3. The project shall comply with the latest adopted edition of the following codes as applicable:
    a. California Building Code
    b. California Electrical Code
    c. California Mechanical Code
    d. California Plumbing Code
    e. California Energy Code
    f. California Fire Code
    g. California Green Building Standards Code
    h. California Existing Building Code
    i. Arcadia Municipal Code

4. The project shall comply with Chapter 35A Multiple Family Construction Standards as amended in the Arcadia Municipal Code Section 8130.20.

5. All utility conductors, cables, conduits and wiring supplying electrical, cable and telephone service to a multiple family building shall be installed underground except risers which are adjacent to and attached to a building.

6. The grading plans shall indicate all on- and off-site improvements and shall indicate complete drainage paths of all drainage water run-off.

7. A demolition permit shall be obtained from Building Services prior to the removal and/or demolition of the structures on site.

8. No utilities or fixtures shall be located on the exterior walls of the building that face the main driveway.

9. Prior to approval of the Final Parcel Map, the Applicant/Property Owner shall:

    - Remove and replace the existing curb, gutter, and sidewalk from property line to property line.

- Coordinate with Public Works Services on the installation of a new street tree.
- Construct a new drive approach per City Standard plan.

10. Prior to receiving a Certificate of Occupancy, the Applicant/Property Owner shall repair any damages caused by the development to the asphalt street frontages from property line to property line including but not limited to trench cuts and construction traffic, per the direction of the City Engineer.

11. The proposed development requires a Low Impact Development (LID) plan which shall comply with the Los Angeles County Department of Public Works 2014 LID standard Manual and show the selected measures on the grading plan. These selected measures include but are not limited to using infiltration trenches, bio-retention planter boxes, roof drains connected to a landscaped area, pervious concrete/paver, etc.

12. All structures shall be provided with an automatic fire sprinkler system per the City of Arcadia Fire Department's Multi-Family Dwelling Sprinkler Standard.

13. There is a 12-inch ductile iron water main with 80 psi static pressure that the development shall connect to on Sunset Blvd. for domestic water and/or fire services. The Applicant/Property Owner shall provide calculations to the Public Works Services Department to determine the total combined maximum domestic and fire demand and verify the water service size required prior to issuance of a building permit.

14. The Applicant/Property Owner shall install a common master water meter for the residential multi-family development. The water meter for each unit can be used to supply both domestic water services and fire services. The Applicant/Property Owner shall separate the fire service from domestic water service with an approved back flow device.

15. All condominiums shall require a separate water service and meter for common area landscape irrigation.

16. A Water Meter Permit Application shall be submitted to the Public Works Services Department prior to issuance of a building permit for the new development.

17. New water service installations shall be by the Applicant/Property Owner. Installation shall be according to the specifications of the Public Works Services Department, Engineering Section. Abandonment of existing water services, if necessary, shall be carried out by the Applicant/Property, according to Public Works Services Department.

18. An 8" Vitrified Clay Pipe (VCP) sewer main is available on Sunset Blvd. which is owned by Los Angeles County to provide sanitary sewer service for the project. The Applicant/Property Owner shall utilize the existing sewer lateral, if possible. For any

changes to the exiting sewer lateral, the Applicant/Property Owner shall get approval to connect to the exiting sewer main from the Los Angeles County Sanitation District and obtain an encroachment permit from the City of Arcadia Public Works Department prior to commencing work.

19. If any drainage fixture elevation is lower than the elevation of the next upstream manhole cover (539.981'), an approved type of backwater valve is required to be installed on the lateral within the City's right-of-way.

20. The Property Owner/Applicant shall comply with all City requirements regarding building safety, fire prevention, detection, suppression, emergency access, public right-of-way improvements, parking, water supply and water facilities, sewer facilities, trash reduction and recycling requirements, and National Pollutant Discharge Elimination System (NPDES) measures to the satisfaction of the Building Official, Fire Marshal, Public Works Services Director, and Planning & Community Development Administrator, or their respective designees. Compliance with these requirements is to be determined by having fully detailed construction plans submitted for plan check review and approval by the foregoing City officials and employees.

21. To the maximum extent permitted by law, Applicant must defend, indemnify, and hold the City, any departments, agencies, divisions, boards, and/or commissions of the City, and its elected officials, officers, contractors serving as City officials, agents, employees, and attorneys of the City ("Indemnitees") harmless from liability for damages and/or claims, actions, or proceedings for damages for personal injuries, including death, and claims for property damage, and with respect to all other actions and liabilities for damages caused or alleged to have been caused by reason of the Applicant's activities in connection with MFADR 22-04 and TPM 22-04 (84040) ("Project") on the Project site, and which may arise from the direct or indirect operations of the Applicant or those of the Applicant's contractors, agents, tenants, employees or any other persons acting on Applicant's behalf, which relate to the development and/or construction of the Project. This indemnity provision applies to all damages and claims, actions, or proceedings for damages, as described above, regardless of whether the City prepared, supplied, or approved the plans, specifications, or other documents for the Project.

    In the event of any legal action challenging the validity, applicability, or interpretation of any provision of this approval, or any other supporting document relating to the Project, the City will notify the Applicant of the claim, action, or proceedings and will cooperate in the defense of the matter. The Applicant must indemnify, defend and hold harmless the Indemnitees, and each of them, with respect to all liability, costs and expenses incurred by, and/or awarded against, the City or any of the Indemnitees in relation to such action. Within 15 days' notice from the City of any such action, the Applicant shall provide to the City a cash deposit to cover legal fees, costs, and expenses incurred by City in connection with defense of any legal action in an initial amount to be reasonably determined by the City Attorney. The City may

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22. Approval of MFADR 22-04 and TPM 22-04 (84040) shall not be in effect unless the Property Owner and Applicant have executed and filed the Acceptance Form with the City on or before 30 calendar days after the Planning Commission has adopted the Resolution. The executed Acceptance Form submitted to the Development Services Department is to indicate awareness and acceptance of the conditions of approval.

Attachment No. 2

Aerial Photo with Zoning Information and Photos of the Subject Site

Parcel Number: **5379-029-012**

Site Address: **903 SUNSET BLVD**

Property Owner(s): **Property Owner**



Property Characteristics	
Zoning:	R-3
General Plan:	HDR
Lot Area (sq ft):	
Main Structure / Unit (sq. ft.):	1,155
Year Built:	1960
Number of Units:	2

Overlays	
Architectural Design Overlay:	N/A
Downtown Overlay:	N/A
Downtown Parking Overlay:	N/A
Parking Overlay:	N/A
Racetrack Event Overlay:	N/A
Residential Flex Overlay:	N/A
Special Height Overlay:	N/A

Selected parcel highlighted



Parcel location within City of Arcadia

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

Report generated 23-Feb-2023



`MAP & PHOTOS

903 SUNSET BLVD, ARCADIA, CA 91007











5



6



7



8



9

Attachment No. 3

Tentative Parcel Map

No. TPM 22-04 (84040)

TENTATIVE PARCEL MAP NO. 84040

IN THE CITY OF ARCADIA, COUNTY OF LOS ANGELES
STATE OF CALIFORNIA

A PORTION OF LOT 44 OF TRACT NO. 2731, IN THE CITY OF ARCADIA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 33, PAGE 29, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. APN: 5379-029-012

FOR CONDOMINIUM PURPOSES

PREPARED BY:
JACK LEE, R.C.E. 40870
CAL LAND ENGINEERING, INC.
576 E. LAMBERT ROAD
BREA, CALIFORNIA 92821
TEL: (714) 671-1050
FAX: (714) 671-1090

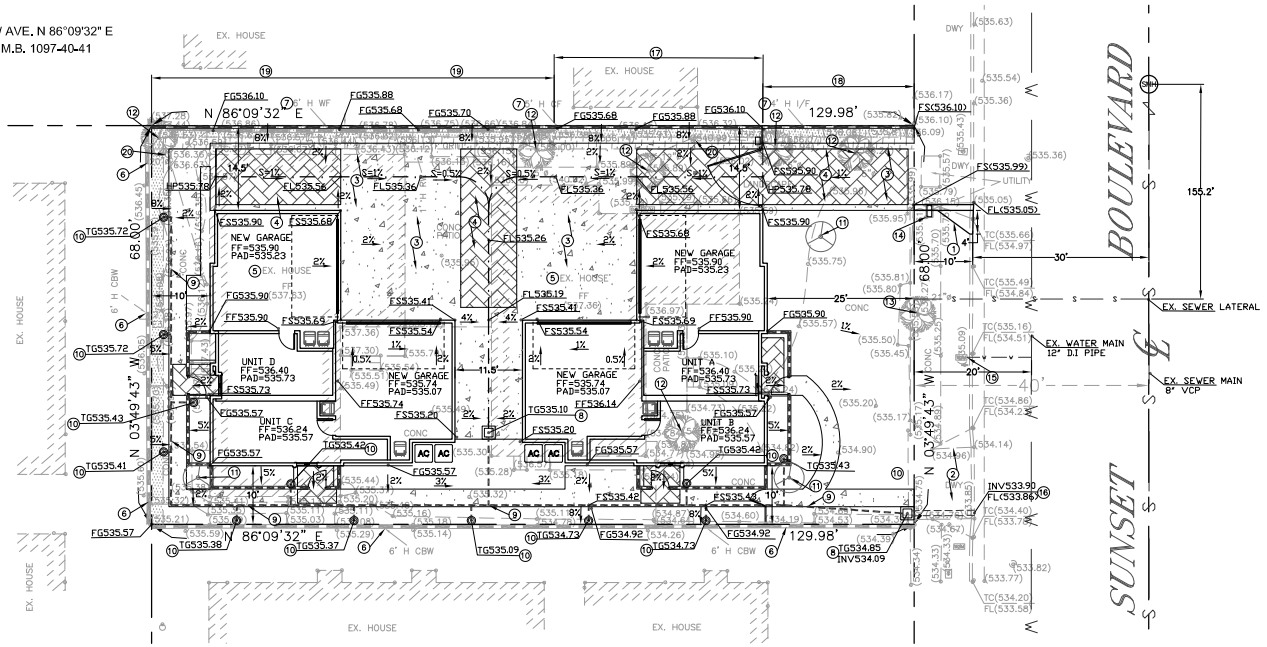
OWNER:
WENDY MO
220 S. SUNSET PL.
MONROVIA, CA 91016
TEL: 626-689-6787

BENCH MARK:
CITY B.M. NO. 35
SUNSET BLVD. & FAIRVIEW AVE.
NORTHEAST CURB RETURN, 8' EAST.

ELEVATION: 526.40'

BASIS OF BEARING

CENTERLINE OF FAIRVIEW AVE. N 86°09'32" E
AS PER TRACT NO. 44792, M.B. 1097-40-41





VICINITY MAP

LEGEND

(462.1).....EXISTING ELEVATION
520.00.....PROPOSED ELEVATION
(535.26)--(466)-- ....EXISTING CONTOUR
.....DRAINAGE PATTERN
.....EXISTING STRUCTURE
.....PROPOSED STRUCTURE
.....PROPOSED CONCRETE AREA

ABBREVIATIONS

CBW..... CONC. BLOCK WALL
C&G..... CURB AND GUTTER
D/A..... DRIVEWAY APRON
DWY..... DRIVEWAY
EP..... EDISON POLE
EX..... EXISTING
FH..... FIRE HYDRANT
FL..... FLOW LINE ELEVATION
GM..... GAS METER
MH..... MAN HOLE
SMH..... SEWER MANHOLE
S/W..... SIDEWALK
SD..... STORM DRAIN
TBR..... TO BE REMOVED
TC..... TOP OF CURB ELEVATION
WF..... WOODEN FENCE
WV..... WATER VALVE

PROPOSED NOTES:

1. PROPOSE NEW DRIVEWAY APPROACH PER CITY STD. 802-1.
2. REMOVE EXISTING DRIVEWAY APPROACH.
3. PROPOSE NEW CONCRETE DRIVEWAY
4. PROPOSE NEW PERMEABLE PAVER PER ARCHITECTURAL PLAN
5. REMOVE EXISTING BUILDING
6. EXISTING WALL TO REMAIN
7. EXISTING WALL/FENCE TO BE REMOVED
8. PROPOSE 18"X18" BOTTOMLESS CONCRETE CATCH BASIN.
9. PROPOSE DRAINAGE PIPE
10. PROPOSE 6" AREA DRAIN
11. NEW TREE PER LANDSCAPE PLAN
12. EXISTING TREE TO BE REMOVED
13. EXISTING TREE TO REMAIN
14. EXISTING UTILITY BOX TO BE RELOCATED
15. EXISTING WATER METER TO BE REMAIN
16. PROPOSE PARKWAY DRAIN
17. PROPOSE 6' H BLOCK WALL
18. PROPOSE 3' H BLOCK WALL
19. PROPOSE RETAINING WALL PER SEPARATE PLAN
20. EXISTING POLE TO BE PROTECT IN PLACE

UTILITY SERVICES:

WATER - CITY OF ARCADIA WATER
SEWER - CITY OF ARCADIA SEWER
GAS - SOUTHERN CALIFORNIA GAS CO.
ELECTRICAL - SOUTHERN CALIFORNIA EDISON CO.
TELEPHONE - PACIFIC BELL
SCHOOL - ARCADIA UNIFIED SCHOOL
FIRE - CITY OF ARCADIA FIRE DEPARTMENT
SHERIFF - CITY OF ARCADIA POLICE

NOTES:

ZONE: R-3
APN: 5379-029-012
NO. OF EX. LOT: 1
NO OF PROP. UNITS: 4
PROPERTY SIZE: 8,838.64 SF
NO. OF STORIES: 3
SEWERAGE DISPOSAL: BY GRAVITY SEWER PIPES TO STREET MAIN.

SEWER NOTE:
SEWER LATERAL LOCATION AND SIZE TO BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONNECTION.

EASEMENT NOTES:

E1 EASEMENT FOR POLE LINES AND CONDUITS PURPOSES PER BOOK 6579, PAGE 261, OF OFFICIAL RECORDS.

E2 EASEMENT TO SOUTHERN CALIFORNIA EDISON COMPANY FOR PUBLIC UTILITIES PURPOSES PER INST. 3734, RECORDED JULY 25, 1972, OF OFFICIAL RECORDS.

E3 EASEMENT TO THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY FOR PUBLIC UTILITIES PURPOSES PER INST. 3839, RECORDED JULY 27, 1972, OF OFFICIAL RECORDS.

CAL LAND ENGINEERING, INC.
dba QUARTECH CONSULTANTS
576 E. LAMBERT ROAD, BREA, CA 92821
TEL: (714) 671-1050 FAX: (714) 671-1090

RELEASED

REVISIONS

PROJECT LOCATION:
903 Sunset Blvd.
Arcadia, CA 91007

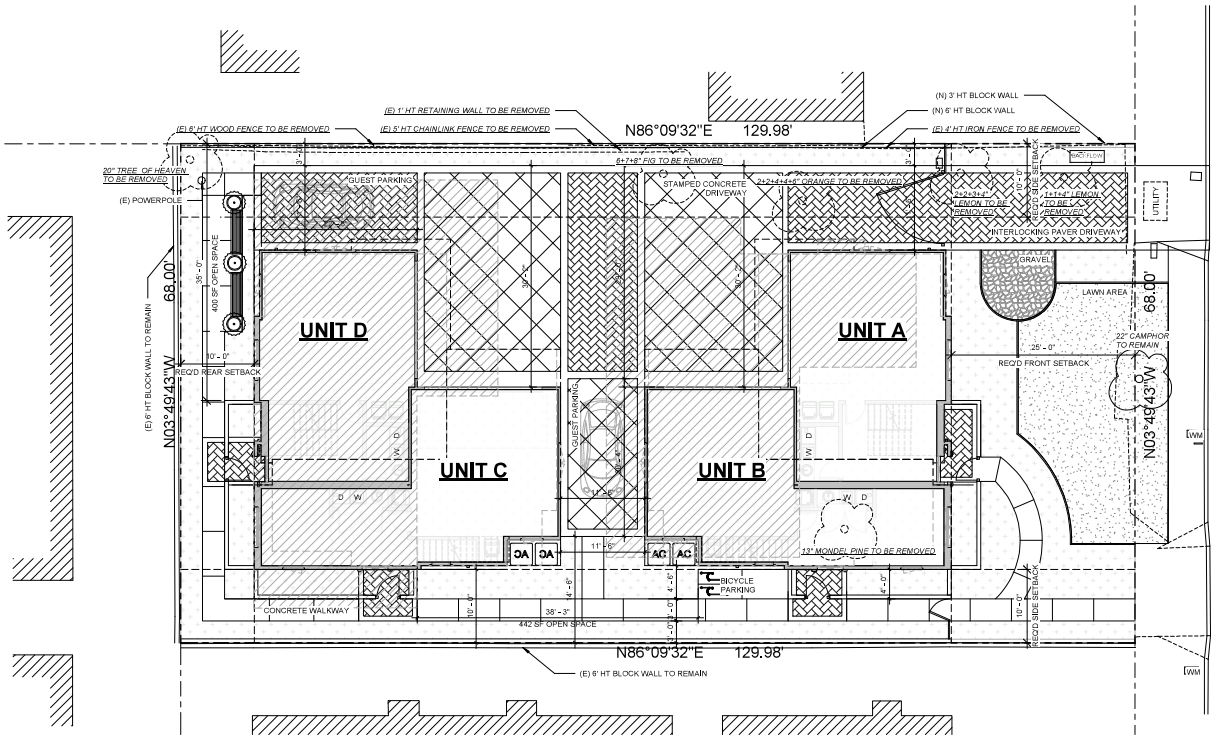
DRAWN: H.H
CHECKED:
DATE: 11/28/2022
JOB NO.: 22-225-007
SCALE: 1" = 10'
FILE NAME:

T-1

SHEET 1 OF 1 SHT.

Attachment No. 4

Architectural Plans



1 SITE PLAN
1/8" = 1'-0"

SUNSET BLVD

COLOR RENDERING





PROJECT INFORMATION

APPLICANT/ OWNER

OWNER:	WENDY XU MO
ADDRESS:	903 Sunset Blvd., Arcadia, CA 91007
TEL:	909.569.3737
EMAIL:	MAIL@ERIC-DESIGN.COM
APPLICANT:	ERIC TSANG
ADDRESS:	440 E. HUNTINGTON DR., STE 323, ARCADIA, CA 91006
TEL:	909.569.3737
EMAIL:	MAIL@ERIC-DESIGN.COM

PROJECT DESCRIPTION

PROJECT NAME:	SUNSET CONDOMINIUMS
PROJECT ADDRESS:	903 Sunset Blvd., Arcadia, CA 91007
APN:	5379-029-012
JOB DESCRIPTION:	CONSTRUCT NEW (4) 3- STORY CONDOMINIUM
ZONING:	R-3
NUMBER OF STORY:	3
OCCUPANCY GROUP:	R-3/U
CONSTRUCTION TYPE:	V-B

EXISTING/DEMOLITION

EXISTING HOUSE:	1,155 SF & 1,396 SF
DEMOLITION:	ALL EXISTING UNITS

PROJECT DATA

PROJECT DATA

LOT SIZE:	**8,840 SF**
MAXIMUM DENSITY:	8,840 / 1,450 SF = 6 UNITS
MINIMUM DENSITY:	8,840 / 2,200 SF = 4 UNITS
PROPOSED DENSITY:	4 UNITS
REQ'IRED PARKING SPACE:	2 * 4 UNITS = 8 ENCLOSED 4 UNITS / 2 = 2 GUEST
PROVIDED PARKING SPACES:	**8 ENCLOSED & 2 GUEST PARKING**
TOTAL FRONT YARD AREA:	**1,708 SF**
HARDSCAPE AREA:	**488 SF**
HARDSCAPE RATIO:	**28.6%**
LADNSCAPE AREA:	**1,220 SF**
LANDSCAPE RATIO:	**71.4%**
REQUIRED OPEN SPACE:	**100 SF * 4 = 400 SF**
PROPOSED OPEN SPACE:	
CENTER YARD (COMMON):	325 SF
REAR YARD (COMMON):	224 SF

FLOOR AREA SUMMARY:

UNIT A & D:	
1ST FLOOR:	213 SF
2ND FLOOR:	762 SF
3RD FLOOR:	717 SF
GARAGE:	471 SF
TOTAL LIVING AREA:	***1,692 SF***
UNIT B & C:	
1ST FLOOR:	276 SF
2ND FLOOR:	841 SF
3RD FLOOR:	751 SF
GARAGE:	417 SF
TOTAL LIVING AREA:	***1,868 SF***
GRAND TOTAL LIVING AREA:	***7,120 SF***

SITE PLAN NOTES

1. ALL NEW CONSTRUCTION REQUIRES RESIDENTIAL FIRE SPRINKLERS. FIRE SPRINKLER DESIGN AND INSTALLATION SHALL BE ACCORDINGLY TO THE STANDARDS APPROVED BY THE FIRE DEPARTMENT. PLANS SHALL BE SUBMITTED DIRECTLY TO THE FIRE DEPARTMENT FOR REVIEW AND FOR THE REQUIRED PERMITS PRIOR TO CONSTRUCTION OR INSPECTIONS.
2. ALL CONCRETE BLOCK WALL FENCE SHALL BE SUBMITTED UNDER SEPARATE PERMIT.
3. PEDESTRIANS SHALL BE PROTECTED DURING CONSTRUCTION, REMODELING AND DEMOLITION ACTIVITIES. SIGN SHALL BE PROVIDED TO DIRECT PEDESTRIAN TRAFFIC. BARRIERS SHALL BE CONSTRUCTED FOR CBC 3306.6, COVERED WALKWAYS SHALL COMPLY WITH CBC 3306.7
4. **TREE PROTECTION NOTES:** FOR EXISTING TREES TO REMAIN ON SITE, NO DAMAGE ALLOWED TO CANOPY OR ROOT SYSTEMS. PROTECTIVE FENCING AS NECESSARY, AND TREES ARE TO BE DEEP-WATERED 1-2 TIMES PER MONTH OR AS PER REQUIRED TO KEEP THEM HEALTHY UNTIL IRRIGATION IS INSTALLED.
5. **LANDSCAPING REQUIRED** (LANDSCAPING MUST BE PROVIDED AND MAINTAINED THROUGHOUT REQUIRED SETBACKS, IN UNIMPROVED CITY RIGHT-OF-WAY ADJACENT TO THE PROPERTY AND OTHER AREAS VISIBLE FROM A PUBLIC RIGHT OF WAY WHERE NOT USED FOR ACCESS. LANDSCAPING MUST CONSIST OF AN EFFECTIVE COMBINATION OF TREES, GROUND COVER AND SHRUBBERY. ALL LANDSCAPED AREAS MUST HAVE A PERMANENT AUTOMATED UNDERGROUND FULL COVERAGE IRRIGATION SYSTEM.
6. NO EXISTING OAK OR SYCAMORE TREE PRESENT ON SITE
7. CURBS AND GUTTERS MAY BE REQUIRED TO BE REMOVED AND REPLACED PER CITY STANDARDS

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LICENSED ARCHITECT C-38598 STATE OF CALIFORNIA

No.	DESCRIPTION	DATE

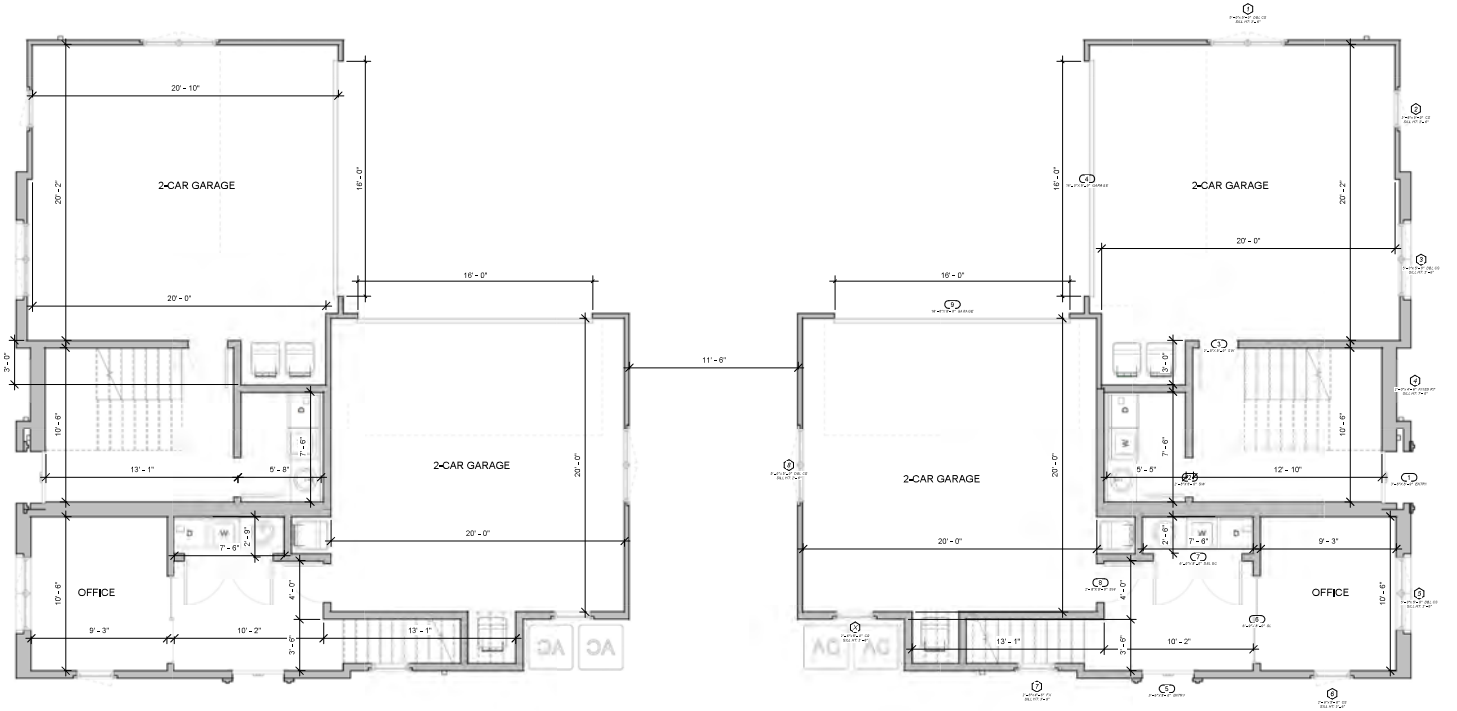
SUNSET CONDOMINIUMS

903-905 SUNSET BLVD.
ARCADIA, CA 91006

SITE PLAN

SHEET NO.
A-1.0

10/31/2022 8:33:45 AM



1 1ST FLOOR PLAN
1/4" = 1'-0"

WINDOW SCHEDULE

#	WINDOW TYPE	WD	HT	SILL HT.
1	DBL. CASEMENT	5' - 0"	5' - 0"	2' - 6"
2	CASEM.	2' - 6"	5' - 0"	2' - 6"
3	DBL. CASEMENT	5' - 0"	5' - 0"	2' - 6"
4	HALF ROUND	2' - 0"	4' - 6"	7' - 0"
5	DBL. CASEMENT	5' - 0"	5' - 0"	2' - 6"
6	CASEM.	2' - 6"	5' - 0"	2' - 6"
7	FIXED3	2' - 6"	4' - 6"	3' - 0"
8	DBL. CASEMENT	5' - 0"	5' - 0"	2' - 6"
9	CASEM.	2' - 3"	5' - 0"	3' - 0"
10	CASEM.	2' - 3"	5' - 0"	2' - 0"
11	CASEM.	2' - 3"	5' - 0"	2' - 0"
12	CASEM.	2' - 3"	5' - 0"	3' - 0"
13	CASEM.	2' - 3"	5' - 0"	2' - 0"
14	CASEM.	2' - 6"	4' - 6"	3' - 0"
15	DBL. CASEMENT	5' - 0"	5' - 0"	2' - 0"
16	HALF ROUND	2' - 0"	4' - 6"	7' - 0"
17	CASEM.	2' - 3"	4' - 6"	3' - 0"
18	CASEM.	2' - 3"	4' - 6"	3' - 0"
19	CASEM.	2' - 6"	4' - 6"	3' - 0"
20	DBL. CASEMENT	5' - 0"	5' - 0"	2' - 6"
21	FIXED3	2' - 6"	4' - 6"	3' - 0"
22	FIXED3	2' - 6"	4' - 6"	3' - 0"
23	DBL. CASEMENT	5' - 0"	5' - 0"	2' - 6"
24	DBL. CASEMENT	5' - 0"	5' - 0"	2' - 6"
25	DBL. CASEMENT	5' - 0"	4' - 6"	3' - 0"
26	CASEM.	2' - 6"	4' - 6"	2' - 6"
27	DBL. CASEMENT	5' - 0"	4' - 6"	2' - 6"
28	AWNING1	2' - 0"	2' - 0"	5' - 0"
29	AWNING1	2' - 0"	2' - 0"	5' - 0"
30	CASEM.	2' - 0"	4' - 0"	3' - 0"
31	CASEM.	2' - 3"	5' - 0"	2' - 0"
32	CASEM.	2' - 3"	5' - 0"	2' - 0"
33	CASEM.	2' - 3"	5' - 0"	2' - 0"
34	DBL. CASEMENT	5' - 0"	4' - 6"	2' - 6"
35	CASEM.	2' - 6"	4' - 6"	2' - 6"
36	AWNING1	2' - 0"	2' - 0"	6' - 0"
37	FIXED3	2' - 6"	4' - 6"	2' - 6"
38	FIXED3	2' - 6"	4' - 6"	2' - 6"
39	CASEM.	2' - 6"	4' - 6"	2' - 6"
40	CASEM.	2' - 6"	4' - 6"	2' - 6"
41	CASEM.	2' - 6"	4' - 6"	2' - 6"
42	AWNING1	2' - 0"	2' - 0"	5' - 0"
43	AWNING1	2' - 0"	2' - 0"	5' - 0"
44	CASEM.	2' - 0"	4' - 0"	3' - 0"

DOOR SCHEDULE

#	DOOR TYPE	WD.	HT.
1	HALFROUND ENTRY	3' - 6"	8' - 0"
2	SINGLE FLUSH	2' - 8"	8' - 0"
3	SINGLE FLUSH	2' - 8"	8' - 0"
4	4- PANEL GARAGE	16' - 0"	8' - 0"
5	HALFROUND ENTRY	3' - 6"	8' - 0"
6	HORIZ. SLIDER	6' - 0"	8' - 0"
7	DBL. FLUSH	6' - 0"	8' - 0"
8	SINGLE FLUSH	2' - 8"	8' - 0"
9	4- PANEL GARAGE	16' - 0"	8' - 0"
10	SINGLE FLUSH	2' - 8"	8' - 0"
11	SINGLE FLUSH	2' - 8"	8' - 0"
12	SINGLE FLUSH	2' - 6"	8' - 0"
13	SINGLE FLUSH	2' - 6"	8' - 0"
14	SINGLE FLUSH	2' - 8"	8' - 0"
15	HORIZ. SLIDER	6' - 0"	8' - 0"
16	SINGLE FLUSH	2' - 8"	8' - 0"
17	SINGLE FLUSH	2' - 8"	8' - 0"
18	SINGLE FLUSH	2' - 6"	8' - 0"
19	SINGLE FLUSH	2' - 6"	8' - 0"
20	SINGLE FLUSH	2' - 6"	8' - 0"
21	SINGLE FLUSH	2' - 8"	8' - 0"
22	SINGLE FLUSH	2' - 6"	8' - 0"
23	SINGLE FLUSH	2' - 6"	8' - 0"
24	SINGLE FLUSH	2' - 8"	8' - 0"
25	SINGLE FLUSH	2' - 6"	8' - 0"

ABBREVIATIONS

AW	AWNING
CLST	CLOSET
CS	CASEMENT
DBL	DOUBLE
FD	FRENCH DOOR
RT	HALFROUND TOP
SC	SWING SOLID CORE
SH	SINGLE HUNG
SL	SLIDER
TG	TEMPERED GLASS

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LICENSED ARCHITECT
ERIC CHI WANG TSANG
C-38598
RENEWAL 2023
STATE OF CALIFORNIA

No.	DESCRIPTION	DATE

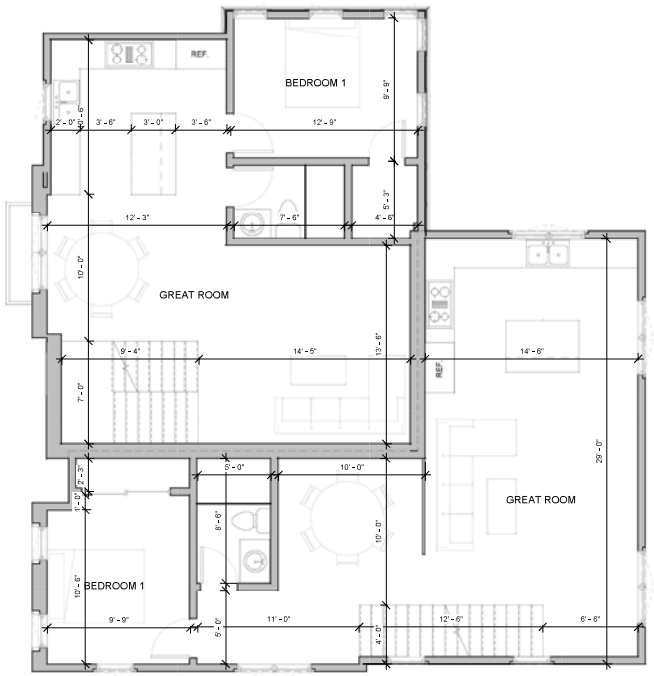
SUNSET CONDOMINIUMS

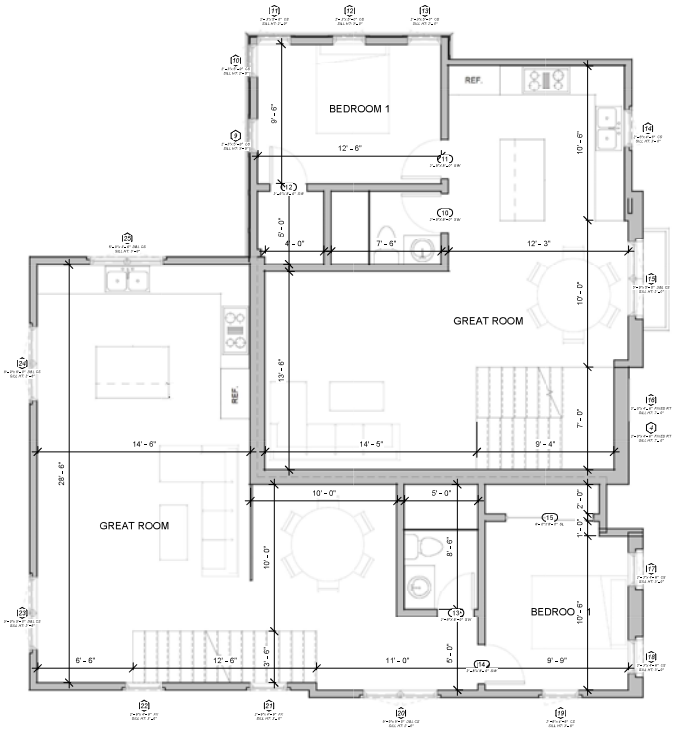
903-905 SUNSET BLVD.
ARCADIA, CA 91006

1ST FLOOR PLAN

SHEET NO.
A-2.0

10/31/2022 8:33:52 AM





1 2ND FLOOR PLAN
1/4" = 1'-0"

WINDOW SCHEDULE

#	WINDOW TYPE	WD	HT	SILL HT.
1	DBL. CASEMENT	5' - 0"	5' - 0"	2' - 6"
2	CASEM.	2' - 6"	5' - 0"	2' - 6"
3	DBL. CASEMENT	5' - 0"	5' - 0"	2' - 6"
4	HALF ROUND	2' - 0"	4' - 6"	7' - 0"
5	DBL. CASEMENT	5' - 0"	5' - 0"	2' - 6"
6	CASEM.	2' - 6"	5' - 0"	2' - 6"
7	FIXED3	2' - 6"	4' - 6"	3' - 0"
8	DBL. CASEMENT	5' - 0"	5' - 0"	2' - 6"
9	CASEM.	2' - 3"	5' - 0"	3' - 0"
10	CASEM.	2' - 3"	5' - 0"	2' - 0"
11	CASEM.	2' - 3"	5' - 0"	2' - 0"
12	CASEM.	2' - 3"	5' - 0"	3' - 0"
13	CASEM.	2' - 3"	5' - 0"	2' - 0"
14	CASEM.	2' - 6"	4' - 6"	3' - 0"
15	DBL. CASEMENT	5' - 0"	5' - 0"	2' - 0"
16	HALF ROUND	2' - 0"	4' - 6"	7' - 0"
17	CASEM.	2' - 3"	4' - 6"	3' - 0"
18	CASEM.	2' - 3"	4' - 6"	3' - 0"
19	CASEM.	2' - 6"	4' - 6"	3' - 0"
20	DBL. CASEMENT	5' - 0"	5' - 0"	2' - 6"
21	FIXED3	2' - 6"	4' - 6"	3' - 0"
22	FIXED3	2' - 6"	4' - 6"	3' - 0"
23	DBL. CASEMENT	5' - 0"	5' - 0"	2' - 6"
24	DBL. CASEMENT	5' - 0"	5' - 0"	2' - 6"
25	DBL. CASEMENT	5' - 0"	4' - 6"	3' - 0"
26	CASEM.	2' - 6"	4' - 6"	2' - 6"
27	DBL. CASEMENT	5' - 0"	4' - 6"	2' - 6"
28	AWNING1	2' - 0"	2' - 0"	5' - 0"
29	AWNING1	2' - 0"	2' - 0"	5' - 0"
30	CASEM.	2' - 0"	4' - 0"	3' - 0"
31	CASEM.	2' - 3"	5' - 0"	2' - 0"
32	CASEM.	2' - 3"	5' - 0"	2' - 0"
33	CASEM.	2' - 3"	5' - 0"	2' - 0"
34	DBL. CASEMENT	5' - 0"	4' - 6"	2' - 6"
35	CASEM.	2' - 6"	4' - 6"	2' - 6"
36	AWNING1	2' - 0"	2' - 0"	6' - 0"
37	FIXED3	2' - 6"	4' - 6"	2' - 6"
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39	CASEM.	2' - 6"	4' - 6"	2' - 6"
40	CASEM.	2' - 6"	4' - 6"	2' - 6"
41	CASEM.	2' - 6"	4' - 6"	2' - 6"
42	AWNING1	2' - 0"	2' - 0"	5' - 0"
43	AWNING1	2' - 0"	2' - 0"	5' - 0"
44	CASEM.	2' - 0"	4' - 0"	3' - 0"

DOOR SCHEDULE

#	DOOR TYPE	WD.	HT.
1	HALFROUND ENTRY	3' - 6"	8' - 0"
2	SINGLE FLUSH	2' - 8"	8' - 0"
3	SINGLE FLUSH	2' - 8"	8' - 0"
4	4- PANEL GARAGE	16' - 0"	8' - 0"
5	HALFROUND ENTRY	3' - 6"	8' - 0"
6	HORIZ. SLIDER	6' - 0"	8' - 0"
7	DBL. FLUSH	6' - 0"	8' - 0"
8	SINGLE FLUSH	2' - 8"	8' - 0"
9	4- PANEL GARAGE	16' - 0"	8' - 0"
10	SINGLE FLUSH	2' - 8"	8' - 0"
11	SINGLE FLUSH	2' - 8"	8' - 0"
12	SINGLE FLUSH	2' - 6"	8' - 0"
13	SINGLE FLUSH	2' - 6"	8' - 0"
14	SINGLE FLUSH	2' - 8"	8' - 0"
15	HORIZ. SLIDER	6' - 0"	8' - 0"
16	SINGLE FLUSH	2' - 8"	8' - 0"
17	SINGLE FLUSH	2' - 8"	8' - 0"
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19	SINGLE FLUSH	2' - 6"	8' - 0"
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21	SINGLE FLUSH	2' - 6"	8' - 0"
22	SINGLE FLUSH	2' - 6"	8' - 0"
23	SINGLE FLUSH	2' - 6"	8' - 0"
24	SINGLE FLUSH	2' - 8"	8' - 0"
25	SINGLE FLUSH	2' - 6"	8' - 0"

ABBREVIATIONS

AW	AWNING
CLST	CLOSET
CS	CASEMENT
DBL	DOUBLE
FD	FRENCH DOOR
RT	HALFROUND TOP
SC	SWING SOLID CORE
SH	SINGLE HUNG
SL	SLIDER
TG	TEMPERED GLASS

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LICENSED ARCHITECT
ERIC CHI WANG TSANG
C-38598
RENEWAL 08/31/2023
STATE OF CALIFORNIA

No.	DESCRIPTION	DATE

SUNSET CONDOMINIUMS

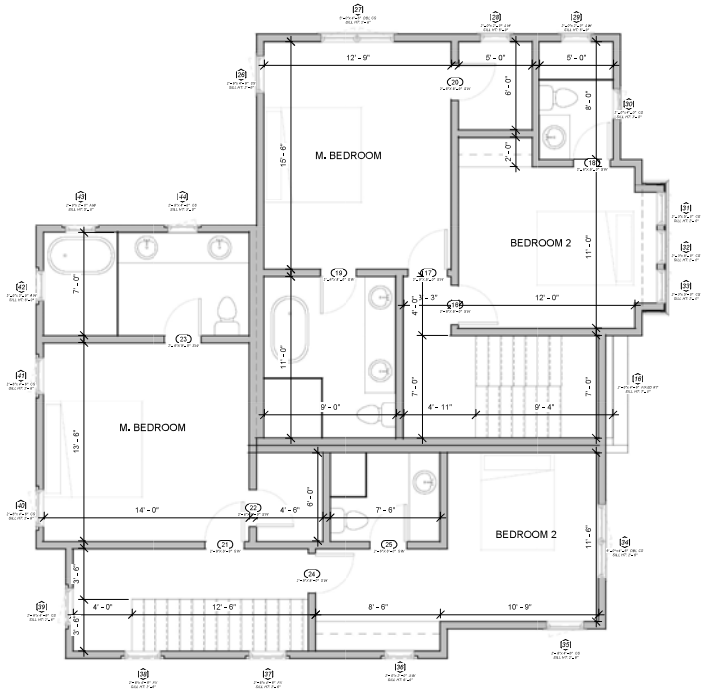
903-905 SUNSET BLVD.
ARCADIA, CA 91006

2ND FLOOR PLAN

SHEET NO.
A-2.1

10/21/2022 8:33:59 AM





1 3RD FLOOR PLAN
1/4" = 1'-0"

WINDOW SCHEDULE

#	WINDOW TYPE	WD	HT	SILL HT.
1	DBL. CASEMENT	5' - 0"	5' - 0"	2' - 6"
2	CASEM.	2' - 6"	5' - 0"	2' - 6"
3	DBL. CASEMENT	5' - 0"	5' - 0"	2' - 6"
4	HALF ROUND	2' - 0"	4' - 6"	7' - 0"
5	DBL. CASEMENT	5' - 0"	5' - 0"	2' - 6"
6	CASEM.	2' - 6"	5' - 0"	2' - 6"
7	FIXED3	2' - 6"	4' - 6"	3' - 0"
8	DBL. CASEMENT	5' - 0"	5' - 0"	2' - 6"
9	CASEM.	2' - 3"	5' - 0"	3' - 0"
10	CASEM.	2' - 3"	5' - 0"	2' - 0"
11	CASEM.	2' - 3"	5' - 0"	2' - 0"
12	CASEM.	2' - 3"	5' - 0"	3' - 0"
13	CASEM.	2' - 3"	5' - 0"	2' - 0"
14	CASEM.	2' - 6"	4' - 6"	3' - 0"
15	DBL. CASEMENT	5' - 0"	5' - 0"	2' - 0"
16	HALF ROUND	2' - 0"	4' - 6"	7' - 0"
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18	CASEM.	2' - 3"	4' - 6"	3' - 0"
19	CASEM.	2' - 6"	4' - 6"	3' - 0"
20	DBL. CASEMENT	5' - 0"	5' - 0"	2' - 6"
21	FIXED3	2' - 6"	4' - 6"	3' - 0"
22	FIXED3	2' - 6"	4' - 6"	3' - 0"
23	DBL. CASEMENT	5' - 0"	5' - 0"	2' - 6"
24	DBL. CASEMENT	5' - 0"	5' - 0"	2' - 6"
25	DBL. CASEMENT	5' - 0"	4' - 6"	3' - 0"
26	CASEM.	2' - 6"	4' - 6"	2' - 6"
27	DBL. CASEMENT	5' - 0"	4' - 6"	2' - 6"
28	AWNING1	2' - 0"	2' - 0"	5' - 0"
29	AWNING1	2' - 0"	2' - 0"	5' - 0"
30	CASEM.	2' - 0"	4' - 0"	3' - 0"
31	CASEM.	2' - 3"	5' - 0"	2' - 0"
32	CASEM.	2' - 3"	5' - 0"	2' - 0"
33	CASEM.	2' - 3"	5' - 0"	2' - 0"
34	DBL. CASEMENT	5' - 0"	4' - 6"	2' - 6"
35	CASEM.	2' - 6"	4' - 6"	2' - 6"
36	AWNING1	2' - 0"	2' - 0"	6' - 0"
37	FIXED3	2' - 6"	4' - 6"	2' - 6"
38	FIXED3	2' - 6"	4' - 6"	2' - 6"
39	CASEM.	2' - 6"	4' - 6"	2' - 6"
40	CASEM.	2' - 6"	4' - 6"	2' - 6"
41	CASEM.	2' - 6"	4' - 6"	2' - 6"
42	AWNING1	2' - 0"	2' - 0"	5' - 0"
43	AWNING1	2' - 0"	2' - 0"	5' - 0"
44	CASEM.	2' - 0"	4' - 0"	3' - 0"

DOOR SCHEDULE

#	DOOR TYPE	WD.	HT.
1	HALFROUND ENTRY	3' - 6"	8' - 0"
2	SINGLE FLUSH	2' - 8"	8' - 0"
3	SINGLE FLUSH	2' - 8"	8' - 0"
4	4- PANEL GARAGE	16' - 0"	8' - 0"
5	HALFROUND ENTRY	3' - 6"	8' - 0"
6	HORIZ. SLIDER	6' - 0"	8' - 0"
7	DBL. FLUSH	6' - 0"	8' - 0"
8	SINGLE FLUSH	2' - 8"	8' - 0"
9	4- PANEL GARAGE	16' - 0"	8' - 0"
10	SINGLE FLUSH	2' - 8"	8' - 0"
11	SINGLE FLUSH	2' - 8"	8' - 0"
12	SINGLE FLUSH	2' - 6"	8' - 0"
13	SINGLE FLUSH	2' - 6"	8' - 0"
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15	HORIZ. SLIDER	6' - 0"	8' - 0"
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21	SINGLE FLUSH	2' - 8"	8' - 0"
22	SINGLE FLUSH	2' - 6"	8' - 0"
23	SINGLE FLUSH	2' - 6"	8' - 0"
24	SINGLE FLUSH	2' - 8"	8' - 0"
25	SINGLE FLUSH	2' - 6"	8' - 0"

ABBREVIATIONS

AW	AWNING
CLST	CLOSET
CS	CASEMENT
DBL	DOUBLE
FD	FRENCH DOOR
RT	HALFROUND TOP
SC	SWING SOLID CORE
SH	SINGLE HUNG
SL	SLIDER
TG	TEMPERED GLASS

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LICENSED ARCHITECT
ERIC CHI WANG TSANG
C-38598
RENEWAL 08/31/2023
STATE OF CALIFORNIA

No.	DESCRIPTION	DATE

SUNSET CONDOMINIUMS

903-905 SUNSET BLVD.
ARCADIA, CA 91006

3RD FLOOR PLAN

SHEET NO.
A-2.2

10/31/2022 8:34:07 AM



1 FRONT ELEVATION
1/4" = 1'-0"



2 REAR ELEVATION
1/4" = 1'-0"



3 DRIVEWAY SIDE ELEVATION
1/4" = 1'-0"



4 INTERIOR SIDE ELEVATION
1/4" = 1'-0"

1 CONCRETE ROOFING:
EAGLE ROOFING PRODUCTS
CAPISTRANO SUNSET BLEND

2 EXTERIOR WALL STUCCO :
MERLEX
P100 20/30 FINISH

3 FOAM MOULDING :
MERLEX
P100 ACID WASHED

4 GARAGE DOOR :
C.H.I. OVERLAY RECESSED PANEL
DUNN EDWARDS - BLACK WALNUT

5 VINYL DOORS & WINDOWS:
MILGARD TRINSIC, RECESSED
BRONZE

6 WOOD WORK :
TREATED WOOD PAINTED
DUNN EDWARDS BLACK WALNUT

7 EXTERIOR WALL LIGHT :
CHESTERHILL 4-LIGHT WALL LANTERN
GRECIAN BRONZE

8 WINDOW SHUTTER :
ATLANTIC SHUTTER RECESSED PANEL
CHARLESTON GREEN

9 CANVAS AWNING:
GENERAL AWNING
MATCH SHUTTER COLOR

10 BRICK VENEER:
RIVERSIDE BRICK
8601 SMOOTH

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LICENSED ARCHITECT
ERIC CHI WANG TSANG
C-38588
RENEWAL 2023
STATE OF CALIFORNIA

No.	DESCRIPTION	DATE

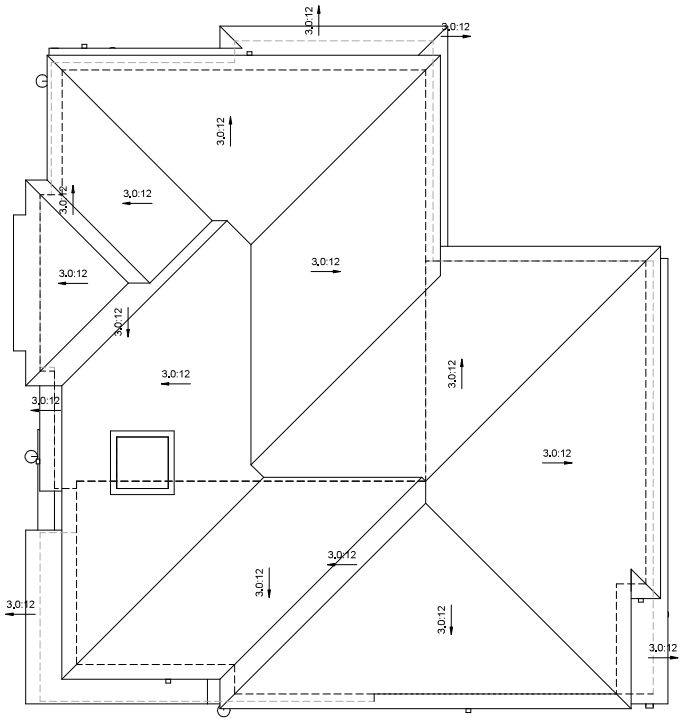
SUNSET CONDOMINIUMS

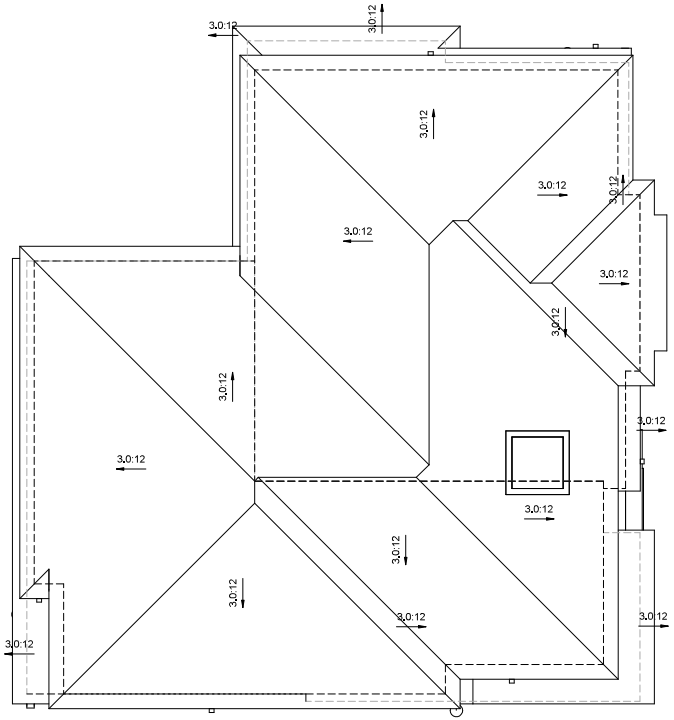
903-905 SUNSET BLVD.
ARCADIA, CA 91006

ELEVATION

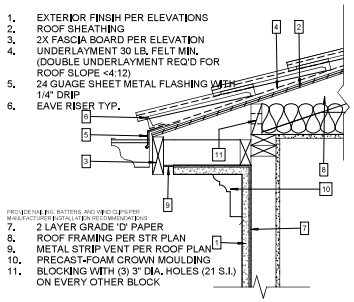
SHEET NO.
A-3.0

10/31/2022 8:34:12 AM

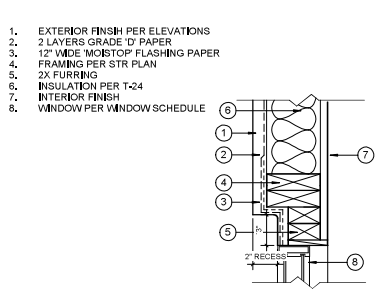




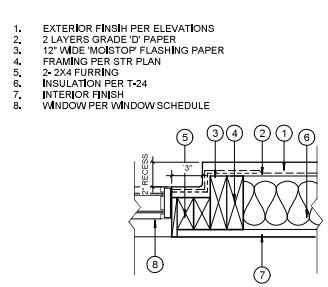
1 ROOF PLAN
1/4" = 1'-0"



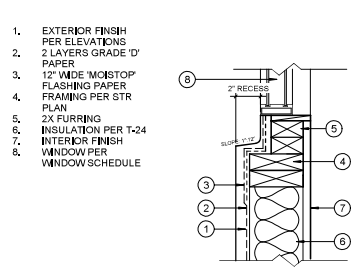
2 EAVE WITH CROWN MOULDING
N.T.S.



3 RECESS WINDOW HEAD
N.T.S.



4 RECESS WINDOW JAMP
N.T.S.



5 WINDOW SILL AT RECESS WINDOW
N.T.S.

Eric Tsang Architects
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LICENSED ARCHITECT ERIC CHI WANG TSANG C-38598 RENEWAL 2023 STATE OF CALIFORNIA

No.	DESCRIPTION	DATE

SUNSET CONDOMINIUMS

903-905 SUNSET BLVD.
ARCADIA, CA 91006

ROOF PLAN

SHEET NO.
A-4.0

10/31/2022 8:34:14 AM



MATERIAL SELECTION

903-905 SUNSET BLVD., ARCADIA, CA 91006

WINDOW/ DOOR

MILGARD TRINSIC, RECESSED
BRONZE



BRICK VENEER

RIVERSIDE BRICK
8601 SMOOTH



CONCRETE ROOFING

EAGLE ROOFING PRODUCTS
CAPISTRANO SUNSET BLEND



EXTERIOR WALL STUCCO

MERLEX
P100 20/30 FINISH



CANVAS AWNING

GENERAL AWNING
MATCH SHUTTER COLOR



WINDOW SHUTTER

ATLANTIC SHUTTER RECESSED PANEL
CHARLESTON GREEN



MOULDING

MERLEX
P100 ACID WASHED



GARAGE DOOR

C.H.I. OVERLAY RECESSED PANEL
DUNN EDWARDS - BLACK WALNUT



WOOD WORK

TREATED WOOD PAINTED
DUNN EDWARDS BLACK WALNUT



EXTERIOR WALL LIGHT

CHESTERHILL 4-LIGHT WALL LANTERN
GRECIAN BRONZE



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LICENSED ARCHITECT ERIC CHI WANG TSANG C-38598 STATE OF CALIFORNIA

No.	DESCRIPTION	DATE

SUNSET CONDOMINIUMS
903-905 SUNSET BLVD.
ARCADIA, CA 91006

MATERIAL SELECTIONS

SHEET NO.
A-5.0

10/20/2022 8:34:15 AM

SUNSET BLVD
EX. 1-STORY HOUSE
BACKLESS WOOD BENCH W/COLUMNAR JUNIPER IN 24" DIA. POT
5'H. 6'H. TREE HEDGE TO SCREEN
MAX. 6'H. CONC. BLOCK WALL
EX. GARAGE
CONC. DRIVEWAY W/ 12" CONC. BAND
PERMEABLE PAVER W/12"H. CONC. BAND
MAX. 6'H. IRON DRIVEWAY GATE
MAX.36"H. STUCCO WALL AT FRONT
ORGANIC BARK MULCH TO COVER AREA 5' FROM OAK TRUNK; NO PLANTING AND IRRIGATION SHALL TAKE PLACE
EX. CONC. SIDEWALK
MOW EDGE, TYP.
MAX. 36"H. STUCCO WALL AT EACH UNIT
MAX. 6'H. IRON GATE
EX. HALL TO REMAIN
EX. 2-STORY HOUSE
CONC. WALKWAY
PERMEABLE PAVER W/8"H. CONC. BAND
COLUMNAR JUNIPER IN 24" DIA. POT
N 86°09'32" E
N 03°49'43" W
68.00'
129.98'
20" TREE OF HEAVEN
KUMPA LAWN
22' CAMPHOR
15' MONDEL PINE
BIKE RACK
3' MIN.
3' MIN.
3' MIN.

Attachment No. 5

Preliminary Exemption Assessment

PRELIMINARY EXEMPTION ASSESSMENT

1.	Name or description of project:	MFADR 22-04 and TPM 22-04 (84040) – A tentative parcel map for a four-unit residential condominium development with a Categorical Exemption under the California Environmental Quality Act ("CEQA")
2.	Project Location – Identify street address and cross streets or attach a map showing project site (preferably a USGS 15' or 7 1/2' topographical map identified by quadrangle name):	903-905 Sunset Boulevard (between Okoboji Drive and Fairview Avenue)
3.	Entity or person undertaking project:	A.
		B. Other (Private)
		(1) Name: Eric Tsang on behalf of MK Investment Holdings LLC
		(2) Address: 150 N. Santa Anita Avenue #300 Arcadia, CA 91006

4. Staff Determination:

The Lead Agency's Staff, having undertaken and completed a preliminary review of this project in accordance with the Lead Agency's "Local Guidelines for Implementing the California Environmental Quality Act (CEQA)" has concluded that this project does not require further environmental assessment because:

a.	☐	The proposed action does not constitute a project under CEQA.
b.	☐	The project is a Ministerial Project.
c.	☐	The project is an Emergency Project.
d.	☐	The project constitutes a feasibility or planning study.
e.	☒	The project is categorically exempt.
		Applicable Exemption Class: 15332 – Class 32 (Infill Development)
f.	☐	The project is statutorily exempt.
		Applicable Exemption:
g.	☐	The project is otherwise exempt on the following basis:
h.	☐	The project involves another public agency which constitutes the Lead Agency.
		Name of Lead Agency:

Date: February 9, 2023 Staff: Edwin Arreola, Associate Planner

STAFF REPORT

Development Services Department

DATE: February 28, 2023

TO: Honorable Chairman and Planning Commission

FROM: Lisa Flores, Deputy Development Services Director
Prepared By: Fiona Graham, Planning Services Manager

SUBJECT: RESOLUTION NO. 2119 – APPROVING A STARBUCKS CAFÉ WITH A DRIVE-THROUGH AND EXTENDED HOURS OF OPERATION FROM 4:00 AM TO 10:00 PM, EVERYDAY, OUTDOOR SEATING, AND A PARKING MODIFICATION TO ALLOW 37 PARKING SPACES INSTEAD OF 53 SPACES AT 747 WEST DUARTE ROAD
CEQA: Exempt
Recommendation: Adopt

SUMMARY

The Applicant, Kaidence Group, is requesting approval of Conditional Use Permit No. CUP 22-07, Architectural Design Review No. ADR 22-08, and Planning Commission Administrative Modification No. PC AM 22-04 to convert an existing vacant bank building to a Starbucks cafe with a drive-through with extended hours of operation from 4:00 a.m. to 10:00 p.m., everyday, outdoor seating, and a parking modification to allow 37 parking spaces instead of 53 spaces at 747 W. Duarte Road. The project will also involve minor façade improvements to the exterior of the building. It is recommended that the Planning Commission adopt Resolution No. 2119 (Attachment No. 1) and find this project is Categorically Exempt under CEQA and approve Conditional Use Permit No. CUP 22-07, Architectural Design Review No. ADR 22-08, and Planning Commission Administrative Modification No. PC AM 22-04, subject to the conditions listed in this staff report.

BACKGROUND

The subject site is an interior lot that fronts Duarte Road. The site is zoned General Commercial (C-G), and is developed with a one-story, 6,201 square-foot bank building and 47 parking spaces. The existing building was constructed in 1966 for a bank, and it has been utilized as a bank building since it first opened. The building was last occupied by Universal Bank that closed in 2021. It has been vacant since that time. The property abuts commercial properties to the east and west, including an assisted living facility at 753 W. Duarte, and high-density residential uses to the north (Figure 1). To the south across Duarte Road is the Arcadia Hub shopping center, which contains a variety of retail stores, restaurants, a

supermarket, and other service uses. Refer to Attachment No. 2 for an aerial photo and photos of the subject site.



Figure 1: The subject site

PROPOSAL

The proposed project involves a remodel of the existing commercial building including the removal of the interior mezzanine level. Minor changes to the building's exterior are proposed such as closing holes in the wall where bank equipment was previously located, removing existing awnings, and painting the building's existing block façade. Skylights will be added to the building's roof bringing natural light into the proposed customer seating area. A new trash enclosure is proposed to be constructed behind the existing building. The parking lot will be restriped and reconfigured to move the existing drive-through lane to the rear of the property, increasing capacity to 19 vehicles. The parking lot will accommodate 37 vehicles, including three (3) ADA spaces. Long term and short-term bicycle racks will be provided at the front of the building. New landscaping will be proposed throughout the site, including hedges along the property lines adjacent to the drive-through lane. Vehicular access to the site is provided by an existing driveway on Duarte Road. Vehicles using the drive-through will travel around the rear of the property and exit from a right-turn only driveway at the building's western side.

The proposed operating hours will be from 4:00 a.m. to 10:00 p.m., everyday. These are extended hours as defined in the Development Code and any business that opens between 12:00 midnight and 6:00 a.m. in the C-G Zone requires a Conditional Use Permit. Staffing schedules have yet to be finalized for this location, however based on operating procedures at other, similar Starbucks locations, staff will arrive and leave the site up to 30 minutes prior to and after the store's opening hours. A conceptual floor plan shows indoor seating for up to 42 patrons with additional seating for up to 12 people within a new, small outdoor patio area at the front of the building, as shown in Figure 2. Refer to Attachment No. 3 for architectural plans.



Figure 2: Architectural rendering of the front of the proposed Starbucks cafe

ANALYSIS

The Applicant proposes to use the existing commercial building to operate a drive-through Starbucks café. The project will involve demolition of much of the building's interior space, minor exterior façade changes, and restriping of the parking lot to create a new drive-through lane around the rear of the property. The drive-through use and extended hours of operation, starting at 4:00 a.m., requires the approval of a Conditional Use Permit. The project also proposes a reduction to the onsite parking by 16 spaces – 37 spaces whereas 53 spaces are required – which requires a Planning Commission Administrative Modification. Changes to the building's façade and the parking lot reconfiguration requires an Architectural Design Review application.



Figure 3: Architectural rendering of the front of the proposed Starbucks cafe

The Applicant initially requested operating 24 hours a day, however staff determined that this would not be appropriate in this location, adjacent to a residential use. Starbucks subsequently offered to reduce the operating hours from 4:00 a.m. to 10:00 p.m.

The proposed hours of operation, being from 4:00 a.m. to 10:00 p.m. are within the timeframe of other nearby uses. Nearby businesses with early opening hours include LA Fitness Gym at 1325 S. Baldwin Avenue (opens at 5:00 a.m.), CVS drugstore at 1401 S. Baldwin Avenue (open 24 hours), and a 7/11 Convenience store at 1003 S. Baldwin Avenue (opens 24 hours). Nearby Starbucks cafes, including some with drive-through service, have various opening hours from between 4:30 a.m. to 10:30 p.m. The table, below, shows the locations and their operating hours.

Starbucks location^	**Hours of operation**
5 W. Live Oak Avenue, Arcadia	5:00 a.m. – 10:00 p.m. (from 5:30 a.m. Sundays)
300 E. Huntington Drive, Arcadia	4:30 a.m. – 8:30 p.m. (to 9:00 p.m. Sat & Sun)
733 W. Naomi Avenue, Arcadia (in Arcadia Hub shopping center)	5:30 a.m. – 8:00 p.m.
6850 Rosemead Boulevard, San Gabriel (corner Duarte Road)	5:00 a.m. – 10:00 p.m. (from 5:30 a.m. Sat & 6:00 a.m. Sun)
230 S. Rosemead Boulevard, Pasadena	4:30 a.m. – 10:30 p.m. (from 5:00 a.m. Sat & Sun)
860 W. Foothill Boulevard, Monrovia	5:00 a.m. – 9:30 pm (to 10:30 p.m. Fri & Sat, and from 5:30 a.m. Sundays)

^ Italics indicates location has a drive-though

The menu board will be located parallel to the drive through lane and angled slightly toward the rear of the adjacent property at 753 W. Duarte Road. Technology within the menu board allows for automatic volume changes based on ambient background noise. An analysis provided by the Applicant shows that the noise levels generated by the menu board will be below the City's noise ordinance limits at the various property lines. At the side property line, closest to the menu board, the noise level is expected to be 34 dBA, whereas the Development Code limits noise on commercial properties during the hours of 10:00 p.m. to 7:00 a.m. to 60 dBA maximum. Similarly, the noise level at the rear property line adjacent to residential uses is expected to be 18 dBA, whereas the Development Code limits noise on residential properties overnight to 50 dBA (Refer to Attachment No. 6).

To provide a sufficient buffer between the residential uses to the rear of the subject property, staff requested that the Applicant widen the landscaping strip along the rear of the property to six feet and include a continuous hedge. The property to the immediate west of the subject site – 753 W. Duarte Road – is zoned C-G, General Commercial with an is assisted living care facility. To maintain amenity for those residents, staff requested a landscape buffer along the western property line, which has been included by the Applicant. There is a large setback of approximately 25 feet between the adjacent assisted living facility building and the drive-through lane, as the assisted living care facility's driveway is located along that property line and is approximately 20 feet wide.

Parking and Drive-through

The building will be 5,273 square feet in area after demolition of the existing mezzanine floor. Per the Development Code, a café of this size requires one parking space per 100 square feet of floor area, resulting in a requirement for 53 onsite parking spaces. The existing building exceeds the size required by Starbucks to operate a café in this location. However, due to the building's unique architecture, and the cost of a partial demolition, Starbucks did not wish to demolish a portion of the building only for the purpose of meeting the City's parking requirements. Therefore, a portion of the building will remain unused, including the existing bank safe, mechanical room, and other back-of-house areas. Starbucks estimates the building is approximately 1,256 square feet larger than what is needed, meaning the usable space by Starbucks will be 4,017 square feet, reducing the anticipated parking requirements for the site from 53 spaces to 40 spaces. Also, customers have continued to move away from indoor purchasing to the use of drive-through facilities where available, further reducing expected demand for onsite parking. According to the Applicant, customers' behavior has shown that when a parking lot is full or close to reaching capacity, patrons will opt to use a drive-through facility, if available. This means that if a parking capacity issue arises, the drive-through lane will help absorb the additional demand. Staff has undertaken multiple site inspections at Starbucks locations in the vicinity at various times of the day, including the Starbucks drive-through at the corner of Santa Anita Avenue and Las Tunas Avenue, and these expectations have been shown to be true – there are often available parking spaces while, simultaneously, the drive-through lanes are at or near capacity. For these reasons, the proposed onsite parking is expected to be sufficient for the anticipated demand, as shown in Figure 4.

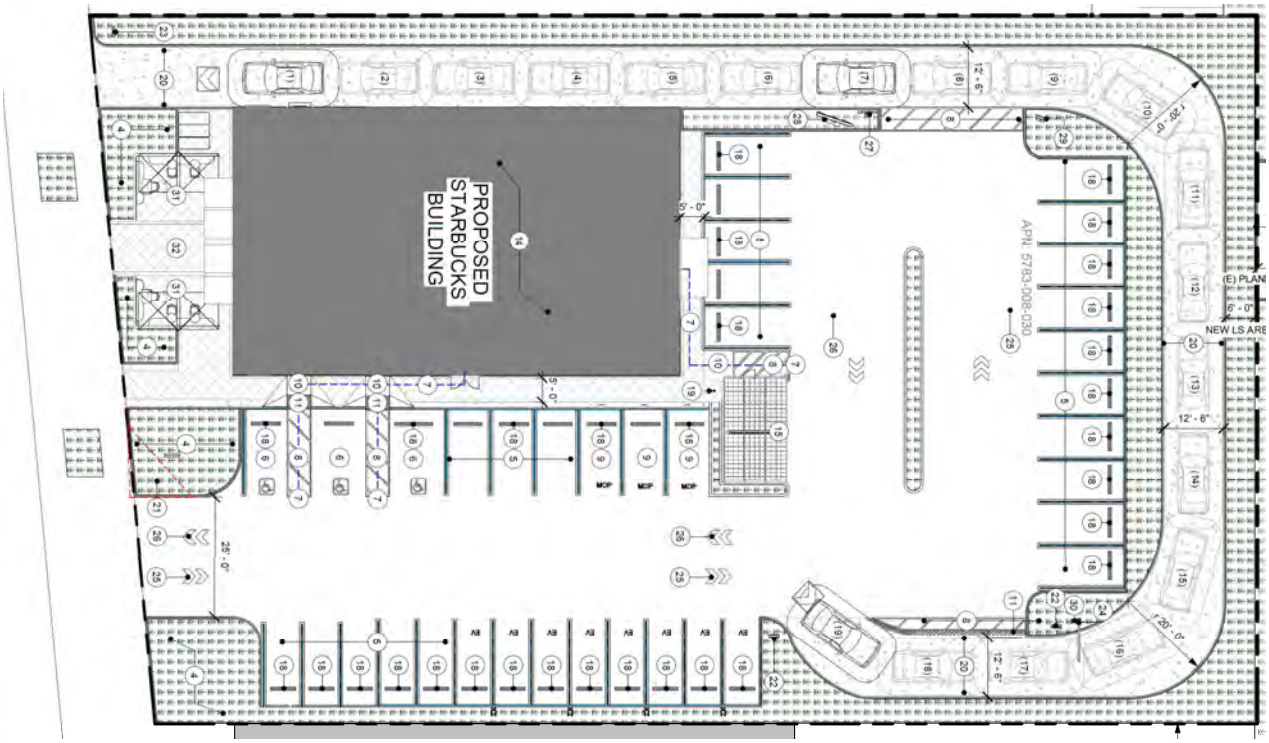


Figure 4: Site Plan

A queuing study for the proposed development was requested by staff and prepared by RK Engineering Group, Inc. to evaluate the drive-through queuing needs of this project. The study collected drive-through data at five comparable Starbucks drive-through locations; Irvine, Mission Viejo, Costa Mesa, Lake Forest, and San Gabriel. These locations were chosen because, like the subject site, they are located along a major arterial road (i.e., 4 lanes divided or greater) and within close proximity to high employment/residential areas. The peak drive-through usage for these four sites was found to be the 7:00 a.m. to 9:00 a.m. time period with an average peak of eight (8) to 12 vehicles queued during the busiest times, and a maximum peak of 22 vehicles queued for the 450 East 17th Street, Costa Mesa location. The traffic consultant anticipates that the subject site will likely experience a 95th percentile queue closer to that of the San Gabriel location, which would be 11 vehicles. As the proposed drive-through lane has capacity for 19 vehicles, it is expected the site will have more than sufficient space to accommodate all anticipated drive-through traffic. On those rare occasions when the queue exceeds capacity, there is additional room within the onsite parking lot to accommodate vehicle queuing without impacting traffic on Duarte Road. The City Engineer has reviewed the queuing study and agrees with the conclusions. A copy of the queuing study is included as an attachment to this report (Refer to Attachment No. 5). A condition of approval has also been proposed that the vehicles shall only be allowed to make a right-turn only when exiting the site – refer to condition of approval no. 6.

Architectural Design and Site Layout

The existing commercial building will be retained and renovated to accommodate the proposed Starbucks drive-through. The Applicant had an Historical Resources Assessment Report prepared for the property which shows the building does not have any historical significance - refer to Attachment No. 4. Nevertheless, Starbucks wishes to retain the building's exterior with minimal changes to preserve the unique architectural style. This includes maintaining all of the exterior doors and windows and the Chevron-shaped concrete awnings seen on all four facades. Two existing holes in the building's façade, which previously accommodated bank equipment, will be filled in and painted to match the surrounding façade. The building will be painted with Sherman Williams paint colors "Urban Bronze" and "Agreeable Gray", which are commonly used for standalone Starbucks buildings. An interior mezzanine level will be demolished along with much of the building's interior reducing the recorded floor area from 6,202 square feet to 5,273 square feet. As discussed previously in this report, Starbucks has indicated that the size of the commercial building exceeds their needs and a total of 1,256 square feet of the building will remain closed off and unused. The table, below, shows the square footage of various, nearby, standalone Starbucks buildings with a drive-through; all are significantly smaller than the proposed café.

Address	Building size (square feet)	Year built
6850 Rosemead Boulevard, San Gabriel	1,821	2016
5 W. Live Oak Ave., Arcadia	1,803	2017
230 S. Rosemead Boulevard, Pasadena	1,599	2013
860 W. Foothill Boulevard, Monrovia	969	2016

The site's parking lot and existing drive-through lane will be reconfigured to accommodate the new use and the parking lot will be restriped, reducing onsite spaces from 47 to 37. New landscaping will be provided throughout the site, comprising 16.6% of the total site area. A landscaped strip will be included along all property lines. Hedges of 24-inch box Podocarpus Gracilior will be planted adjacent to the new drive-through lane along the eastern and northern perimeter along the property lines. A total of nine 24-inch box Evergreen Pear trees will be planted throughout the site and seven African Tulip Trees will be planted within the landscaped strip along the western property line. The total landscaping, including the number of larger trees, exceeds the minimum requirements in the Development Code.

Outdoor Dining

A small outdoor dining/seating area for 12 patrons will be constructed at the front of the building facing Duarte Road. The Development Code allows outdoor dining with seating for up to 12 without requiring additional parking on the site. The outdoor dining area will have fixed umbrellas in Starbucks' corporate green color and be partially enclosed with a low, metal railing and planter. The outdoor dining will be incidental to the café use, will be contained entirely within the property, and will not interfere with access to the building.



Figure 5 – Image showing the new outdoor dining area at the front of the building.

FINDINGS

Conditional Use Permit

The Arcadia Municipal Code requires that for approval of a Conditional Use Permit, it must be concluded that the following findings of fact can be made in an affirmative manner:

1. **The proposed use is consistent with the General Plan and any applicable specific plan; and is allowed within the applicable zone, subject to the granting**

of a Conditional Use Permit, and complies with all other applicable provisions of this Development Code and the Municipal Code.

Facts to support findings: Approval of the Project is consistent with the Commercial land use designation of the site. The site is zoned C-G, General Commercial. Arcadia Development Code Section 9102.03.020, Table 2-8, allows drive-throughs and restaurants to open between midnight and 6:00 a.m. in the C-G zone subject to the review and approval of a Conditional Use Permit. The Project complies with all the development standards of the C-G zone, and it is consistent with the goals and policies of the General Plan. The Commercial land use designation is intended to permit a wide range of commercial uses which serve both neighborhood and citywide markets. The designation allows a broad array of commercial uses, including cafés. Therefore, the Project is consistent with the following General Plan goals and policies:

Land Use and Community Design Element

- Policy LU-1.2: Promote new uses of land that provide diverse economic, social, and cultural opportunities, and that reinforce the characteristics that make Arcadia a desirable place to live.
- Policy LU-6.7: Encourage a balanced distribution of commercial development throughout the City, ensuring that neighborhoods and districts have adequate access to local-serving commercial uses.

2. **The design, location, size, and operating characteristics of the proposed activity will be compatible with the existing and future land uses in the vicinity.**

Facts to support findings: The Project's design, location, size, and operating characteristics will be compatible with the existing and future land uses in the vicinity. The property is near to a variety of commercial uses along W. Duarte Road including retail, offices, restaurants, banks, and an assisted living facility. The Project will occupy an existing 5,273 square foot commercial building and will operate from 4:00 a.m. to 10:00 p.m. everyday. These hours are similar to some other businesses in the vicinity including the existing Starbucks at the Arcadia Hub shopping center which was approved to operate between 5:30 a.m. and 11:30 p.m. daily, and Vons supermarket (745 W. Naomi Ave), which operates from 6:00 a.m. to 11:00 p.m. daily. The early opening hour is appropriate as the majority of patrons during the early morning hours are expected to utilize the drive-through facility rather than park their vehicle and enter the store. The drive-through lane will run around the rear of the property and is separated from adjacent commercial and residential uses by a five-to-six foot wide landscaped buffer along the perimeter of the property with 6'-0" tall hedges at the time they will be planted. The menu-board includes technology that will limit the volume based on the ambient noise, which will ensure noise levels at the nearby side and rear property lines will not exceed the noise limits per the City's noise ordinance. Additionally, site and parking lot lighting has been conditioned to have no light and glare at the property line. The site will therefore be compatible with adjoining and nearby residential uses. The site has an adequate number of parking spaces to accommodate the proposed use and its anticipated parking demand. The drive-through lane, which can accommodate up to 19 vehicles, is expected to absorb any

excess parking demand on the site. The proposed changes to the exterior façade will be an enhancement to this corridor, and the outdoor dining area will help activate the streetscape. Therefore, the proposed project will be compatible with existing and future land uses in the vicinity.

3. **The site is physically suitable in terms of:**

   a. **Its design, location, shape, size, and operating characteristics of the proposed use in order to accommodate the use, site improvements, loading, and parking.**

      Facts to support findings: The site is physically suitable to accommodate the Project. The use will occupy a vacant commercial building that is large enough to accommodate this use. The site is sufficient in size to accommodate a 19-car drive-through lane. A queuing analysis provided by the Applicant indicates the 19-car capacity will be adequate to accommodate expected demand. The proposed Project will require the restriping of the existing parking lot, resulting in a total of 37 parking spaces. Although the site will provide less parking than the 53 spaces required by the Development Code, a parking analysis shows that the site will have sufficient onsite parking to meet the projected demand as the effective usable space of the building will require only 40 spaces, and the proposed drive-through lane will absorb additional parking demand. Therefore, the site is suitable to accommodate the proposed use.

   b. **Streets and highways adequate to accommodate public and emergency vehicle (e.g., fire and medical) access.**

      Facts to support findings: The property is located on West Duarte Road, which is designed with the capacity to accommodate both public and emergency vehicles. All adjacent and nearby streets are adequate in width and pavement type to carry the traffic that could be generated by the Project and to support emergency vehicle access.

   c. **Public protection services (e.g., fire protection, police protection, etc.).**

      Facts to support findings: The Project will be located within an existing commercial bank building. Conditions of approval have been included to ensure the café will be operated in a safe manner, and not impact public protection services. The request has been reviewed by the Fire Department and Police Department and no concerns were raised. Therefore, no impacts to public protection services are anticipated.

   d. **The provision of utilities (e.g., potable water, schools, solid waste collection and disposal, storm drainage, wastewater collection, treatment, and disposal, etc.).**

      Facts to support findings: The Project is located within an existing commercial building, which is, or can be, adequately serviced by existing utilities. The request does not require new construction and will not be operated

in a manner that will impact the provision of utilities. Therefore, no impacts to the provision of utilities are anticipated.

4. **The measure of site suitability shall be required to ensure that the type, density, and intensity of use being proposed will not adversely affect the public convenience, health, interest, safety, or general welfare, constitute a nuisance, or be materially injurious to the improvements, persons, property, or uses in the vicinity and zone in which the property is located.**

   Facts to support findings: The Project and the type, density, and intensity of use being proposed will not adversely affect the public health or welfare, or to the surrounding properties. The proposed menu-board will comply with the City's noise ordinance. Onsite lighting is conditioned to comply with the City's lighting standards and that any potential light and glare shall terminate at the property lines. A landscaped setback six feet deep is proposed along the entire rear property line, providing a visual screen between the proposed drive-through lane and adjacent residential and commercial uses. The size and nature of the operation of the use would be an appropriate improvement for the surrounding uses and along this corridor of Duarte Road.

Administrative Modification

According to Arcadia Development Code Section 9107.05.050, it states that an Administrative Modification may be approved if at least one of the following findings can be made:

1. **Secure an appropriate improvement of a lot;**
2. **Prevent an unreasonable hardship; or**
3. **Promote uniformity of development**

   Facts to support findings: The proposed parking modification will secure an appropriate improvement of the lot because only 4,017 square feet of the 5,273 square foot building will be utilized and therefore the Project effectively requires only 40 parking spaces, and due to the building's unique architecture and the cost of a partial demolition, the Applicant did not wish to demolish a portion of the building only for the purpose of meeting the City's requirements. The site will provide 37 parking spaces, so the Project will be short by three parking spaces. The site will have sufficient parking since the Applicant is also proposing a new drive-through lane that can accommodate 19 vehicles which can handle the capacity should the parking demand exceed onsite parking availability. Therefore, a reduction in onsite parking from the 53 spaces required to the 37 spaces provided is not anticipated to cause any potential impacts, instead it would be an appropriate for this use.

Architectural Design Review

The Review Authority may approve a Site Plan and Design Review application, only if it first makes all of the following findings. The proposed development will:

1. **Be in compliance with all applicable development standards and regulation in the Development Code.**

   Facts to support findings: The Project will meet all standards are regulations in the Development Code with the exception of onsite parking, which is subject to Planning Commission Administrative Modification No. PC AM 22-04. The existing building will be retained with no significant exterior changes, and it meets all applicable development standards. The Project also complies with all applicable development standards related to parking lot design and site landscaping.

2. **Be consistent with the objectives and standards of the applicable Design Guidelines.**

   Facts to support findings: The Project will be consistent with the objectives and standards of the applicable Design Guidelines. The existing building will be retained with minor changes to the exterior which will modernize the appearance of the building while retaining its architectural features. The new exterior colors will be neutral in tone and the base color will be darker while accents will be in a lighter color. An outdoor seating area at the front of the building will activate the commercial street frontage and be easily accessible for customers. The proposed site changes also include restriping the parking lot and incorporating new, drought tolerant landscaping throughout the site. The landscaping will include plants of low, medium and tall height and the Project will need to comply with the City's Water Efficient Landscaping Ordinance (WELO). Therefore, the proposed changes to the subject site are consistent with the City's Commercial and Mixed-Use Design Guidelines.

3. **Be compatible in terms of scale and aesthetic design with surrounding properties and developments.**

   Facts to support findings: The Project will be compatible in terms of scale and aesthetic design with surrounding properties and developments. The building is existing, and the Project will include only minor changes to the building's exterior. The proposed exterior paint scheme consists of muted, earth-toned colors which are compatible with the surrounding commercial properties and meet the City's Commercial and Mixed Use Design Guideline. The parking lot layout and site landscaping will complement the property and be consistent with nearby commercial properties.

4. **Have an adequate and efficient site layout in terms of access, vehicular circulation, parking and landscaping.**

   Facts to support findings: The Project will have an adequate and efficient site layout in terms of access, vehicular circulation, parking and landscaping. The drive-through lane will be accessed via a driveway on Duarte Road and will accommodate 19 vehicles on site which a queuing analysis showed was sufficient capacity to meet expected demand. Exit from the drive-through lane will be via a right-turn only driveway onto Duarte Road. New landscaping will comprise 16% of the site, exceeding

the minimum required of 5%, and will use drought tolerant planting. The Project will accommodate 37 vehicle parking spaces, a deficiency of three spaces beyond the Project's requirement of 40 onsite parking spaces. All driveway and parking space dimensions meet the requirements of the Development Code.

5. **Be in compliance with all of the applicable criteria identified in Subparagraph 9107.19.040 C.5. of the Development Code.**

   Facts to support findings: The Project will be in compliance with all of the applicable criteria identified in Subparagraph 9107.19.04(C)(5). The Project meets all applicable sections of the Development Code with the exception of onsite parking, which is subject to a Planning Commission Administrative Modification application. The Project is also consistent with the General Plan as it is a commercial use in a commercial area. The existing building will be retained onsite with minimal changes to the exterior which, in addition to the proposed parking lot design, landscaping, and outdoor dining area, meet the policies and standards of the Commercial and Mixed Use Design Guidelines. The site layout will be efficient as the drive-through lane will be moved to run around the back of the site increasing its capacity and taking cars away from the parking area. Two existing driveways will be kept and used for the Project, however the drive-through exit will become right-turn only. A traffic analysis provided by the applicant shows that Level of Service at nearby intersections will not be negatively impacted and a parking analysis indicates that the property will have sufficient onsite parking and drive-through lane capacity to meet expected demand. As such, there is also efficiency and safety of public access and parking. The redesigned parking lot will allow for an increase in onsite landscaping to 16% and which will be subject to the City's Water Efficient Landscaping Ordinance (WELO). For these reasons, the Project complies with all of the applicable criteria identified in Subparagraph 9107.19.040 C.5. of the Development Code.

All City requirements regarding disabled access and facilities, occupancy limits, building safety, health code compliance, emergency equipment, environmental regulation compliance, and parking and site design shall be complied with by the property owner/applicant to the satisfaction of the Building Official, City Engineer, Deputy Development Services Director, Fire Marshal, and Public Works Services Director, or their respective designees.

ENVIRONMENTAL ASSESSMENT

It has been determined that the project site is less than five (5) acres; the project site has no value as a habitat for endangered, rare or threatened species; the proposed project will not have any significant effects upon the environment, and the site can be adequately served by all the required utilities and public services. A traffic study indicates there will be no significant impact to traffic and it will not affect the level of service at the intersections. Therefore, the project is exempt under Class 32 (In-Fill Development Projects) pursuant to Section 15332 of the State California Environmental Quality Act (CEQA) Guidelines. The project also qualifies for a Class 5 Exemption for a minor alteration to land use limitations pursuant to Section 15305 of the CEQA Guidelines. Refer to Attachment No. 7 for the Preliminary Exemption Assessment.

PUBLIC NOTICE/COMMENTS

A public hearing notice for this item was published in the Arcadia Weekly and mailed to the property owners located within 300 feet of the subject property on February 16, 2023. As of February 23, 2023, staff has not received any comments from the public.

RECOMMENDATION

It is recommended that the Planning Commission approve Conditional Use Permit No. CUP 22-07, Architectural Design Review No. ADR 22-08, and Planning Commission Administrative Modification No. PC AM 22-04, find that the project is Categorically Exempt from the California Environmental Quality Act (CEQA), and adopt Resolution No. 2119, subject to the following conditions of approval:

1. The project shall be developed and maintained by the Applicant/Property Owner in a manner that is consistent with the plans submitted and conditionally approved for CUP 22-07, ADR 22-08, and PC AM 22-04, subject to the approval of the Deputy Development Services Director or designee.

2. The volume from the menu board shall not exceed the noise level for daytime and nighttime hours per the City's noise ordinance. The volume shall be adjusted accordingly to be sensitive to the adjacent uses at the discretion of the Deputy Development Services Director, or designee.

3. Any required mechanical equipment, such as backflow devices, visible from the public right-of-way shall be screened from public view. Screening may include landscaping, solid walls or other methods deemed appropriate for the development. The placement and height of said screening shall subject to review and approval by the Deputy Development Services Director, or designee.

4. The exterior parking lot lighting plan and photometric lighting analysis shall be provided with the electrical plans to plan-check in Building Services. The parking lot light fixtures shall have a blank metal insert to ensure any potential light and glare terminates at zero at the property lines. The style of the parking lot lights shall be review and approved by the Deputy Development Services Director, or designee, prior to plan-check review.

5. The 24-inch box hedges of Podocarpus Gracilior along the perimeter of the property shall be at least 6’-0” tall at the time they are planted. This shall be verified prior to issuance of a Certificate of Occupancy.

6. Prior to the issuance of a Certificate of Occupancy, Applicant/Property Owner shall install a Right Turn Only sign at the drive-thru exit and stripe a right turn arrow in the drive-through lane near the front property line. The location of the sign and striped right turn arrow shall be approved by City Engineer prior to the issuance of building permits.

7. Prior to the issuance of a Certificate of Occupancy, the Applicant/Property owner shall paint the exterior of the trash enclosure with Sherwin Williams “Agreeable Gray” to match the existing building’s proposed new paint scheme.

8. The café and/or drive-through shall not be open for business anytime between 10:00 p.m. and 4:00 a.m. of the following day.

9. The Applicant/Property Owner shall comply with the latest adopted edition of the following codes as applicable:

    a) California Building Code
    b) California Electrical Code
    c) California Mechanical Code
    d) California Plumbing Code
    e) California Energy Code
    f) California Fire Code
    g) California Green Building Standards Code
    h) California Existing Building Code
    i) Arcadia Municipal Code

10. Applicant/Property Owner shall ensure that all existing trees in the parkway shall remain and be protected throughout construction.

11. The Applicant/Property Owner shall provide calculations to determine the maximum commercial demand and maximum fire demand in order to verify the required water service size required at plan check submittal.

12. The Applicant/Property Owner shall install a back flow prevention device for commercial and irrigation use, as approved by the City’s Public Works Department, prior to the issuance of a Certificate of Occupancy.

13. Prior to the issuance of a Certificate of Occupancy, the Property Owner/Applicant shall ensure all fire services are isolated from commercial water services with approved back flow prevention devices.

14. A Water Meter Clearance Application shall be submitted to the Public Works Services Department by the Applicant/Property Owner prior to permit issuance.

15. Assuming typical sanitary sewer demands for a project of this size and type, the existing sewers should be capable of meeting all anticipated demands of the improvements as described in the information provided. Applicant/Property Owner is to provide estimated sewer demand calculations to Public Works as part of building plan check submittal. The Applicant/Property Owner shall utilize existing sewer lateral(s) if possible.

16. Proposed project is subject to LID requirements. Developer shall integrate low impact development (LID) strategies into the site design. These strategies include

using infiltration trenches, bioretention planter boxes, roof drains connected to a landscaped area, pervious concrete/paver, etc.

17. The change in occupancy will require the structure to be fire sprinklered prior to the issuance of a certificate of occupancy.

18. The Applicant/Property owner shall ensure the fire sprinkler system is monitored by a UL listed central station.

19. The Applicant/Property owner shall provide a knox box adjacent to the main entrance.

20. The Applicant/Property Owner shall ensure that exit doors serving the café eating area shall be equipped with panic hardware.

21. The Applicant/Property Owner shall remove and replace existing sidewalk, curb and gutter along the property frontage of Duarte Road prior to the issuance of a Certificate of Occupancy.

22. The Applicant/Property Owner shall remove existing driveway approaches and construct new approaches per City Standard with ADA access around approach prior to the issuance of a Certificate of Occupancy.

23. The Applicant/Property Owner shall be responsible for the asphalt street frontages from property line to property line to repair any damages caused by the development including but not limited to trench cuts and construction traffic, per the direction of the City Engineer.

24. The Applicant/Property Owner shall provide trash collection services as often as necessary to ensure that there is no buildup of trash on the site or within the building. Trash placement outside of an authorized trash container is prohibited. Storage of trash bins or trash or recycling containers outside of the approved trash and recyclables enclosure for more than 18 hours is prohibited.

25. The Applicant/Property Owner shall comply with all City requirements regarding building safety, fire prevention, detection, suppression, emergency access, public right-of-way improvements, parking, water supply and water facilities, sewer facilities, trash reduction and recycling requirements, and National Pollutant Discharge Elimination System (NPDES) measures to the satisfaction of the Building Official, Fire Marshal, Public Works Services Director, and Deputy Development Services Director, or their respective designees. Compliance with these requirements is to be determined by having fully detailed construction plans submitted for plan check review and approval by the foregoing City officials and employees.

26. To the maximum extent permitted by law, Applicant/Owner must defend, indemnify, and hold the City, any departments, agencies, divisions, boards, and/or

commissions of the City, and its elected officials, officers, contractors serving as City officials, agents, employees, and attorneys of the City ("Indemnitees") harmless from liability for damages and/or claims, actions, or proceedings for damages for personal injuries, including death, and claims for property damage, and with respect to all other actions and liabilities for damages caused or alleged to have been caused by reason of the Applicant's activities in connection with CUP 22-07, ADR 22-08, and PC AM 22-04 ("Project") on the Project site, and which may arise from the direct or indirect operations of the Applicant or those of the Applicant's contractors, agents, tenants, employees or any other persons acting on Applicant's behalf, which relate to the development and/or construction of the Project. This indemnity provision applies to all damages and claims, actions, or proceedings for damages, as described above, regardless of whether the City prepared, supplied, or approved the plans, specifications, or other documents for the Project.

In the event of any legal action challenging the validity, applicability, or interpretation of any provision of this approval, or any other supporting document relating to the Project, the City will notify the Applicant of the claim, action, or proceedings and will cooperate in the defense of the matter. The Applicant must indemnify, defend and hold harmless the Indemnitees, and each of them, with respect to all liability, costs and expenses incurred by, and/or awarded against, the City or any of the Indemnitees in relation to such action. Within 15 days' notice from the City of any such action, the Applicant shall provide to the City a cash deposit to cover legal fees, costs, and expenses incurred by City in connection with defense of any legal action in an initial amount to be reasonably determined by the City Attorney. The City may draw funds from the deposit for such fees, costs, and expenses. Within 5 business days of each and every notice from City that the deposit has fallen below the initial amount, Applicant shall replenish the deposit each and every time in order for City's legal team to continue working on the matter. The City shall only refund to the Developer any unexpended funds from the deposit within 30 days of: (i) a final, non-appealable decision by a court of competent jurisdiction resolving the legal action; or (ii) full and complete settlement of legal action. The City shall have the right to select legal counsel of its choice. The parties hereby agree to cooperate in defending such action. The City will not voluntarily assist in any such third-party challenge(s).In consideration for approval of the Project, this condition shall remain in effect if the entitlement(s) related to this Project is rescinded or revoked, at the request of the Applicant or not.

27. Approval of CUP 22-07, ADR 22-08, and PC AM 22-04 shall not be in effect unless the Property Owner and Applicant have executed and filed the Acceptance Form with the City on or before 30 calendar days after the Planning Commission has adopted the Resolution. The executed Acceptance Form submitted to the Development Services Department is to indicate awareness and acceptance of the conditions of approval.

PLANNING COMMISSION ACTION

Approval

If the Planning Commission intends to approve this project, the Commission should move to approve Conditional Use Permit No. CUP 22-07, Architectural Design Review No. ADR 22-08, and Planning Commission Administrative Modification No. PC AM 22-04, state that the proposal satisfies the requisite findings, and adopt the attached Resolution No. 2119 that incorporates the requisite environmental and subdivision findings, and the conditions of approval as presented in this staff report, or as modified by the Commission.

Denial

If the Planning Commission is to deny this project, the Commission should state the specific findings that the proposal does not satisfy based on the evidence presented with specific reasons for denial, and move to deny Conditional Use Permit No. CUP 22-07, Architectural Design Review No. ADR 22-08, and Planning Commission Administrative Modification No. PC AM 22-04 and direct staff to prepare a resolution for adoption at the next meeting that incorporates the Commission's decision and specific findings.

If any Planning Commissioner, or other interested party has any questions or comments regarding this matter prior to the February 28, 2023, Planning Commission Meeting, please contact Planning Services Manager, Fiona Graham at (626) 574-5442, or fgraham@ArcadiaCA.gov.

Approved:



Lisa L. Flores
Deputy Development Services Director

Attachment No. 1: Resolution No. 2119
Attachment No. 2: Aerial Photo with Zoning Information and Photos of the Subject Property and Vicinity
Attachment No. 3: Architectural Plans
Attachment No. 4: Historical Assessment
Attachment No. 5: Traffic Analysis and Parking Analysis
Attachment No. 6: Applicant memorandum on menu board technology
Attachment No. 7: Preliminary Exemption Assessment

Attachment No. 1

Resolution No. 2119

RESOLUTION NO. 2119

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ARCADIA, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT NO. CUP 22-07, ARCHITECTURAL DESIGN REVIEW NO. ADR 22-08, AND PLANNING COMMISSION ADMINISTRATIVE MODIFICATION NO. PC AM 22-04, WITH A CATEGORICAL EXEMPTION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA), FOR A STARBUCKS CAFÉ WITH A DRIVE-THROUGH AND EXTENDED HOURS OF OPERATION FROM 4:00 AM TO 10:00 PM, EVERYDAY, OUTDOOR SEATING, AND A PARKING MODIFICATION TO ALLOW 37 PARKING SPACES INSTEAD OF 53 SPACES AT 747 WEST DUARTE ROAD

WHEREAS, on August 9, 2022, applications for Conditional Use Permit No. CUP 22-07 and Architectural Design Review No. ADR 22-08, and on December 13, 2022 an application for Planning Commission Administrative Modification No. PC AM 22-04, were filed by Kaidence Group on behalf of Starbucks for a new café with a drive-through, extended hours of operation from 4:00 a.m. to 10:00 p.m. everyday, outdoor seating, and a parking modification to allow 37 parking spaces instead of 53 spaces, at 747 W. Duarte Road (“Project”); and

WHEREAS, on February 15, 2023, Planning Services completed an environmental assessment for the Project in accordance with the California Environmental Quality Act (“CEQA”), and recommends that the Planning Commission determine the Project is exempt under CEQA per Section 15305 of the CEQA Guidelines for a minor alteration to land use limitations, and Section 15332 of the CEQA Guidelines because the Project is considered an in-fill development project; and

WHEREAS, on February 28, 2023, a duly-noticed public hearing was held before the Planning Commission on said Project, at which time all interested persons were given full opportunity to be heard and to present evidence.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF ARCADIA HEREBY RESOLVES AS FOLLOWS:

SECTION 1. The factual data submitted by the Community Development Division in the staff report dated February 28, 2023, are true and correct.

SECTION 2. This Commission finds, based upon the entire record:

Conditional Use Permit

1. The proposed use is consistent with the General Plan and any applicable specific plan; and is allowed within the applicable zone, subject to the granting of a Conditional Use Permit, and complies with all other applicable provisions of this Development Code and the Municipal Code.

FACT: Approval of the Project is consistent with the Commercial land use designation of the site. The site is zoned C-G, General Commercial. Arcadia Development Code Section 9102.03.020, Table 2-8, allows drive-throughs and restaurants to open between midnight and 6:00 a.m. in the C-G zone subject to the review and approval of a Conditional Use Permit. The Project complies with all the development standards of the C-G zone, and it is consistent with the goals and policies of the General Plan. The Commercial land use designation is intended to permit a wide range of commercial uses which serve both neighborhood and citywide markets. The designation allows a broad array of commercial uses, including cafés. Therefore, the Project is consistent with the following General Plan goals and policies:

Land Use and Community Design Element

- Policy LU-1.2: Promote new uses of land that provide diverse economic, social, and cultural opportunities, and that reinforce the characteristics that make Arcadia a desirable place to live.
- Policy LU-6.7: Encourage a balanced distribution of commercial development throughout the City, ensuring that neighborhoods and districts have adequate access to local-serving commercial uses.

2. The design, location, size, and operating characteristics of the proposed activity will be compatible with the existing and future land uses in the vicinity.

FACT: The Project's design, location, size, and operating characteristics will be compatible with the existing and future land uses in the vicinity. The property is near to a variety of commercial uses along W. Duarte Road including retail, offices, restaurants, banks, and an assisted living facility. The Project will occupy an existing 5,273 square foot commercial building and will operate from 4:00 a.m. to 10:00 p.m. everyday. These hours are similar to some other businesses in the vicinity including the existing Starbucks at the Arcadia Hub shopping center which was approved to operate between 5:30 a.m. and 11:30 p.m. daily, and Vons supermarket (745 W. Naomi Ave), which operates from 6:00 a.m. to 11:00 p.m. daily. The early opening hour is appropriate as the majority of patrons during the early morning hours are expected to utilize the drive-through facility rather than park their vehicle and enter the store. The drive-through lane will run around the rear of the property and is separated from adjacent commercial and residential uses by a five-to-six foot wide landscaped buffer along the perimeter of the property with 6'-0" tall hedges at the time they will be planted. The menu-board includes technology that will limit the volume based on the ambient noise, which will ensure noise levels at the nearby

side and rear property lines will not exceed the noise limits per the City's noise ordinance. Additionally, site and parking lot lighting has been conditioned to have no light and glare at the property line. The site will therefore be compatible with adjoining and nearby residential uses. The site has an adequate number of parking spaces to accommodate the proposed use and its anticipated parking demand. The drive-through lane, which can accommodate up to 19 vehicles, is expected to absorb any excess parking demand on the site. The proposed changes to the exterior façade will be an enhancement to this corridor, and the outdoor dining area will help activate the streetscape. Therefore, the proposed project will be compatible with existing and future land uses in the vicinity.

3. The site is physically suitable in terms of:

a. Its design, location, shape, size, and operating characteristics of the proposed use in order to accommodate the use, site improvements, loading, and parking;

FACT: The site is physically suitable to accommodate the Project. The use will occupy a vacant commercial building that is large enough to accommodate this use. The site is sufficient in size to accommodate a 19-car drive-through lane. A queuing analysis provided by the Applicant indicates the 19-car capacity will be adequate to accommodate expected demand. The proposed Project will require the restriping of the existing parking lot, resulting in a total of 37 parking spaces. Although the site will provide less parking than the 53 spaces required by the Development Code, a parking analysis shows that the site will have sufficient onsite parking to meet the projected demand as the effective usable space of the building will require only 40 spaces, and the proposed drive-through lane will absorb additional parking demand. Therefore, the site is suitable to accommodate the proposed use.

B. Streets and highways adequate to accommodate public and emergency vehicle (e.g., fire and medical) access;

FACT: The property is located on West Duarte Road, which is designed with the capacity to accommodate both public and emergency vehicles. All adjacent and nearby streets are adequate in width and pavement type to carry the traffic that could be generated by the Project and to support emergency vehicle access.

C. Public protection services (e.g., fire protection, police protection, etc.).

FACT: The Project will be located within an existing commercial bank building. Conditions of approval have been included to ensure the café will be operated in a safe manner, and not impact public protection services. The request has been reviewed by the Fire Department and Police Department and no concerns were raised. Therefore, no impacts to public protection services are anticipated.

D. The provision of utilities (e.g., potable water, schools, solid waste collection and disposal, storm drainage, wastewater collection, treatment, and disposal, etc.).

FACT: The Project is located within an existing commercial building, which is, or can be, adequately serviced by existing utilities. The request does not require new construction and will not be operated in a manner that will impact the provision of utilities. Therefore, no impacts to the provision of utilities are anticipated.

4. The measure of site suitability shall be required to ensure that the type, density, and intensity of use being proposed will not adversely affect the public convenience, health, interest, safety, or general welfare, constitute a nuisance, or be materially injurious to the improvements, persons, property, or uses in the vicinity and zone in which the property is located.

FACT: The Project and the type, density, and intensity of use being proposed will not adversely affect the public health or welfare, or to the surrounding properties. The proposed menu-board will comply with the City's noise ordinance. Onsite lighting is conditioned to comply with the City's lighting standards and that any potential light and glare shall terminate at the property lines. A landscaped setback six feet deep is proposed along the entire rear property line, providing a visual screen between the proposed drive-through lane and adjacent residential and commercial uses. The size and nature of the operation of the use would be an appropriate improvement for the surrounding uses and along this corridor of Duarte Road.

Administrative Modification

The Project meets at least one of the following:

- Secure an appropriate improvement of a lot;
- Prevent an unreasonable hardship; or
- Promote uniformity of development

FACT: The proposed parking modification will secure an appropriate improvement of the lot because only 4,017 square feet of the 5,273 square foot building will be utilized and therefore the Project effectively requires only 40 parking spaces, and due to the building's unique architecture and the cost of a partial demolition, the Applicant did not wish to demolish a portion of the building only for the purpose of meeting the City's requirements. The site will provide 37 parking spaces, so the Project will be short by three parking spaces. The site will have sufficient parking since the Applicant is also proposing a new drive-through lane that can accommodate 19 vehicles which can handle the capacity should the parking demand exceed onsite parking availability. Therefore, a

reduction in onsite parking from the 53 spaces required to the 37 spaces provided is not anticipated to cause any potential impacts, instead it would be an appropriate for this use.

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Architectural Design Review

The Review Authority may approve a Site Plan and Design Review application, only if it first makes all of the following findings. The proposed development will:

1. Be in compliance with all applicable development standards and regulation in the Development Code.

FACT: The Project will meet all standards are regulations in the Development Code with the exception of onsite parking, which is subject to Planning Commission Administrative Modification No. PC AM 22-04. The existing building will be retained with no significant exterior changes, and it meets all applicable development standards. The Project also complies with all applicable development standards related to parking lot design and site landscaping.

2. Be consistent with the objectives and standards of the applicable Design Guidelines.

FACT: The Project will be consistent with the objectives and standards of the applicable Design Guidelines. The existing building will be retained with minor changes to the exterior which will modernize the appearance of the building while retaining its architectural features. The new exterior colors will be neutral in tone and the base color will be darker while accents will be in a lighter color. An outdoor seating area at the front of the building will activate the commercial street frontage and be easily accessible for customers. The proposed site changes also include restriping the parking lot and

incorporating new, drought tolerant landscaping throughout the site. The landscaping will include plants of low, medium and tall height and the Project will need to comply with the City's Water Efficient Landscaping Ordinance (WELO). Therefore, the proposed changes to the subject site are consistent with the City's Commercial and Mixed-Use Design Guidelines.

3. Be compatible in terms of scale and aesthetic design with surrounding properties and developments.

FACT: The Project will be compatible in terms of scale and aesthetic design with surrounding properties and developments. The building is existing, and the Project will include only minor changes to the building's exterior. The proposed exterior paint scheme consists of muted, earth-toned colors which are compatible with the surrounding commercial properties and meet the City's Commercial and Mixed Use Design Guideline. The parking lot layout and site landscaping will complement the property and be consistent with nearby commercial properties.

4. Have an adequate and efficient site layout in terms of access, vehicular circulation, parking and landscaping.

FACT: The Project will have an adequate and efficient site layout in terms of access, vehicular circulation, parking and landscaping. The drive-through lane will be accessed via a driveway on Duarte Road and will accommodate 19 vehicles on site which a queuing analysis showed was sufficient capacity to meet expected demand. Exit from the drive-through lane will be via a right-turn only driveway onto Duarte Road. New landscaping will comprise 16% of the site, exceeding the minimum required of 5%, and will use drought tolerant planting. The Project will accommodate 37 vehicle parking

spaces, a deficiency of three spaces beyond the Project's requirement of 40 onsite parking spaces. All driveway and parking space dimensions meet the requirements of the Development Code.

5. Be in compliance with all of the applicable criteria identified in Subparagraph 9107.19.040 C.5. of the Development Code.

FACT: The Project will be in compliance with all of the applicable criteria identified in Subparagraph 9107.19.04(C)(5). The Project meets all applicable sections of the Development Code with the exception of onsite parking, which is subject to a Planning Commission Administrative Modification application. The Project is also consistent with the General Plan as it is a commercial use in a commercial area. The existing building will be retained onsite with minimal changes to the exterior which, in addition to the proposed parking lot design, landscaping, and outdoor dining area, meet the policies and standards of the Commercial and Mixed Use Design Guidelines. The site layout will be efficient as the drive-through lane will be moved to run around the back of the site increasing its capacity and taking cars away from the parking area. Two existing driveways will be kept and used for the Project, however the drive-through exit will become right-turn only. A traffic analysis provided by the applicant shows that Level of Service at nearby intersections will not be negatively impacted and a parking analysis indicates that the property will have sufficient onsite parking and drive-through lane capacity to meet expected demand. As such, there is also efficiency and safety of public access and parking. The redesigned parking lot will allow for an increase in onsite landscaping to 16% and which will be subject to the City's Water Efficient Landscaping

Ordinance (WELO). For these reasons, the Project complies with all of the applicable criteria identified in Subparagraph 9107.19.040 C.5. of the Development Code.

SECTION 3. Pursuant to the provisions of the California Environmental Quality Act ("CEQA"), this Project is subject to a Class 5 Categorical Exemption for a minor alteration to land use limitations per Section 15305 of the CEQA Guidelines and a Class 32 Categorical Exemption as an infill-development project per Section 15332 of the CEQA Guidelines.

SECTION 4. For the foregoing reasons the Planning Commission determines that the Project is Categorically Exempt under the California Environmental Quality Act ("CEQA") Section 15305, Class 5, and 15332, Class 32, and approves Conditional Use Permit No. CUP 22-07, Architectural Design Review No. ADR 22-08, and Planning Commission Administrative Modification No. PC AM 22-04 for a new Starbucks café with a drive-through, extended hours of operation from 4:00 a.m. to 10:00 p.m. everyday, outdoor seating, and a parking modification to allow 37 parking spaces instead of 53 spaces, at 747 W. Duarte Road, subject to the conditions of approval attached hereto.

SECTION 5. The Secretary shall certify to the adoption of this Resolution.

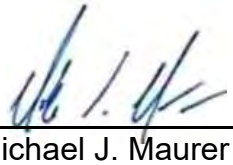
Passed, approved and adopted this 28th day of February, 2023.

Brad Thompson
Chair, Planning Commission

ATTEST:

Lisa L. Flores
Secretary

APPROVED AS TO FORM:



Michael J. Maurer
City Attorney

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Conditions of Approval

1. The project shall be developed and maintained by the Applicant/Property Owner in a manner that is consistent with the plans submitted and conditionally approved for CUP 22-07, ADR 22-08, and PC AM 22-04, subject to the approval of the Deputy Development Services Director or designee.

2. The volume from the menu board shall not exceed the noise level for daytime and nighttime hours per the City's noise ordinance. The volume shall be adjusted accordingly to be sensitive to the adjacent uses at the discretion of the Deputy Development Services Director, or designee.

3. Any required mechanical equipment, such as backflow devices, visible from the public right-of-way shall be screened from public view. Screening may include landscaping, solid walls or other methods deemed appropriate for the development. The placement and height of said screening shall subject to review and approval by the Deputy Development Services Director, or designee.

4. The exterior parking lot lighting plan and photometric lighting analysis shall be provided with the electrical plans to plan-check in Building Services. The parking lot light fixtures shall have a blank metal insert to ensure any potential light and glare terminates at zero at the property lines. The style of the parking lot lights shall be review and approved by the Deputy Development Services Director, or designee, prior to plan-check review.

5. The 24-inch box hedges of Podocarpus Gracilior along the perimeter of the property shall be at least 6’-0” tall at the time they are planted. This shall be verified prior to issuance of a Certificate of Occupancy.

6. Prior to the issuance of a Certificate of Occupancy, Applicant/Property Owner shall install a Right Turn Only sign at the drive-thru exit and stripe a right turn arrow in the drive-through lane near the front property line. The location of the sign and striped right turn arrow shall be approved by City Engineer prior to the issuance of building permits.

7. Prior to the issuance of a Certificate of Occupancy, the Applicant/Property owner shall paint the exterior of the trash enclosure with Sherwin Williams “Agreeable Gray” to match the existing building’s proposed new paint scheme.

8. The café and/or drive-through shall not be open for business anytime between 10:00 p.m. and 4:00 a.m. of the following day.

9. The Applicant/Property Owner shall comply with the latest adopted edition of the following codes as applicable:

a) California Building Code
b) California Electrical Code
c) California Mechanical Code
d) California Plumbing Code
e) California Energy Code
f) California Fire Code
g) California Green Building Standards Code
h) California Existing Building Code
i) Arcadia Municipal Code

10. Applicant/Property Owner shall ensure that all existing trees in the parkway shall remain and be protected throughout construction.

11. The Applicant/Property Owner shall provide calculations to determine the maximum commercial demand and maximum fire demand in order to verify the required water service size required at plan check submittal.

12. The Applicant/Property Owner shall install a back flow prevention device for commercial and irrigation use, as approved by the City's Public Works Department, prior to the issuance of a Certificate of Occupancy.

13. Prior to the issuance of a Certificate of Occupancy, the Property Owner/Applicant shall ensure all fire services are isolated from commercial water services with approved back flow prevention devices.

14. A Water Meter Clearance Application shall be submitted to the Public Works Services Department by the Applicant/Property Owner prior to permit issuance.

15. Assuming typical sanitary sewer demands for a project of this size and type, the existing sewers should be capable of meeting all anticipated demands of the improvements as described in the information provided. Applicant/Property Owner is to provide estimated sewer demand calculations to Public Works as part of building plan check submittal. The Applicant/Property Owner shall utilize existing sewer lateral(s) if possible.

16. Proposed project is subject to LID requirements. Developer shall integrate low impact development (LID) strategies into the site design. These strategies include using infiltration trenches, bioretention planter boxes, roof drains connected to a landscaped area, pervious concrete/paver, etc.

17. The change in occupancy will require the structure to be fire sprinklered prior to the issuance of a certificate of occupancy.

18. The Applicant/Property owner shall ensure the fire sprinkler system is monitored by a UL listed central station.

19. The Applicant/Property owner shall provide a knox box adjacent to the main entrance.

20. The Applicant/Property Owner shall ensure that exit doors serving the café eating area shall be equipped with panic hardware.

21. The Applicant/Property Owner shall remove and replace existing sidewalk, curb and gutter along the property frontage of Duarte Road prior to the issuance of a Certificate of Occupancy.

22. The Applicant/Property Owner shall remove existing driveway approaches and construct new approaches per City Standard with ADA access around approach prior to the issuance of a Certificate of Occupancy.

23. The Applicant/Property Owner shall be responsible for the asphalt street frontages from property line to property line to repair any damages caused by the development including but not limited to trench cuts and construction traffic, per the direction of the City Engineer.

24. The Applicant/Property Owner shall provide trash collection services as often as necessary to ensure that there is no buildup of trash on the site or within the building. Trash placement outside of an authorized trash container is prohibited. Storage of trash bins or trash or recycling containers outside of the approved trash and recyclables enclosure for more than 18 hours is prohibited.

25. The Applicant/Property Owner shall comply with all City requirements regarding building safety, fire prevention, detection, suppression, emergency access, public right-of-way improvements, parking, water supply and water facilities, sewer facilities, trash reduction and recycling requirements, and National Pollutant Discharge Elimination System (NPDES) measures to the satisfaction of the Building Official, Fire Marshal, Public Works Services Director, and Deputy Development Services Director, or their respective designees. Compliance with these requirements is to be determined by having fully detailed construction plans submitted for plan check review and approval by the foregoing City officials and employees.

26. To the maximum extent permitted by law, Applicant/Owner must defend, indemnify, and hold the City, any departments, agencies, divisions, boards, and/or commissions of the City, and its elected officials, officers, contractors serving as City officials, agents, employees, and attorneys of the City ("Indemnitees") harmless from liability for damages and/or claims, actions, or proceedings for damages for personal injuries, including death, and claims for property damage, and with respect to all other actions and liabilities for damages caused or alleged to have been caused by reason of the Applicant's activities in connection with CUP 22-07, ADR 22-08, and PC AM 22-04 ("Project") on the Project site, and which may arise from the direct or indirect operations of the

Applicant or those of the Applicant's contractors, agents, tenants, employees or any other persons acting on Applicant's behalf, which relate to the development and/or construction of the Project. This indemnity provision applies to all damages and claims, actions, or proceedings for damages, as described above, regardless of whether the City prepared, supplied, or approved the plans, specifications, or other documents for the Project.

27. In the event of any legal action challenging the validity, applicability, or interpretation of any provision of this approval, or any other supporting document relating to the Project, the City will notify the Applicant of the claim, action, or proceedings and will cooperate in the defense of the matter. The Applicant must indemnify, defend and hold harmless the Indemnitees, and each of them, with respect to all liability, costs and expenses incurred by, and/or awarded against, the City or any of the Indemnitees in relation to such action. Within 15 days' notice from the City of any such action, the Applicant shall provide to the City a cash deposit to cover legal fees, costs, and expenses incurred by City in connection with defense of any legal action in an initial amount to be reasonably determined by the City Attorney. The City may draw funds from the deposit for such fees, costs, and expenses. Within 5 business days of each and every notice from City that the deposit has fallen below the initial amount, Applicant shall replenish the deposit each and every time in order for City's legal team to continue working on the matter. The City shall only refund to the Developer any unexpended funds from the deposit within 30 days of: (i) a final, non-appealable decision by a court of competent jurisdiction resolving the legal action; or (ii) full and complete settlement of legal action. The City shall have the right to select legal counsel of its choice. The parties hereby agree to cooperate in defending such action. The City will not voluntarily assist in any such third-party challenge(s).In consideration for approval of the Project, this condition shall remain in effect if the entitlement(s) related to this Project is rescinded or revoked, at the request of the Applicant or not.

28. Approval of CUP 22-07, ADR 22-08, and PC AM 22-04 shall not be in effect unless the Property Owner and Applicant have executed and filed the Acceptance Form with the City on or before 30 calendar days after the Planning Commission has adopted the Resolution. The executed Acceptance Form submitted to the Development Services Department is to indicate awareness and acceptance of the conditions of approval.

Attachment No. 2

Aerial Photo with Zoning Information and Photos of the Subject Property and Vicinity

Parcel Number: **5783-008-030**

Site Address: # 747 W DUARTE RD

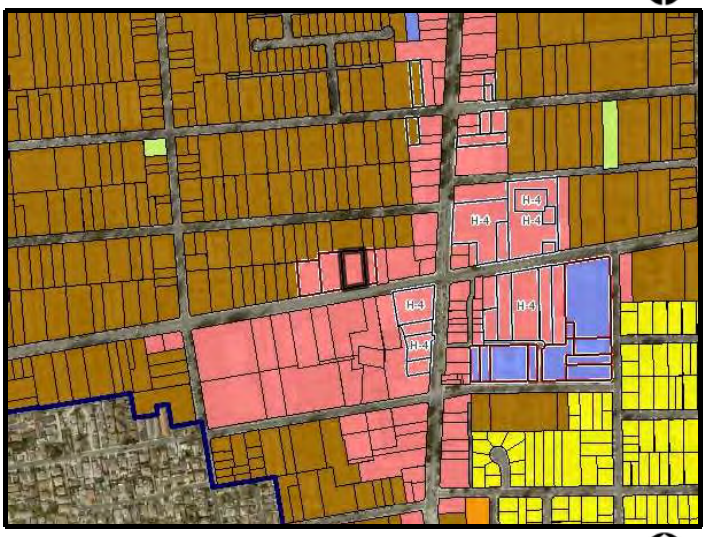
Property Owner(s): **Property Owner**



Property Characteristics	
Zoning:	C-G
General Plan:	C
Lot Area (sq ft):	
Main Structure / Unit (sq. ft.):	6,201
Year Built:	1966
Number of Units:	0

Overlays	
Architectural Design Overlay:	Yes
Downtown Overlay:	N/A
Downtown Parking Overlay:	N/A
Parking Overlay:	N/A
Racetrack Event Overlay:	N/A
Residential Flex Overlay:	N/A
Special Height Overlay:	N/A

Selected parcel highlighted



Parcel location within City of Arcadia

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

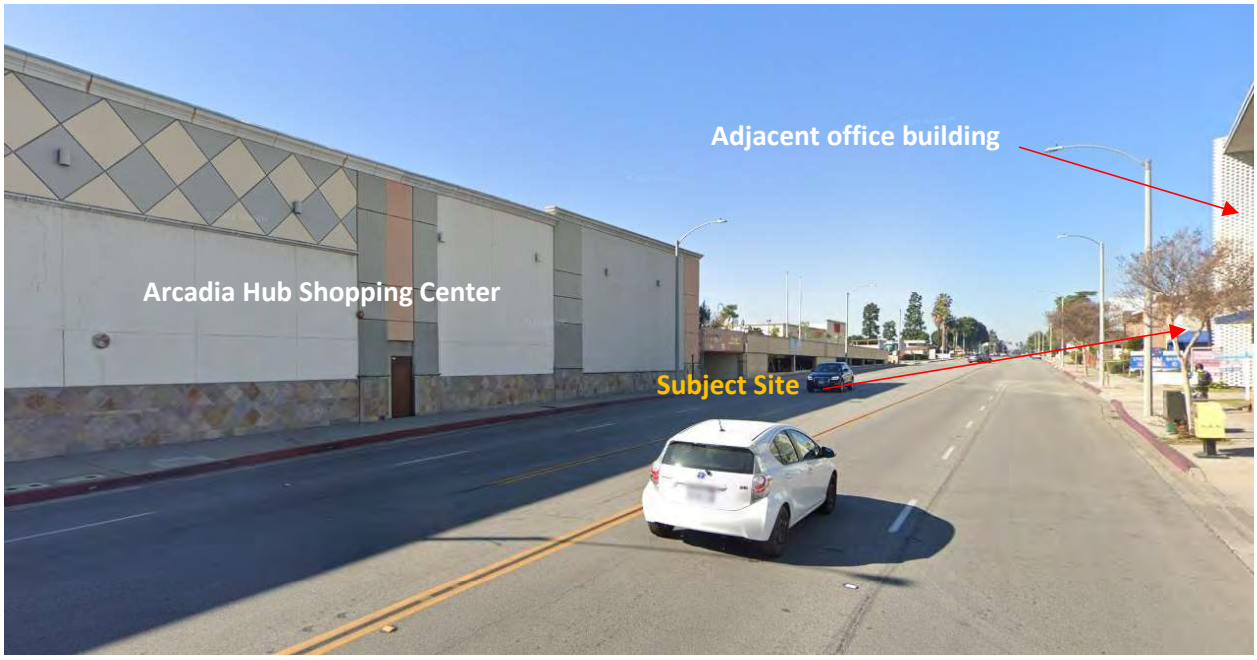
Report generated 16-Feb-2023



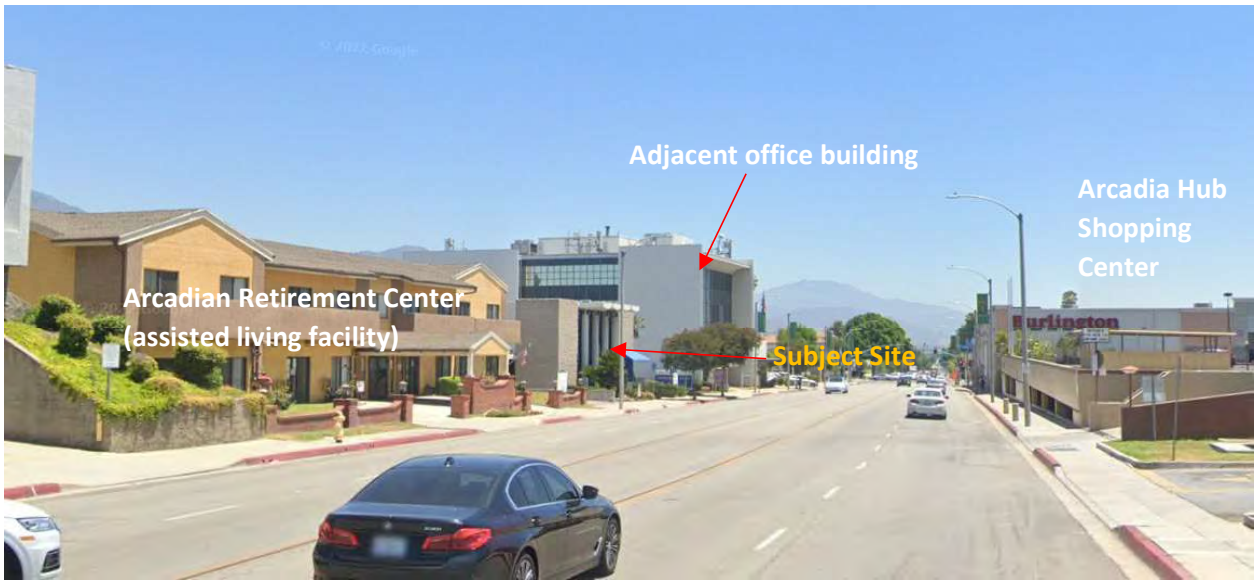
Subject site as seen from Duarte Road



Aerial Photo showing the existing building and adjacent commercial properties.



Duarte Road looking west



Duarte Road looking east



Rear of the existing building



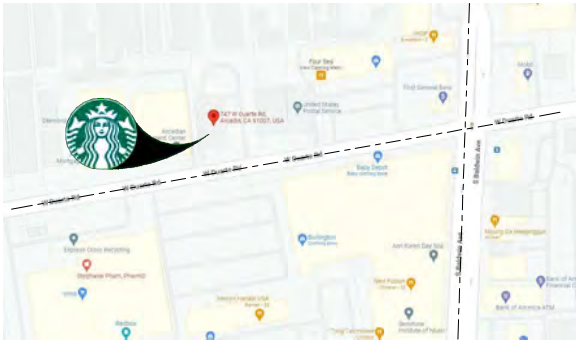
Existing drive-through lane (left of the photo) on the western side of the existing building

Attachment No. 3

Architectural Plans



VICINITY PLAN



SITE MAP



GENERAL NOTES

1. THE DRAWINGS AND PROJECT MANUAL TOGETHER CONSTITUTE THE CONTRACT DOCUMENTS FOR CONSTRUCTION. ALL GENERAL REQUIREMENTS ARE TO BE MET AND ALL MATERIALS, FINISHES AND SYSTEMS ARE TO BE INSTALLED AND PERFORM PER SPECIFICATIONS UNLESS OTHERWISE NOTED.
2. GENERAL CONTRACTOR SHALL VISIT THE SITE, REVIEW THE BUILDING SHELL DRAWINGS AS SUBMITTED BY THE LANDLORD OR STARBUCKS AND BECOME THOROUGHLY FAMILIAR WITH THE SITE CONDITIONS PRIOR TO CONSTRUCTION.
3. GENERAL CONTRACTOR SHALL CONSULT WITH STARBUCKS CONSTRUCTION MANAGER TO RESOLVE ANY CHANGES, OMISSIONS OR PLAN DISCREPANCIES PRIOR TO CONSTRUCTION.
4. ALL WORK SHALL BE PERFORMED IN STRICT COMPLIANCE WITH LOCAL, COUNTY, STATE AND FEDERAL CODES AND ORDINANCES.
5. GENERAL CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UTILITIES.
6. GENERAL CONTRACTOR TO VERIFY ALL DIMENSIONS, INCLUDING CLEARANCES REQUIRED BY OTHER TRADES AND NOTIFY STARBUCKS CONSTRUCTION MANAGER OF ANY DISCREPANCIES PRIOR TO PROCEEDING WITH THE WORK. ALL DIMENSIONS ARE TO THE FACE OF THE FINISHED SURFACE UNLESS NOTED OTHERWISE. ALL DIMENSIONS TO BE TAKEN FROM DESIGNATED DATUM POINT. DO NOT SCALE DRAWINGS.
7. GENERAL CONTRACTOR SHALL PATCH AND REPAIR ALL EXISTING WALLS, FLOORS, CEILINGS, OR OTHER SURFACES IDENTIFIED TO REMAIN THAT MAY BECOME DAMAGED DURING THE COURSE OF THE WORK.
8. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR OBTAINING PERMITS FOR FIRE PROTECTION, PLUMBING, MECHANICAL, AND ELECTRICAL SYSTEMS PRIOR TO INSTALLATION OF SUCH SYSTEMS.
9. GENERAL CONTRACTOR SHALL RETAIN ONE SET OF PERMIT PLANS ON-SITE TO DOCUMENT ALL CHANGES MADE DURING CONSTRUCTION. THE RECORD DRAWINGS SHALL BE ISSUED TO THE OWNER AT PROJECT CLOSE-OUT AS DESCRIBED IN THE GENERAL REQUIREMENTS OF THE PROJECT MANUAL.
10. GENERAL CONTRACTOR IS RESPONSIBLE FOR COORDINATING DELIVERY OF MATERIALS FROM STARBUCKS CONTRACTED THIRDPARTY LOGISTICS DISTRIBUTION SERVICES AND VENDOR DIRECT SHIPMENTS. SEE THE PROJECT MANUAL FOR ADDITIONAL INFORMATION.
11. RESPONSIBILITY FOR SUPPLY AND DELIVERY OF MATERIALS AND EQUIPMENT IS IDENTIFIED IN THE DRAWING SCHEDULE SHEETS UNDER THE COLUMN LABELED "RESPONSIBILITY".
12. FOR THE PURPOSE OF THE DOCUMENTS, TO "INSTALL", SHALL MEAN TO PROVIDE ALL FASTENERS, MISCELLANEOUS HARDWARE, BLOCKING, ELECTRICAL CONNECTIONS, PLUMBING CONNECTIONS AND OTHER ITEMS REQUIRED FOR A COMPLETE AND OPERATIONAL INSTALLATION, UNLESS OTHERWISE NOTED.
13. ALL ITEM SUBSTITUTIONS MUST BE APPROVED BY THE STARBUCKS CONSTRUCTION MANAGER.

SCOPE OF WORK

NEW CONSTRUCTION FOR STARBUCKS COFFEE SHOP WITHIN AN EXISTING SHELL LEASE SPACE. NEW CONSTRUCTION INCLUDES:

• **SITE** :
- NEW CUSTOM POLY SIGNAGE
- NEW DRIVE THRU EQUIPMENT
- LANDSCAPE PATCH AND INFILL (SEE LANDSCAPE PLANS PART OF THIS PERMIT)
- NEW TRASH ENCLOSURE
-

• **BUILDING** :
- NEW DT WINDOW
- NEW ROOF MEMBRANE AND MECHANICAL EQUIPMENT
- ADDITION OF EXTERIOR PATIO FURNITURE

• **INTERIOR** :
NEW INTERIOR NON-BEARING PARTITION WALLS
• NEW RESTROOM
• NEW BEVERAGE PREPARATION EQUIPMENT
• NEW CASEWORK
• NEW FLOOR FINISHES
• NEW WALL FINISHES
• NEW CEILING (ACT AND GYP. BD.)
• NEW LIGHTING
• NEW HVAC DIFFUSERS
• NEW TRENCH EXISTING CONCRETE SLAB FOR PLUMBING AND ELECTRIC

SITE SURVEY DISCLAIMER

I AM THE DESIGNER/OWNER IN RESPONSIBLE CHARGE OF THIS TENANT IMPROVEMENT PROJECT. I HAVE INSPECTED THE SITE/PREMISES AND DETERMINED THAT EXISTING CONDITIONS ARE IN FULL COMPLIANCE WITH CURRENT SITE ACCESSIBILITY REQUIREMENTS TO THE EXTENT REQUIRED BY LAW.

I AM THE DESIGNER/OWNER IN RESPONSIBLE CHARGE OF THIS TENANT IMPROVEMENT PROJECT. I HAVE INSPECTED THE TOILET AND BATHING FACILITIES FOR MEN AND WOMEN, AND DETERMINED THAT THE EXISTING CONDITIONS ARE IN FULL COMPLIANCE WITH CURRENT ACCESSIBILITY REQUIREMENTS TO THE EXTENT REQUIRED BY LAW.

IF THE CITY BUILDING INSPECTOR DETERMINES NON-COMPLIANCE WITH ANY ACCESSIBILITY PROVISIONS, A COMPLETE AND DETAILED REVISED PLANS CLEARLY SHOWING ALL EXISTING NON-COMPLYING CONDITIONS AND THE PROPOSED MODIFICATIONS TO MEET CURRENT ACCESSIBILITY REQUIREMENTS (INCLUDING SITE PLAN, FLOOR PLANS, DETAILS, ETC.) WILL BE SUBMITTED TO THE DEPARTMENT FOR REVIEW AND APPROVAL.

DESIGNER NAME: MAIKEL FARAGALLA_____

SIGNATURE: _____

INDEX OF SHEETS

LEGEND: X - SHEET ISSUED
R - SHEET ISSUED FOR REFERENCE AND COORDINATION ONLY
SEE TITLEBLOCK FOR REVISION ISSUE DATE(S)

SHEET	SHEET TITLE	BID SET	PERMIT SET	REVISION 1	REVISION 2	REVISION 3	REVISION 4
GENERAL							
G.001	GENERAL INFORMATION						
G001.2	GENERAL INFORMATION						
G001A	EXISTING BUILDING PHOTOS						
G001B	EXTERIOR RENDERED VIEWS						
G002B	LIFE SAFETY AND ACCESSIBILITY PLAN						
G011	SITE ACCESSIBILITY						
DEMOLITION							
D101	DEMOLITION FLOOR PLAN						
D102	DEMOLITION FLOOR PLAN						
D201	DEMO ROOF PLAN						
LANDSCAPING							
L.001	LANDSCAPE PALLETTE						
L.101	LANDSCAPE PLAN						
L.102	LANDSCAPE PLAN DIMENSIONS						
L.201	LANDSCAPE DETAILS						
ARCHITECTURAL							
A001	ARCHITECTURAL OVERALL SITE PLAN						
A001A	ARCHITECTURAL SITE PLAN						
A010	TRASH ENCLOSURE						
A010A							
A101	BUILDING FLOOR PLAN						
A102	BUILDING FLOOR PLAN						
A103	BUILDING ROOF PLAN						
A201	BUILDING EXTERIOR ELEVATIONS						
A202	BUILDING EXTERIOR ELEVATIONS						

SITE INFORMATION

CODE AUTHORITIES:	**CITY OF ARCADIA MUNICIPAL CODE**
BUILDING CODE:	2019 California Building Code
PLUMBING CODE:	2019 California Plumbing Code
MECHANICAL CODE:	2019 California Mechanical Code
ELECTRICAL CODE:	2019 California Electrical Code
ENERGY CODE:	2019 California Energy Code
FIRE CODE:	2019 California Fire Code
HEALTH CODE:	2015 California Retail Food Code
ACCESSIBILITY CODE:	CH 11B OF 2019 CBC
ZONING:	
PARCEL NUMBER:	5783-008-030
TRACT NUMBER:	2731
LEASABLE AREA:	6,294 SQ.FT
CONSTRUCTION TYPE:	V-B
PROPOSED USE:	RETAIL SALES AND SERVICES

LEGAL DESCRIPTION

OCCUPANCY TYPE:	TBD
BUILDING AREA:	5,273 SQ.FT
LAND AREA:	31,680 SQ.FT
TENANT AREA:	5,273 SQ.FT
BUILDING CLASSIFICIATION:	C-G
FIRE SPRINKLER:	ACCORDING TO THE CITY' REQUIREMENTS THE BUILDING WILL BE FIRE SPRINKLED.

PROJECT CONTACTS

MAILING ADDRESS:	STARBUCKS COFFEE COMPANY 2401 UTAH AVENUE SOUTH MS STOP: S-SD16 SEATTLE, WASHINGTON 98134 (206) 318-1575
DESIGN MANAGER:	KARINA LAGACE STARBUCKS COFFEE COMPANY 555 ANTON BLVD, SUITE 300 COSTA MESA, CA, 92626 (714) 477-2938 KL@STARBUCKS.COM
CONSTRUCTION MANAGER:	JAKE VOLKOV STARBUCKS COFFEE COMPANY 555 ANTON BLVD, SUITE 300 COSTA MESA, CA, 92626 714-477-2835 714-655-4150 C JVOLKOV@STARBUCKS.COM
ARCHITECT OF RECORD:	MAIKEL FARAGALLA URBAN DWELL ARCHITECTS 43180 BUSINESS PARK DR, SUITE 203 TEMECULA, CA 92590 (714) 331-6114 MAIKEL@URBANDWELLARCHITECTS.COM
MEP CONSULTANT OF RECORD:	MAIKEL FARAGALLA URBAN DWELL ARCHITECTS 43180 BUSINESS PARK DR, SUITE 203 TEMECULA, CA 92590 (714) 331-6114 MAIKEL@URBANDWELLARCHITECTS.COM

Resubmittal Of The Entitlements 02-23-2023

URBAN DWELL ARCHITECTS
ADDRESS: 43180 Business Park Drive, Suite 203 Temecula, CA 92590
PHONE: (714)331-6114
EMAIL: info@urbandwellarchitects.com

THESE DRAWINGS AND SPECIFICATIONS ARE CONFIDENTIAL AND SHALL REMAIN THE SOLE PROPERTY OF URBAN DWELL ARCHITECTS, WHICH IS THE OWNER OF THE COPYRIGHT IN THIS WORK. THEY SHALL NOT BE REPRODUCED (IN WHOLE OR IN PART), SHARED WITH THIRD PARTIES OR USED IN ANY MANNER ON OTHER PROJECTS OR EXTENSIONS TO THIS PROJECT WITHOUT THE PRIOR WRITTEN CONSENT OF URBAN DWELL ARCHITECTS.

LICENSED ARCHITECT MAIKEL W. FARAGALLA
C-36004
REN. 08/31/21
STATE OF CALIFORNIA

Revision Schedule

Rev	Date	By	Description

PROJECT NAME: DUARTE & BALDWIN

PROJECT ADDRESS: 747 W. DUARTE ROAD ARCADIA, CA 91007-7521

ISSUE DATE: 12-19-2022

PRODUCTION DESIGNER: MONICA HANY

CHECKED BY: MAIKEL FARAGALLA

SHEET TITLE: GENERAL INFORMATION

SCALE: 1/4" = 1'-0"

SHEET NUMBER: G001

2/23/2023 12:22:33 PM C:\Users\UDA system 1\Desktop\Maria\Task 14 Duarte & Baldwin\02-23-2023\Duarte & Baldwin_Resubmital Of Entitlements-02-23-2023.rvt

ABBREVIATIONS

A/C	AIR CONDITIONING
ACT	ACOUSTICAL CEILING TILE
ADJ	ADJUSTABLE
AFF	ABOVE FINISHED FLOOR
AMP	AMPERE
ARCH	ARCHITECT
BOH	BACK OF HOUSE
CAB	CABINET
CL	CENTER LINE
CLG	CEILING
CM	STARBUCKS CONSTRUCTION MANAGER
CTR	CENTER
CX	COMMISSIONING
CXA	COMMISSIONING AGENT
DEG	DEGREE
DET	DETAIL
DIA	DIAMETER
DIM	DIMENSION
DM	STARBUCKS DESIGN MANAGER
DN	DOWN
EA	EACH
EL	ELEVATION
EQ	EQUAL
EXIST	EXISTING
EXT	EXTERIOR
FF&E	FURNITURE, FIXTURE, AND EQUIPMENT
FLR	FLOOR
FOH	FRONT OF HOUSE
FOIC	FURNISHED BY OWNER, INSTALLED BY CONTRACTOR
FOIO	FURNISHED BY OWNER INSTALLED BY OWNER
FT	FOOT/FEET
G	GROUND
GC	GENERAL CONTRACTOR
GWB	GYPSUM WALLBOARD
HC	HOLLOW CORE
HDW	HARDWARE
HM	HOLLOW METAL
HORIZ	HORIZONTAL
HR	HOUR
HT	HEIGHT
HVAC	HEATING, VENTILATING AND AIR CONDITIONING
I.D.	INSIDE DIAMETER
LEED	LEADERSHIP IN ENERGY AND ENVIRONMENTAL DESIGN
LL	LANDLORD
LV	LOW VOLTAGE
MAX	MAXIMUM
MEP	"MECHANICAL, ELECTRICAL AND PLUMBING"
MFR	MANUFACTURER
MIN	MINIMUM
NIC	NOT IN CONTRACT
NL	NIGHT LIGHT
NTS	NOT TO SCALE
OC	ON CENTER
O.D.	OUTSIDE DIAMETER
PIR	PASSIVE INFRARED SENSOR
PLC	PLACE
R	RADIUS
REF	REFERENCE
REQ'D	REQUIRED
REV	REVISION
RND	ROUND
SB	STARBUCKS
SC	SOLID CORE
SF	SQUARE FEET
SHT	SHEET
SIM	SIMILAR
SPEC	SPECIFICATION
SQ	SQUARE
TEMP	TEMPORARY
TYP	TYPICAL
UC	UNDER COUNTER
UNO	UNLESS NOTED OTHERWISE
VERT	VERTICAL
VIF	VERIFY IN FIELD

ARCHITECTURAL SYMBOL LEGEND

NORTH ARROW · GRAPHIC SCALE · DATUM POINT · EXTERIOR ELEVATION CALL-OUT · INTERIOR ELEVATION CALL-OUT

SECTION CALL-OUT · DETAIL CALL-OUT · SHEET NOTE CALLOUT · XXXX AFF ABOVE FINISH FLOOR HEIGHT TAG · X' XX" FINISH FACE TO FINISH FACE DIMENSION · REVISION CLOUD

REVISION TAG · PAINT TAG · DESIGN ID TAG · DOOR TAG · WINDOW TAG · INTERIOR WALL TAG

RESPONSIBILITY LEGEND

GC GENERAL CONTRACTOR
LL LANDLORD
SB STARBUCKS

ENVIRONMENTAL HEALTH NOTES

1. A CONCRETE SLAB IS PROVIDED FOR TRASH, GARBAGE, AND GREASE CONTAINER. IF WALLS ENCLOSE AREA, THE INTERIOR WALL SURFACES WILL BE SMOOTH, SEALED AND WASHABLE.(E.G., PLASTERED SMOOTH AND PAINTED, ETC.).

2. ALL FOOD-RELATED AND UTENSIL-RELATED EQUIPMENT SHALL MEET OR BE EQUIVALENT TO SANITATION STANDARDS ESTABLISHED BY AN AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI) ACCREDITED PROGRAM.

3. ALL FLOOR MOUNTED EQUIPMENT WILL BE INSTALLED ON MINIMUM 6" SANITARY LEGS, CASTORS, OR COMPLETELY SEALED IN POSITION ON A 4 " HIGH CURB WITH CONTINUOUSLY COVED BASE. COUNTERTOP EQUIPMENT WILL BE ON 4-INCH SANITARY LEGS OR SEALED TO THE COUNTER UNLESS READILY MOVABLE.

4. IF SOFT DRINK, ICE OR OTHER DISPENSERS ARE SELF-SERVICE, OR IF REFILLS ARE PROVIDED THEY MUST BE PUSH BUTTON TYPES, OR LEVER TYPES WHERE THE LEVER CONTACTS THE CONTAINER AT LEAST ONE INCH BELOW THE RIM.

5. ANY OPENABLE WINDOWS VENT OPENINGS OR OTHER SIMILAR OPENINGS MUST BE PROVIDED WITH TIGHT FITTING SCREENS OF MINIMUM 16-MESH TO THE INCH. WINDOWS TO BE FIXED AT FOOD PREP, UTENSIL-WASHING, OPEN FOOD AND UTENSIL STORAGE AREAS.

6. ALL EXTERIOR DOORS OPEN OUTWARD AND ARE SELF-CLOSING AND TIGHT FITTING.

7. BI-FOLD, FRENCH, ACCORDION STYLE AND ROLL-UP DOORS CANNOT OPEN INTO THE FOOD PREP, UTENSIL WASHING OR UNPACKAGED FOOD SERVICE AREAS.

8. TOILET ROOM AND DRESSING ROOM DOORS MUST BE SELF-CLOSING, TIGHT FITTING.

9. DELIVERY DOORS TO HAVE AIR CURTAIN FANS THAT SPAN THE WIDTH OVER THE DOOR, THE FAN MUST ACTIVATE VIA A MICROSWITCH PROVIDING A MINIMUM VELOCITY OF 1600 FPM MEASURED 3 FEET ABOVE THE GROUND.

10.A MINIMUM OF 10 FOOT-CANDLES OF LIGHT MEASURED 30" OFF FLOOR IS PROVIDED IN WALK-IN REFRIGERATED STORAGE AND DRY STORAGE ROOMS AND AT LEAST 20-FOOT CANDLES IS PROVIDED WHERE FOOD IS PROVIDED FOR CONSUMER SELFSERVICE. WHERE FRESH PRODUCE OR PREPACKAGED FOODS ARE SOLD OR OFFERED FOR CONSUMPTION. INSIDE EQUIPMENT SUCH AS REACH-IN AND UNDERCOUNTER REFRIGERATORS; IN AREAS USED FOR WAREWASHING, WAREWASHING, EQUIPMENT AND UTENSIL STORAGE, AND IN TOILET ROOMS.

11.A MINIMUM OF 50 FOOT-CANDLES OF LIGHT MEASURED 30" OFF FLOOR IS PROVIDED WHEN WORKING WITH FOOD OR WORKING WITH UTENSILS OR EQUIPMENT SUCH AS KNIVES, SLICERS, GRINDERS, OR SAWS WHERE EMPLOYEE SAFETY IS A FACTOR AND IN ALL AREAS DURING PERIODS OF CLEANING.

12.SHATTERSHIELDS FOR ALL LIGHTS ABOVE FOOD PREPARATION, WORK, AND STORAGE AREAS WILL BE PROVIDED.

13.ALL WAREWASHING SINKS TO HAVE 3 COMPARTMENTS THAT ARE A MINIMUM SIZE OF AT LEAST 18"X18"X12" DEEP (OR 16"X20"X12" DEEP) WITH A MINIMUM 18" DRAINBOARD AT EACH END. IF AGAINS

14.SINKS TO HAVE SPOUT(S) CAPABLE OF REACHING EACH COMPARTMENT.

15.FOOD PREP SINK COMPARTMENT(S) TO BE AT LEAST 18"X18"X12" DEEP (OR 16"X20"X12" DEEP) WITH A MINIMUM 18" DRAINBOARD. SEPARATE FOOD PREP SINKS TO BE PROVIDED FOR MEATS AND PRODUCE.

16.THE 3 OR 4 COMPARTMENT BAR SINK TO BE AT LEAST 12"X12"X10" DEEP (OR 10"X14"X10" DEEP) WITH A MINIMUM 18" DRAINBOARD AT EACH END.

17.A SEPARATE WET WASTE DUMP FIXTURE SHALL BE PROVIDED FOR DISPOSAL OF DRINK OR WASTE ICE OR COFFEE WASTE.

18.EACH HANDWASHING SINK MUST HAVE PERMANENTLY MOUNTED SINGLE-SERVICE SOAP AND PAPER TOWEL DISPENSERS.

19.THE HOT WATER HEATER WILL BE A COMMERCIAL TYPE CAPABLE OF CONSTANTLY SUPPLYING HOT WATER AT A TEMPERATURE OF 120ºF TO ALL SINKS. IN SIZING THE WATER HEATER, THE PEAK HOURLY DEMAND FOR ALL SINKS, ETC., ARE ADDED TOGETHER TO DETERMINE THE MINIMUM REQUIRED RECOVERY RATE.

20.ALL LAVATORIES OR HAND SINKS WILL HAVE A COMBINATION FAUCET OR PREMIXING FAUCET CAPABLE OF SUPPLYING WATER TEMPERED TO 100ºF, SELF-CLOSING OR METERED FAUCET TO PROVIDE AT LEAST 15 SECONDS OF WATER WITHOUT REACTIVATION.

21.ALL PLUMBING, ELECTRICAL AND GAS LINES SHALL BE CONCEALED WITHIN THE BUILDING STRUCTURE TO AS GREAT AN EXTENT AS POSSIBLE. ALL EXPOSED CONDUITS, PLUMBING, ETC. SHALL BE INSTALLED AT LEAST 6" OFF FLOOR AND 3/4" FROM WALLS USING STANDOFF BRACKETS.

22.CONDUITS, PLUMBING OR PIPING CANNOT BE INSTALLED ACROSS ANY AISLE WAY, TRAFFIC AREA OR DOOR OPENING.

23.HANDWASH WATER SHALL BE 100-108 DEGREES (F) FOR AT LEAST 15 SECONDS WITHOUT REACTIVATION.

24.ALL LIQUID WASTE SHALL BE DRAINED BY MEANS OF INDIRECT WASTE PIPES INTO A FLOOR SINK. FLOOR SINKS ARE TO BE INSTALLED FLUSH WITH THE FINISHED FLOOR SURFACE AND HAVE SUITABLE EASILY REMOVABLE SAFETY COVER GRATES.

25.FLOOR SINK TO BE 50% EXPOSED WHEN NO ACCESS IS PROVIDED FOR CLEANING OR BE IN LINE WITH THE FRONT FACE OF ELEVATED FREESTANDING EQUIPMENT.

26.APPROVED BACKFLOW PREVENTION DEVICES SHALL BE PROPERLY INSTALLED UPSTREAM OF ANY POTENTIAL HAZARD BETWEEN THE POTABLE WATER SUPPLY AND A SOURCE OF CONTAMINATION. HOSES SHALL NOT BE ATTACHED TO A FAUCET OR HOSE BIBB UNLESS AN APPROVED BACKFLOW PREVENTER IS PROVIDED.

27.WATER SUPPLY TO CARBONATORS SHALL BE PROTECTED BY AN APPROVED REDUCED PRESSURE PRINCIPLE BACKFLOW PREVENTER. THE RELIEF VALVE SHALL DRAIN INDIRECTLY TO SEWER WITH A LEGAL AIR GAP.

28.FOR CLEANING FLOOR MATS, THE JANITORIAL SINK TO BE A MINIMUM 24" BY 24"

29.THE JANITORIAL SINK FAUCET WILL HAVE A THREADED OUTER LIP FOR HOSE ATTACHMENT AND AN APPROVED BACKFLOW PREVENTION DEVICE. NO CHEMICAL DISPENSING SYSTEMS OR SHUTOFF VALVES TO BE ATTACHED TO MOP SINK FAUCET OUTLET (UNLESS A "SIDEKICK" PLUMBING DEVICE IS INSTALLED).

30.NO CONDENSATE OR WASTEWATER INCLUDING HVAC WILL DRAIN INTO THE JANITORIAL SINK.

31.GREASE TRAP TO BE LOCATED OUTSIDE THE FOOD SERVICE ACTIVITY AREA, FLUSH WITH THE FINISHED FLOOR WHEN INDOORS. LOCAL WASTEWATER DISTRICT OR BUILDING DEPARTMENT TO BE CONTACTED FOR GREASE REMOVAL REQUIREMENTS.

32.FLOOR DRAINS SHALL BE INSTALLED IN FLOORS THAT ARE WATER-FLUSHED FOR CLEANING AND IN AREAS WHERE PRESSURE SPRAY METHODS FOR CLEANING EQUIPMENT ARE USED. IN RESTROOMS, JANITORIAL ROOMS, SCULLERIES, AND AT BARS WITH WAREWASHING, FLOOR SURFACES IN AREAS PURSUANT TO THIS SHALL BE SLOPED 1:50 TO THE FLOOR DRAINS.

33.ADEQUATE VENTILATION IS TO BE PROVIDED TO ALL TOILET ROOMS, JANITOR CLOSETS WITH MOP SINKS, AND INDOOR TRASH ROOMS AND IN DRESSING / CHANGE ROOM(S).

34. THE FLOOR FINISH WILL HAVE A SMOOTH SURFACE UNDER ALL EQUIPMENT AND WALKWAYS WILL HAVE A LIGHT TEXTURE ONLY.

35.THE PAINT USED ON WALLS AND CEILINGS OF ALL KITCHEN, FOOD PREPARATION, WORK, AND STORAGE AREAS WILL BE A GLOSS OR SEMI-GLOSS ENAMEL. FINISH MATERIAL SHALL BE A LIGHT COLOR IN FOOD PREP AREAS FOR EASY CLEANING.

36.PRIOR TO INSTALLATION, SAMPLES OF FINISHES TO BE SUBMITTED TO ENVIRONMENTAL HEALTH FOR APPROVAL AS NEEDED.

37.COLD STORAGE ROOMS SHALL BE PROVIDED WITH A SECTION OF SHELVING INSTALLED TO HOLD SHALLOW COOL DOWN PANS--NOT TO EXCEED 4" IN HEIGHT, SPACE BETWEEN SHELVING TO BE AT LEAST 8" HIGH.

38.BACKUP DRY STORAGE SHELVING SHALL BE A MINIMUM OF 96 LINEAR FEET (MEASURED WITH TIERS) OR 25% OF KITCHEN, FOOD PREP, AND WORK AREAS, WHICHEVER IS GREATER. SHELVING SHALL BE AT LEAST 18 INCHES DEEP AND START A MINIMUM SIX INCHES OFF THE FLOOR SURFACE.

39.SHELVING OVER WET AREAS (SINKS, MOP SINKS ETC.) AND FOOD PREP SURFACES WILL BE METAL.

40.ALL SEAMS, GAPS, OPENINGS TO BE PROPERLY SEALED.

FIRE NOTES

1. LOCATIONS AND CLASSIFICATIONS OF EXTINGUISHERS SHALL BE IN ACCORDANCE WITH CFC 906 AND CALIFORNIA CODE OF REGULATIONS (CCR), TITLE 19.

2. DURING CONSTRUCTION AT LEAST ONE EXTINGUISHER SHALL BE PROVIDED ON EACH FLOOR LEVEL AT EACH STAIRWAY. IN ALL STORAGE AND CONSTRUCTION SHEDS, IN LOCATIONS WHERE FLAMMABLE OR COMBUSTIBLE LIQUIDS ARE STORED OR USED, AND WHERE OTHER SPECIAL HAZARDS ARE PRESENT PER CFC SECTION 3315.1.

3. BUILDINGS UNDERGOING CONSTRUCTION, ALTERATION OR DEMOLITION SHALL CONFORM TO CFC CHAPTER 33, WELDING, CUTTING, AND OTHER HOT WORK SHALL BE IN CONFORMANCE WITH CFC CHAPTER 35.

4. ADDRESS IDENTIFICATION SHALL BE PROVIDED FOR ALL NEW AND EXISTING BUILDINGS IN A LOCATION THAT IS PLAINLY VISIBLE AND LEGIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY. WHERE ACCESS IS BY WAY OF A PRIVATE ROAD AND THE BUILDING ADDRESS CANNOT BE VIEWED FROM THE PUBLIC WAY, AN APPROVED SIGN OR MEANS SHALL BE USED TO IDENTIFY THE STRUCTURE. PREMISES IDENTIFICATION SHALL CONFORM TO CBC SECTION 501.2.

5. WALL, FLOOR AND CEILING FINISHES AND MATERIALS SHALL NOT EXCEED THE INTERIOR FINISH CLASSIFICATIONS IN CBC TABLE 803.11 AND SHALL MEET THE FLAME PROPAGATION PERFORMANCE CRITERIA OF THE CALIFORNIA CODE OF REGULATIONS, TITLE 19, DIVISION 1. DECORATIVE MATERIALS SHALL BE PROPERLY TREATED BY A PRODUCT OR PROCESS APPROVED BY THE STATE FIRE MARSHAL WITH APPROPRIATE DOCUMENTATION PROVIDED TO THE CITY OF ARCADIA.

6. KEY BOXES SHALL BE PROVIDED FOR ALL HIGH-RISE BUILDINGS, POOL ENCLOSURES, GATES IN THE PATH OF FIREFIGHTER TRAVEL TO STRUCTURES, DOORS GIVING ACCESS TO ALARM PANELS AND/OR ANNUNCIATORS, AND ANY OTHER STRUCTURES OR AREAS WHERE ACCESS TO AN AREA IS RESTRICTED.

7. DUMPSTERS AND TRASH CONTAINERS EXCEEDING 1.5 CUBIC YARDS SHALL NOT BE STORED IN BUILDINGS OR PLACED WITHIN 5 FEET OF COMBUSTIBLE WALLS, OPENINGS OR COMBUSTIBLE ROOF EAVE LINES UNLESS PROTECTED BY AN APPROVED SPRINKLER SYSTEM OR LOCATED IN A TYPE I OR IIA STRUCTURE SEPARATED BY 10 FEET FROM OTHER STRUCTURES. CONTAINERS LARGER THAN 1 CUBIC YARD SHALL BE OF NON- OR LIMITED-COMBUSTIBLE MATERIALS OR SIMILARLY PROTECTED OR SEPARATED. CFC 304.3

8. EXITS, EXIT SIGNS, FIRE ALARM PANELS, HOSE CABINETS, FIRE EXTINGUISHER LOCATIONS, AND STANDPIPE CONNECTIONS SHALL NOT BE CONCEALED BY CURTAINS, MIRRORS, OR OTHER DECORATIVE MATERIAL.

9. OPEN FLAMES, FIRE, AND BURNING ON ALL PREMISES IS PROHIBITED EXCEPT AS SPECIFICALLY PERMITTED BY THE CITY OF ARCADIA AND CFC 308.

10. THE EGRESS PATH SHALL REMAIN FREE AND CLEAR OF ALL OBSTRUCTIONS AT ALL TIMES. NO STORAGE IS PERMITTED IN ANY EGRESS PATHS.

11. FIRE AND/OR SMOKE DAMPERS, ASSEMBLIES, INCLUDING SLEEVES, AND INSTALLATION PROCEDURES SHALL BE APPROVED BY THE BUILDING INSPECTOR PRIOR TO INSTALLATION.

12. ACCESS TO FIRE AND SMOKE DAMPERS, LARGE ENOUGH TO PERMIT INSPECTION AND MAINTENANCE OF THE DAMPER AND ITS OPERATING PARTS, SHALL BE PROVIDED. THE ACCESS SHALL NOT AFFECT THE INTEGRITY, NOR REDUCE THE FIRE-RESISTANCE RATING OF THE FIRE-RESISTANCE-RATED ASSEMBLIES. ACCESS POINTS SHALL BE PERMANENTLY IDENTIFIED ON THE EXTERIOR BY A LABEL HAVING LETTERS NOT LESS THAN 0.5" IN HEIGHT READING: FIRE/SMOKE DAMPER, SMOKE DAMPER OR FIRE DAMPER. ACCESS DOORS IN DUCTS SHALL BE SELF-CONTAINED AND SUITABLE FOR THE REQUIRED DUCT CONSTRUCTION. CBC 717.4

GENERAL REQUIREMENT NOTES

1. THE CONSTRUCTION SHALL NOT RESTRICT A FIVE-FOOT CLEAR AND UNOBSTRUCTED ACCESS TO ANY WATER OR POWER DISTRIBUTION FACILITIES (POWER POLES, PULL-BOXES, TRANSFORMERS, VAULTS, PUMPS, VALVES, METERS, APPURTENANCES, ETC.) OR TO THE LOCATION OF THE HOOK-UP. THE ONSTRUCTION SHALL NOT BE WITHIN TEN FEET OF ANY POWER LINES--WHETHER OR NOT THE LINES ARE LOCATED ON THE PROPERTY. FAILURE TO COMPLY MAY CAUSE CONSTRUCTION DELAYS AND/OR ADDITIONAL EXPENSES.

2. AN APPROVED SEISMIC GAS SHUTOFF VALVE WILL BE INSTALLED ON THE FUEL GAS LINE ON THE DOWNSTREAM SIDE OF THE UTILITY METER AND BE RIGIDLY CONNECTED TO THE EXTERIOR OF THE BUILDING OR STRUCTURE CONTAINING THE FUEL GAS PIPING.@ (PER ORDINANCE 170,158) (INCLUDES COMMERCIAL ADDITIONS AND TI WORK OVER $10,000.) SEPARATE PLUMBING PERMIT IS REQUIRED.

3. PROVIDE ULTRA-LOW FLUSH WATER CLOSETS FOR ALL NEW CONSTRUCTION. EXISTING SHOWER HEADS AND TOILETS MUST BE ADAPTED FOR LOW WATER CONSUMPTION.

4. A COPY OF THE EVALUATION REPORT AND/OR CONDITIONS OF LISTING SHALL BE MADE AVAILABLE AT THE JOB SITE.

STORM WATER QUALITY NOTES

THIS PROJECT SHALL COMPLY WITH ALL REQUIREMENTS OF THE STATE PERMIT:

CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD, LOS ANGELOS REGION, AND THE CITY OF ARCADIA LAND DEVELOPMENT CODE

- SUFFICIENT BMP'S MUST BE INSTALLED TO PREVENT SILT, MUD, OR OTHER CONSTRUCTION DEBRIS FROM BEING TRACKED INTO THE ADJACENT STREET OR STORM WATER CONVEYANCE SYSTEMS DUE TO CONSTRUCTION VEHICLES OR ANY OTHER CONSTRUCTION ACTIVITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING ANY SUCH DEBRIS THAT MAY BE IN THE STREET AT THE END OF EACH WORK DAY OR AFTER A STORM EVENT THAT CAUSES A BREECH IN THE INSTALLED CONSTRUCTION BMP'S.
- ALL STOCK PILES OF UNCOMPACTED SOIL AND/OR BILDING MATERIALS THAT ARE INTENDED TO BE LEFT UNPROTECTED FOR A PERIOD GREATER THAN SEVEN CALENDAR DAYS ARE TO BE PROVIDED WITH EROSION AND SEDIMENT CONTROLS, SUCH SOIL MUST BE PROTECTED EACH DAY WHEN THE PROBABILITY OF RAIN IS 40% OR GREATER.
- A CONCRETE WASHOUT SHALL BE PROVIDED ON ALL PROJECTS WHICH PROPOSE THE CONSTRUCTION OF ANY CONCRETE IMPROVEMENTS THAT ARE TO BE POURED IN PLACE N THE SITE.
- ALL EROSION/SEDIMENT CONTROL DEVICES SHALL BE MAINTAINED IN WORKING ORDER AT ALL TIMES.
- ALL SLOPES THAT ARE CREATED OR DISTURBED BY CONSTRUCTION ACTIVITY MUST BE PROTECTED AGAINST EROSION AND SEDIMENT TRANSPORT AT ALL TIMES.
- THE STORAGE OF ALL CONSTRUCTION MATERIALS AND EQUIPMENT MUST BE PROTECTED AGAINST ANY POTENTIAL RELEASE OF POLLUTANTS INTO THE ENVIRONMENT.

MEANS OF EGRESS

1. SHOW DETAILED SUMMARY OF THE FLOOR AREA AND ALL DEDUCTIONS FOR GROSS AND/OR NET FLOOR AREA. (1004.1)

2. USE CORRECT OCCUPANT LOAD FACTOR FOR THE FUNCTION OF SPACE ACCORDING TO TABLE 1004.1.2

1. EXIT SIGNS SHALL BE INTERNALLY OR EXTERNALLY ILLUMINATED

2. EXIT SIGNS ILLUMINATED BY AN EXTERNAL SOURCE SHALL HAVE AN INTENSITY OF NOT LESS THAN 5 FOOT CANDLES (54 lUX).

3. INTERNALLY ILLUMINATED SIGNS SHALL BE LISTED AND LABELED AND SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER=S INSTRUCTIONS AND SECTION 2702.

4. EXIT SIGNS SHALL BE ILLUMINATED AT ALL TIMES. (1013.3)

5. EXIT SIGNS SHALL BE CONNECTED TO AN EMERGENCY POWER SYSTEM THAT WILL PROVIDE AN ILLUMINATION OF NOT LESS THAN 90 MIN. IN CASE OF PRIMARY POWER LOSS (1013.6.3)

6. EGRESS DOORS SHALL BE READILY OPENABLE FROM THE EGRESS SIDE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE OR EFFORT. SEE 1010.1.9.3 FOR EXCEPTIONS.

7. DOOR HANDLES, LOCK AND OTHER OPERATING DEVICES SHALL BE INSTALLED AT A MIN. 34" AND A MAX. 44" ABOVE THE FINISHED FLOOR

8. THIS DOOR TO REMAIN UNLOCKED WHEN BUILDING IS OCCUPIED.

9. ALL EGRESS DOOR OPERATION SHALL ALSO COMPLY WITH SECTION 1010.1.9 B 1010.1.9.12 PC/STR/CORR,LST.15 (REV. 01/10/2018) WWW.LADBS.ORG PAGE 12 OF 15

10. THE MEANS OF EGRESS, INCLUDING THE EXIT DISCHARGE, SHALL BE ILLUMINATED AT ALL TIMES THE BUILDING SPACE SERVED BY THE MEANS OF EGRESS IS OCCUPIED.

11. THE MEANS OF EGRESS ILLUMINATION LEVEL SHALL NOT BE LESS THAN 1 FOOT-CANDLE AT THE WALKING SURFACE

12. THE POWER SUPPLY FOR MEANS OF EGRESS ILLUMINATION SHALL NORMALLY BE PROVIDED BY THE PREMISES= ELECTRICAL SUPPLY. IN THE EVENT OF POWER SUPPLY FAILURE, AN EMERGENCY ELECTRICAL SYSTEM SHALL AUTOMATICALLY ILLUMINATE THE FOLLOWING AREAS:

A. AISLES AND UNENCLOSED EGRESS STAIRWAYS IN ROOMS AND SPACES THAT REQUIRE TWO OR MORE MEANS OF EGRESS

B. CORRIDORS, EXIT ENCLOSURES AND EXIT PASSAGEWAYS IN BUILDINGS REQUIRED TO HAVE TWO OR MORE EXITS.

C. EXTERIOR EGRESS COMPONENTS AT OTHER THAN THE LEVEL OF EXIT DISCHARGE UNTIL EXIT DISCHARGE IS ACCOMPLISHED FOR BUILDINGS REQUIRED TO HAVE TWO OR MORE EXITS.

D. INTERIOR EXIT DISCHARGE ELEMENTS, AS PERMITTED IN SECTION 1028.1, IN BUILDINGS REQUIRED TO HAVE TWO OR MORE EXITS.

E. EXTERIOR LANDINGS, AS REQUIRED BY SECTION 1010.1.6, FOR EXIT DISCHARGE DOORWAYS IN BUILDINGS REQUIRED TO HAVE TWO OR MORE EXITS.

13. THE EMERGENCY POWER SYSTEM SHALL PROVIDE POWER FOR A DURATION OF NOT LESS THAN 90 MINUTES AND SHALL CONSIST OF STORAGE BATTERIES, UNIT EQUIPMENT OR AN ON-SITE GENERATOR. THE INSTALLATION OF THE EMERGENCY POWER SYSTEM SHALL BE IN ACCORDANCE WITH SECTION 2702.

14. EMERGENCY LIGHTING FACILITIES SHALL BE ARRANGED TO PROVIDE INITIAL ILLUMINATION THAT IS AT LEAST AN AVERAGE OF 1 FOOT-CANDLE (11 LUX) AND A MINIMUM AT ANY POINT OF 0.1 FOOT-CANDLE (1 LUX) MEASURED ALONG THE PATH OF EGRESS AT FLOOR LEVEL. ILLUMINATION LEVELS SHALL BE PERMITTED TO DECLINE TO 0.6 FOOT-CANDLE (6 LUX) AVERAGE AND A MINIMUM AT ANY POINT OF 0.06 FOOT-CANDLE (0.6 LUX) AT THE END OF THE EMERGENCY LIGHTING TIME DURATION. A MAXIMUM-TO-MINIMUM ILLUMINATION UNIFORMITY RATIO OF 40 TO 1 SHALL NOT BE EXCEEDED.

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Revision Schedule

Rev	Date	By	Description

Resubmittal Of The Entitlements 02-23-2023

PROJECT NAME: DUARTE & BALDWIN

PROJECT ADDRESS: 747 W. DUARTE ROAD ARCADIA, CA 91007-7521

ISSUE DATE: 12-19-2022

PRODUCTION DESIGNER: MONICA HANY

CHECKED BY: MAIKEL FARAGALLA

SHEET TITLE: GENERAL INFORMATION

SCALE: 1/4" = 1'-0"

SHEET NUMBER: G001.2

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Resubmittal Of The Entitlements 02-23-2023

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STATE OF CALIFORNIA

Revision Schedule

Rev	Date	By	Description

PROJECT NAME: DUARTE & BALDWIN

PROJECT ADDRESS: 747 W. DUARTE ROAD ARCADIA, CA 91007-7521

ISSUE DATE: 12-19-2022

PRODUCTION DESIGNER: MONICA HANY

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SHEET TITLE: EXISTING BUILDING PHOTOS

SCALE:

SHEET NUMBER: G001A

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Revision Schedule

Rev	Date	By	Description

PROJECT NAME: DUARTE & BALDWIN

PROJECT ADDRESS: 747 W. DUARTE ROAD ARCADIA, CA 91007-7521

ISSUE DATE: 12-19-2022

PRODUCTION DESIGNER: MONICA HANY

CHECKED BY: MAKEL FARAGALLA

SHEET TITLE: EXTERIOR RENDERED VIEWS

SCALE:

SHEET NUMBER: G001B

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MEANS OF EGRESS NOTES

A. EVERY ROOM OR SPACE THAT IS ASSEMBLY OCCUPANCY SHALL HAVE THE OCCUPANT LOAD OF THE ROOM OR SPACE POSTED IN A CONSPICUOUS PLACE, NEAR THE MAIN EXIT ACCESS DOORWAY. POSTED SIGNS SHALL BE OF AN APPROVED LEGIBLE PERMANENT DESIGN AND SHALL BE MAINTAINED BY THE OWNER AUTHORIZED AGENT. (1004.3)

B. EGRESS SHALL NOT PASS THROUGH KITCHENS, STORAGE ROOMS, CLOSETS OR SIMILAR SPACES. (1014.2)

C. PANIC AND FIRE EXIT HARDWARE, WHERE INSTALLED ON DOORS IN THIS BUILDING SHALL SATISFY THE FOLLOWING (1008.1.10):

1) THE ACTUATION PORTION OF THE RELEASING DEVICE SHALL EXTEND AT LEAST ONE-HALF OF THE DOOR LEAF WIDTH.

2) THE MAXIMUM UNLATCHING FORCE DOES NOT EXCEED 15 POUNDS (6.8 KG).

3) PIVOTED OR BALANCED DOORS SHALL BE OF THE PUSH-PAD TYPE WHERE PANIC HARDWARE IS REQUIRED AND THE PAD SHALL NOT EXTEND ACROSS MORE THAN ONE-HALF OF THE DOOR WIDTH, MEASURED FROM THE LATCH SIDE.

4) PANIC HARDWARE LISTED IN ACCORDANCE WITH UL 305.

5) FIRE EXIT HARDWARE LISTED IN ACCORDANCE WITH UL 10C AND UL 305.

D. STRUCTURAL ELEMENTS, FIXTURES OR FURNISHINGS SHALL NOT PROJECT HORIZONTALLY FROM EITHER SIDE MORE THAN 4 INCHES (100 MM) OVER ANY WALKING SURFACE BETWEEN 27 INCHES (685 MM) AND 80 INCHES (2030 MM) ABOVE THE WALKING SURFACE, EXCEPTION: HANDRAILS SERVING STAIRS AND RAMPS ARE PERMITTED TO PROTRUDE 4 1/2 INCHES (115 MM) FROM THE WALL. (1003.3.3)

E. THE PATH OF EGRESS TRAVEL EXITS AND WITHIN EXITS IN THIS BUILDING SHALL BE IDENTIFIED BY EXIT SIGNS CONFORMING TO THE REQUIREMENTS OF SECTION 1011 AND AS NOTED BELOW:

1) EXIT SIGNS SHALL BE READILY VISIBLE FROM ANY DIRECTION OF EGRESS TRAVEL.

2) EXIT SIGNS SHALL BE LOCATED AS NECESSARY TO CLEARLY INDICATE THE DIRECTION OF EGRESS TRAVEL.

3) NO POINT IN A CORRIDOR SHALL BE MORE THAN 100 FT (30,5 M) OR THE LISTED VIEWING DISTANCE FOR THE SIGN, WHICHEVER IS LESS, FROM THE NEAREST VISIBLE EXIT SIGN.

F. WHERE KEY OPERATED LOCKING DEVICES ARE USED, POST A SIGN ON OR ADJACENT TO THE REQUIRED MAIN EXIT DOOR WITH 1 INCH (25 MM) LETTERING STATING THAT "THIS DOOR TO REMAIN UNLOCKED WHEN BUILDING IS OCCUPIED". (1008.1.9.3)

G. EGRESS DOORS OR GATES SHALL BE OPENABLE FROM THE EGRESS SIDE WITHOUT THE USE OF A KEY, SPECIAL KNOWLEDGE OR EFFORT. DOOR HANDLES, PULLS, LATCHES, LOCKS AND OTHER OPERATING DEVICES SHALL BE INSTALLED 34 INCHES (860 MM) TO 48 INCHES (1220 MM) ABOVE FINISHED FLOOR. MANUALLY OPERATED FLUSH BOLTS OR SURFACE BOLTS ARE NOT PERMITTED. THE UNLATCHING OF ANY DOOR OR LEAF SHALL NOT REQUIRE MORE THAN ONE OPERATION. (1008.1.9)

H. LANDINGS SHALL BE PROVIDED ON EACH SIDE OF DOORS AND SUCH LANDING SHALL BE AT THE SAME ELEVATION ON EACH SIDE OF THE DOOR LANDINGS SHALL HAVE A WIDTH NOT LESS THAN THE WIDTH OF THE DOOR AND LENGTH MEASURED IN THE DIRECTION OF TRAVEL OF NOT LESS THAN 44 INCHES (11120 MM). (1008.1.5, 1008.1.6)

LEGEND

- TRAVEL DISTANCE
- X OCC. — BARRIER FREE PATH OF TRAVEL (MIN 3'-0" (915MM) - NO PINCH POINT)
- EXIT SIGN
- FIRE EXTINGUISHER
- ADA ACCESSIBLE SEATING 30" X 48" CLEAR AREA

KEYNOTES

1. THRESHOLDS TO BE BARRIER FREE COMPLIANT PER ALL APPLICABLE CODES.
2. BARRIER-FREE PATH OF TRAVEL.
3. 30" (160 MM) X 48" (1220 MM) CLEAR FOR WHEELCHAIR ACCESS.
4. 60" (1525 MM) DIAMETER MINIMUM TURN RADIUS FOR WHEELCHAIR ACCESS.
5. 32" (815 MM) MINIMUM CLEAR AT RESTROOM DOOR.
6. POS TRANSACTION PLANE. CONDIMENT CART TOP AND HAND-OFF PLANE ARE 34 INCHES (860 MM) ABOVE THE FINISHED FLOOR FOR WHEELCHAIR ACCESSIBILITY.
7. PROVIDE BARRIER-FREE SIGNAGE AT ACCESSIBLE RESTROOMS PER ALL APPLICABLE CODES.
8. PROVIDE TACTILE "EXIT" SIGNAGE.
9. PROVIDE INTERNATIONAL SYMBOL OF ACCESSIBILITY SIGN WHERE REQUIRED BY APPLICABLE LAWS OR CODES.
10. GC TO POST A SIGN SPECIFYING OCCUPANT LOAD (83 OCC).
11. EXISTING EMERGENCY EXIT LIGHT/SIGN ABOVE TO REMAIN.

OCCUPANCY LOAD LEGEND

- RETAIL AREA
- CAFE SEATING
- BACKBAR
- WORKROOM
- OFFICE
- OUTDOOR AREA

HEALTH DEPT. PLAN NOTES

A. GENERAL CONTRACTOR TO SCHEDULE WITH REFRIGERATION CONTRACTOR TO CONDUCT INITIAL FOOD CASE START-UP AND TESTING. FOR APPROVED CONTRACTOR, CONTACT THE VENDOR.

B. THE SPACE IS SERVED BY THE MUNICIPAL WATER AND SEWER SYSTEM UNLESS OTHERWISE NOTED.

C. ALL EQUIPMENT AND INSTALLATION WILL MEET NATIONAL SANITATION FOUNDATION STANDARDS OR EQUIVALENT.

D. EQUIPMENT UNITS SHALL CONTAIN NO EXPOSED THREADS, EMBELLISHMENTS OR OVERHANGING EDGES THAT SERVE AS PLACES FOR ACCUMULATION OF DUST, DIRT AND DEBRIS

E. WARMING OVEN(S) SHOWN FOR PERMITTING PURPOSES. INSTALLATION AT STORE OPENING TO BE VERIFIED BY STARBUCKS CONSTRUCTION REPRESENTATIVE.

F. EACH HAND WASHING WILL HAVE A SINGLE SERVICE TOWEL AND SOAP DISPENSER AND ALL HAND SINKS TO HAVE A COMBINATION FAUCET OR PREMIXING FAUCET.

G. REFERENCE INTERIOR SCHEDULE SHEETS (I600 SERIES) FOR ADDITIONAL INFORMATION.

H. PROVIDE SNEEZE GUARDS WHERE REQUIRED BY JURISDICTION.

I. ALL FOOD STORAGE AND DISPLAY SHELVING SHALL BE A MINIMUM 6" (150MM) ABOVE FINISH FLOOR.

OCCUPANCY CALCULATIONS	
CAFE: 620 SQ. FT. / 15 SQ. FT. / OCC.	42 OCC.
RETAIL: 1327 SQ. FT. / 60 SQ. FT. / OCC.	22 OCC.
BACKBAR: 628 SQ. FT. / 200 SQ. FT. /	03 OCC.
WORKROOM: 1179 SQ. FT. / 300 SQ. FT. / OCC.	04 OCC.
RESTROOMS: 402 SQ. FT. /0 SQ. FT. / OCC.	00 OCC.
OUTDOOR AREA: 434 SQ. FT. / 0 SQ. FT. / OCC.	00 OCC.
OFFICE: 40 SQ. FT. / 100 SQ. FT. / OCC.	01 OCC.
TOTAL OCC. LOAD:	**72 OCC.**

HEALTH DEPT. FINISH SCHEDULE

BAR
FLOOR: POLYVINYL FLOORING
WALL: WALL TILE, BACKSPLASH, WITH POLYVINYL BASE
CEILING: GYPSUM CEILING

CAFE
FLOOR: CERAMIC FLOOR TILES
WALL: PAINTED FINISH - / WALL COVERING - WOOD PANELING - CERAMIC 3/8" - COVED BASE TILE
CEILING: ACOUSTICAL CEILING TILE- GYPSUM CEILING

WORKROOM
FLOOR: POLYVINYL FLOORING
WALL: FRP WITH POLYVINYL BASE
CEILING: ACOUSTICAL CEILING TILE

RESTROOM
FLOOR: CERAMIC FLOOR TILES
WALL: WALL TILE+ FRP CERAMIC + 3/8" COVED BASE TILE
CEILING: PAINTED GYPSUM CEILING

PLUMBING FIXTURE OCCUPANT LOAD CALCUALTION (TABLE A - 2019 CPC):

- INTERIOR OC.

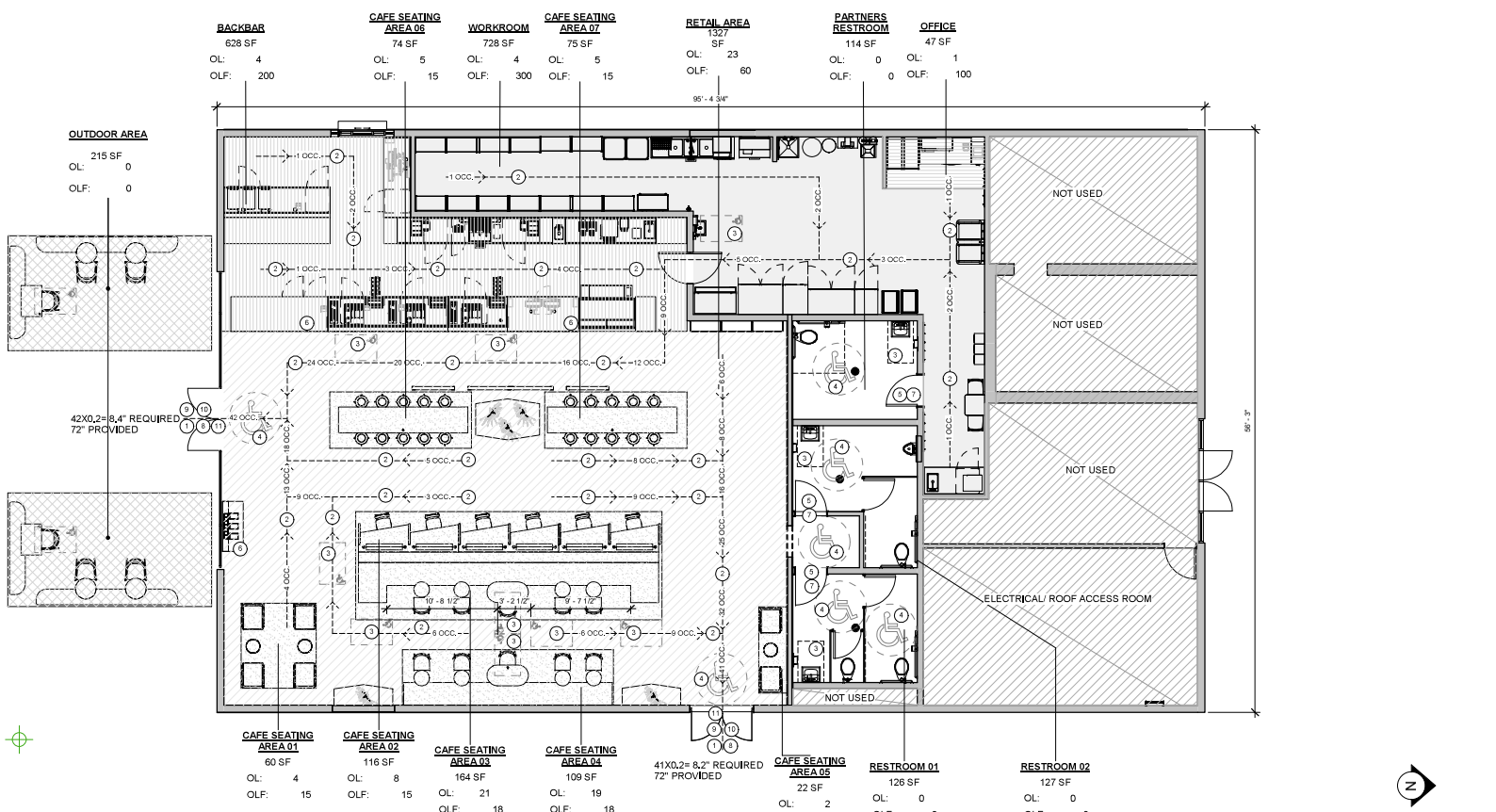
SEATING AREA: (60+74+75+116+164+109+22)/30+525/18/2+10 = 46 OCC
RETAIL AREA: 1327/100 = 14 OCC
BACKBAR: 628/100 = 7 OCC
WORKROOM: 728/50 = 15 OCC
OFFICE: 47/150 = 1 OCC

TOTAL INTERIOR OCC. = 83 **OCC**

- EXTERIOR OC.

OUTDOOR SEATING AREA: 434/30 = **12 OC**

- GRAND TOTAL = **95 OCC**



1 1ST FLOOR - LIFE SAFETY ACCESSIBILITY PLAN
Scale: 3/16" = 1'-0"

Scale: 3/8" = 1'-0"

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LICENSED ARCHITECT MIKEL W. FARAGALLA C-36004 REN: 08/31/21 STATE OF CALIFORNIA

Revision Schedule

Rev	Date	By	Description

Resubmittal Of The Entitlements 02-23-2023

PROJECT NAME: DUARTE & BALDWIN

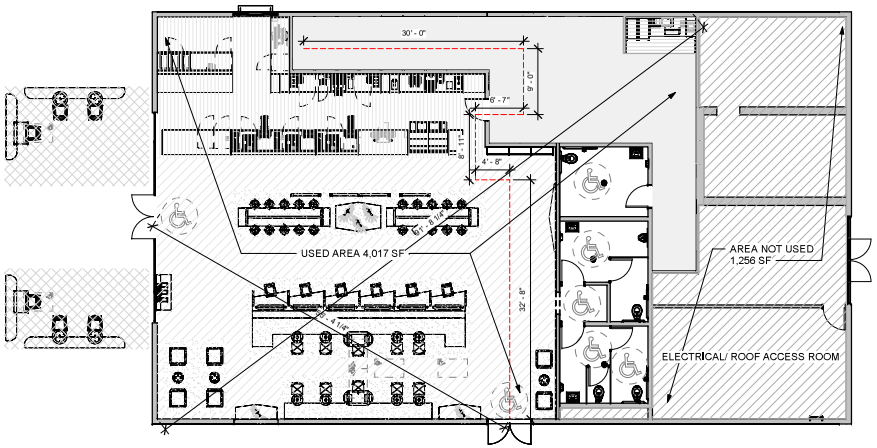
PROJECT ADDRESS: 747 W. DUARTE ROAD ARCADIA, CA 91007-7521

ISSUE DATE: 12-19-2022
PRODUCTION DESIGNER: MONICA HANY
CHECKED BY: MAIKEL FARAGALLA

SHEET TITLE: LIFE SAFETY AND ACCESSIBILITY PLAN
SCALE: As indicated

SHEET NUMBER: G002

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MAXIMUM TRAVEL DISTANCE PLAN (1)
Scale: 1/8" = 1'-0"

0 4' 8' 16'
Scale: 1/8" = 1'-0"

OUTDOOR SEATING CALCULATIONS

DESCRIPTION	NUMBER OF ITEMS	SEATS	PER ITEM
TABLE TOP, SQUARE	02	04 SEATS	02
TABLE TOP, ROUND	04	08 SEATS	02
		TOTAL ACCESSIBLE SEATS (≥ 6%)	02
		TOTAL	12

INDOOR SEATING CALCULATIONS

DESCRIPTION	NUMBER OF ITEMS	SEATS	PER ITEM
ADA TABLE TOP AT BANQUETTE	02	04 SEATS	02
TABLE TOPS AT BANQUETTE	08	16 SEATS	02
SOFT SEATING	03	06 SEATS	02
COMMUNITY SEATING	02	20 SEATS	10
OTHER SEATING	06	06 SEAT	01
		TOTAL ACCESSIBLE SEATS (≥ 6%)	02
		TOTAL	52

PLUMBING FIXTURE CALCULATIONS

CALCULATION PER CPC TABLE 422.1 & TABLE A (OLF) (OUTDOOR SEATING IS INCLUDED IN THE OVERALL OCCUPANT LOAD FOR THIS TABLE) / BOTH RESTROOMS ARE UNISEX

OCCUPANCY	MALE	FEMALE	TOTAL
	47 OCC.	48 OCC.	95 OCC.

FIXTURES		WATER CLOSETS		URINALS*	LAVATORY	
		(MALE) 1-1-50 / (FEMALE) 2-26-50		(MALE) 1:1-200	(MALE) 1:1-200 / (FEMALE) 1:1-150	
	REQUIRED	1 M	2 F	1 M	1 M	1 F
	PROVIDED	2 M	3 F	1 M	2 M	2 F

*IN EACH BATHROOM OR TOILET ROOM, URINALS SHALL NOT BE SUBSTITUTED FOR MORE THAN 67% OF THE REQUIRED WATER CLOSETS IN ASSEMBLY OCCUPANCIES.

**RETAIL ESTABLISHMENT SERVES WATER UPON REQUEST.

EGRESS CALCULATIONS

EXIT WIDTH REQUIRED - 83 OCC. x 0.2	= 16.6 IN.
EXIT WIDTH PROVIDED	= 144 IN.
EXITS	= 72 IN. PRIMARY ENTRY, 72 IN. SECONDARY ENTRY
NUMBER OF EXITS REQUIRED	= 02
NUMBER OF EXITS PROVIDED	= 02
MAXIMUM. ALLOWABLE TRAVEL DISTANCE	= 300' - 00"
MAXIMUM. TRAVEL DISTANCE PROVIDED	= 91' 10"
MINIMUM. EXIT SEPARATION	= 91' - 8 1/4" (MAXIMUM DIAGONAL) / 2 =45' - 10"
EXIT SEPARATION PROVIDED	= 55' - 4 1/4"

ROOM SCHEDULE

NAME	GROSS AREA	NET AREA
BACKBAR	670 SF	628 SF
WORKROOM	880 SF	728 SF
CAFE SEATING AREA 01	60 SF	60 SF
CAFE SEATING AREA 06	74 SF	74 SF
CAFE SEATING AREA 07	75 SF	75 SF
CAFE SEATING AREA 02	116 SF	116 SF
CAFE SEATING AREA 03	164 SF	164 SF
CAFE SEATING AREA 04	123 SF	109 SF
CAFE SEATING AREA 05	25 SF	22 SF
RETAIL AREA	1383 SF	1327 SF
PARTNERS RESTROOM	128 SF	114 SF
RESTROOM 02	142 SF	127 SF
RESTROOM 01	140 SF	126 SF
VESTIBULE	38 SF	32 SF
OFFICE	59 SF	47 SF
GRAND TOTAL	4093 SF	3750 SF

GROSS BUILDING AREA SF
- 6,294 SF GFA OF EXISTING BUILDING
- 5,273 SF GFA OF STARBUCKS BUILDING AFTER REMOVAL OF MEZZANINE
- 1,256 SF GFA OF "NON-USABLE" AREA (THIS DOES TAKE INTO CONSIDERATION REMOVAL OF BATHROOM AREAS)
- 4,017 SF GFA OF "USABLE" AREA (INCLUDING BATHROOM AREAS)

Resubmittal Of The Entitlements 02-23-2023

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LICENSED ARCHITECT MAKEL W. FARAGALLA C-36004 REN: 08/31/21 STATE OF CALIFORNIA

Revision Schedule

Rev	Date	By	Description

PROJECT NAME: DUARTE & BALDWIN

PROJECT ADDRESS: 747 W. DUARTE ROAD ARCADIA, CA 91007-7521

ISSUE DATE: 12-19-2022

PRODUCTION DESIGNER: MONICA HANY

CHECKED BY: MAKEL FARAGALLA

SHEET TITLE: LIFE SAFETY AND ACCESSIBILITY PLAN

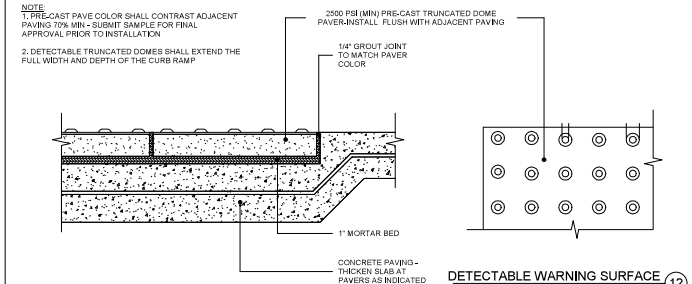
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SHEET NUMBER: G002B

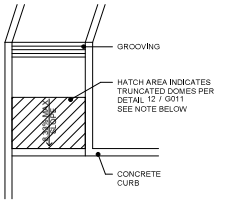
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SITE WORK TO BE COMPLETED UNDER SEPARATE PERMIT.

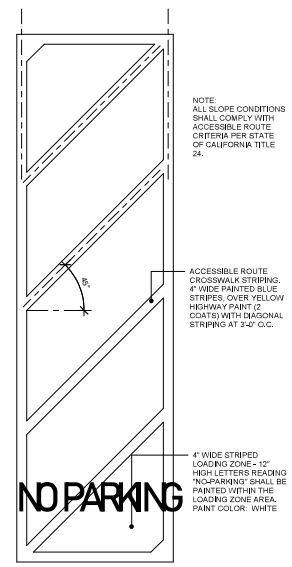
INFORMATION IS PROVIDED FOR REFERENCE AND COORDINATION PURPOSES.



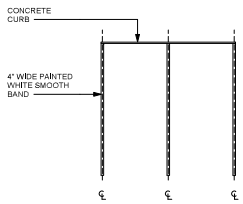
DETECTABLE WARNING SURFACE (12)
Scale: 3" = 1'-0"



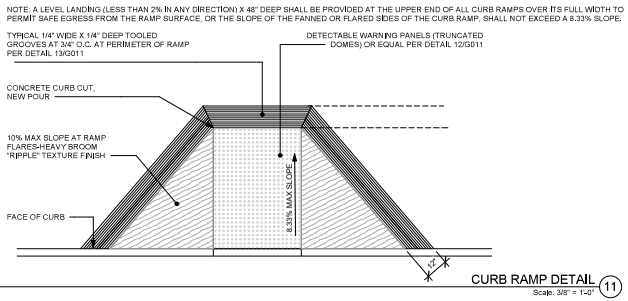
CURB RAMP (8)
Scale: 1/4" = 1'-0"



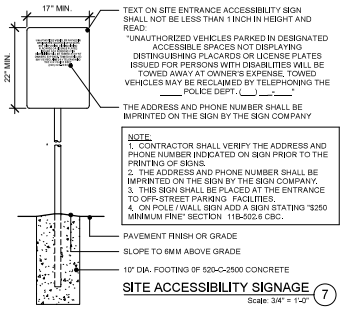
ACCESSIBLE ACCESS AISLE (3)
Scale: 1/2" = 1'-0"



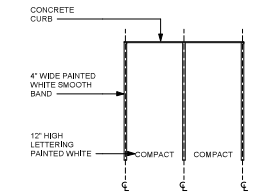
STANDARD SIZE PARKING STALL DETAIL (19)
Scale: 1/8" = 1'-0"



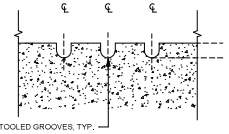
CURB RAMP DETAIL (11)
Scale: 3/8" = 1'-0"



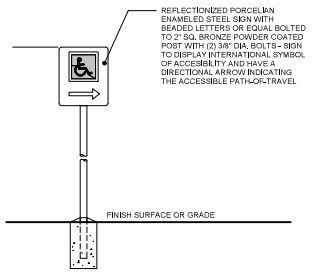
SITE ACCESSIBILITY SIGNAGE (7)
Scale: 3/4" = 1'-0"



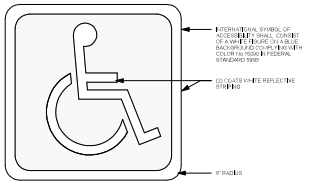
COMPACT SIZE PARKING STALL (18)
Scale: 1/8" = 1'-0"



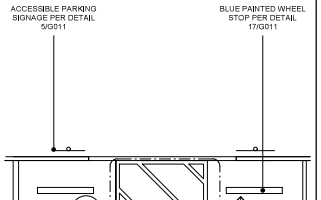
TOOL GROOVES DETAIL (14)
Scale: 12" = 1'-0"



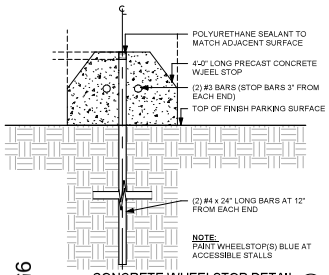
ACCESSIBLE PATH SIGN (10)
Scale: 1" = 1'-0"



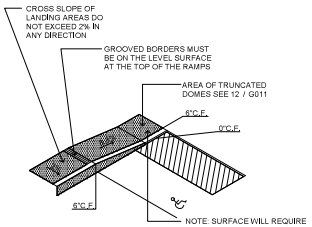
INTERNATIONAL SYMBOL OF ACCESIBILITY (6)
Scale: 1" = 1'-0"



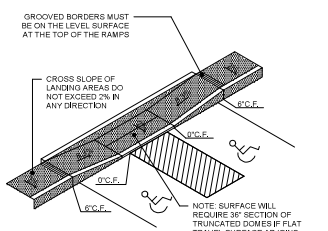
ACCESSIBLE PARKING (1)
Scale: 3/16" = 1'-0"



CONCRETE WHEELSTOP DETAIL (17)
Scale: 3" = 1'-0"

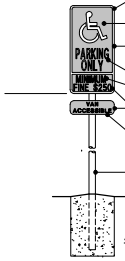


CURB RAMP DETAIL (13)
Scale: 1/8" = 1'-0"



CURB RAMP DETAIL (9)
Scale: 1/8" = 1'-0"

1. ALL PARKING SPACE SIGNS SHALL INCLUDE THE VERBAGE "$250 MINIMUM FINE". CALIFORNIA VEHICLE CODE SECTION 22511.8 (AB1511), CBC 11B-502.6.2
2. 70 SQ. INCH MINIMUM ACCESSIBLE SIGN PER CBC 11B-502.6



ACCESSIBLE PARKING SIGN (5)
Scale: 3/4" = 1'-0"

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LICENSED ARCHITECT MIKEL M. FARAGALLA C-36004 REN. 08/31/21 STATE OF CALIFORNIA

Revision Schedule

Rev	Date	By	Description

Resubmittal Of The Entitlements 02-23-2023

PROJECT NAME: DUARTE & BALDWIN

PROJECT ADDRESS: 747 W. DUARTE ROAD ARCADIA, CA 91007-7521

ISSUE DATE: 12-19-2022

PRODUCTION DESIGNER: MONICA HANY

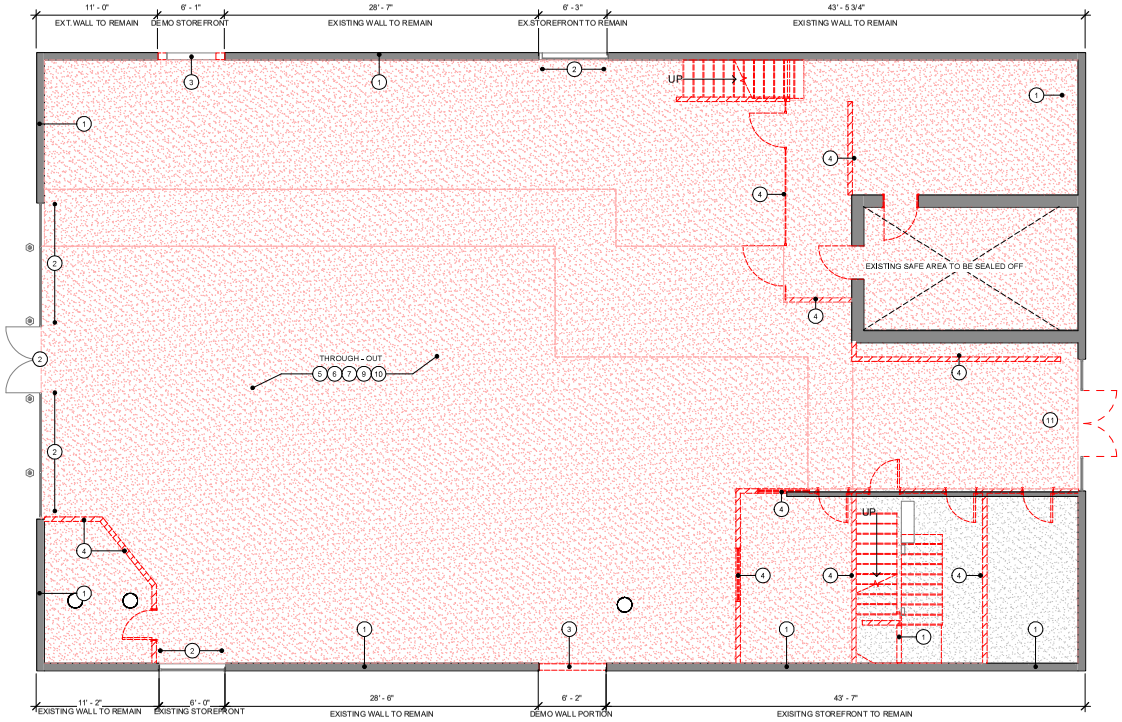
CHECKED BY: MAIKEL FARAGALLA

SHEET TITLE: SITE ACCESSIBILITY

SCALE: As indicated

SHEET NUMBER: G011

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1ST FLOOR - DEMOLITION PLAN (01)
Scale: 3/16" = 1'-0"

0 2' 4' 6'
Scale: 3/8" = 1'-0"

N

GENERAL NOTES

A. IF DURING DEMOLITION CONDITIONS ARE REVEALED THAT MAY JEOPARDIZE INTEGRITY OF STRUCTURE OR PRECLUDE FOLLOWING DESIGN INTENT, GENERAL CONTRACTOR TO NOTIFY STARBUCKS CONSTRUCTION MANAGER IMMEDIATELY.

B. GENERAL CONTRACTOR IS RESPONSIBLE FOR SITE INVESTIGATION PRIOR TO DEMOLITION TO REVEAL FULL SCOPE OF WORK. NOTIFY STARBUCKS CONSTRUCTION MANAGER IF EXISTING CONDITIONS DEVIATE FROM CONSTRUCTION DOCUMENTS.

C. REMOVE EXISTING INTERIOR WALL FINISH AS SHOWN,PATCH, REPAIR AND PREP. SUBSTRATE TO RECEIVE NEW FINISH. REMOVE WALL COVERINGS ON EXISTING WALLS TO REMAIN THAT FACE AREAS OF DEMOLITION. REMOVAL SHALL INCLUDE ANY RESIDUAL MATERIAL AFTER DEMOLITION, (I.E. PIECES OF WALL COVERING OR BACKING). REMOVAL OF ALL COVERINGS IS TO BE DONE W/O DAMAGING THE EXISTING WALL SURFACE TO REMAIN. ALSO REMOVE WALL DEVICES AND ITEMS MOUNTED TO WALLS.

D. REMOVE EXISTING FLOORING AS SHOWN. PATCH, REPAIR AND PREP. SUBSTRATE TO RECEIVE NEW FINISH, REMOVAL OF EXISTING FLOORING INCLUDES, BUT IS NOT LIMITED TO REMOVAL OF EXISTING CERAMIC TILE, CARPET OR VINYL TILE FLOORING AND ASSOCIATED WALL BASE. SUBFLOOR TO BE STRIPPED OF ALL COVERING/FINISH AND CLEANED TO REMOVE EXISTING ADHESIVE, GROUT, MORTAR, DIRT AND COATINGS. FINAL SURFACE TO BE STREAK-FREE WITH NO MACHINE MARKS AND/OR SMOOTH, STABLE AND LEVEL. PROVIDE LEVELING WHERE NECESSARY TO ACCOMMODATE NEW FINISHES.

E. DEMOLITION PLANS REPRESENT APPROXIMATE LOCATION OF EXISTING WALLS TO BE DEMOLISHED. FIELD VERIFY TYPE OF CONSTRUCTION AND HEIGHT OF WALLS, PLANS DO NOT NECESSARILY INDICATE ALL DEMO WALLS, COUNTERS, HANDRAILS, WALL PROTECTION, CLOSETS, SINKS ETC. PRIOR TO DEMOLITION, FIELD VERIFY THAT WALLS TO BE REMOVED DO NOT PROVIDE SUPPORT FOR EXISTING BUILDING ELEMENTS AND EXISTING CONSTRUCTION TO REMAIN. NOTIFY STARBUCKS CONSTRUCTION MANAGER IF DEMOLITION WALLS SUPPORT EXISTING BUILDING ELEMENTS.

F. DEMOLISH AND REMOVE DOORS, VINYL BASE, CONDUIT, WIRING, DUPLEXES, DATA OUTLETS, CABLES, SHELVING, METAL STUD AND GYPSUM BOARD WALLS, CLOSETS, CABINETS, FILES, COUNTERS, WOOD MOLDING, SHELVES AND ENCLOSURES WHERE APPLICABLE.

G. VERIFY WITH STARBUCKS CONSTRUCTION MANAGER ACCESS TO THE DEMOLITION AREA, INGRESS AND EGRESS ROUTES FOR MATERIAL AND EQUIPMENT.

H. PROTECT EXISTING FLOORS, WALLS AND CORNERS TO REMAIN ALONG WORK ACCES ROUTES.

I. CONTAIN DUST AND DEBRIS WITHIN THE DEMOLITION AREA.

J. THE GENERAL CONTRACTOR SHALL PERFORM WORK IN A MANNER THAT DOES NOT DAMAGE THE EXISTING STRUCTURE. DEMOLITION SHALL NOT COMPROMISE THE STRUCTURAL INTEGRITY OF ANY WALLS, FLOORS, CEILINGS, SUPPORTS, STRUCTURE, ETC. TO REMAIN.

K. ALL DEMOLITION MATERIALS AND DEBRIS SHALL BE DISPOSED OF ACCORDING TO FEDERAL, STATE AND LOCAL REGULATIONS.

L. AT LOCATIONS WHERE EXISTING WALLS ARE TO BE REMOVED NEAR EXISTING WALLS TO REMAIN, PERFORM DEMOLITION WITHOUT DISTURBING EXISTING ELEMENTS TO REMAIN. WALLS TO REMAIN SHALL BE INTACT AND HAVE A NEAT SURFACE.

M. REFER TO 'ITEMS TO BE PRESERVED' LIST FOR ITEMS THAT SHALL BE SALVAGED FOR RELOCATION. VERIFY WITH OWNER FOR ON SITE STORAGE LOCATION OF SALVAGED ITEMS.

N. DAMAGED FIREPROOFING SHALL BE REPAIRED/ REPLACED TO MATCH EXISTING.

O. THE GENERAL CONTRACTOR SHALL DEMOLISH ANY EXISTING ABANDONED VOICE/DATA CABLING AND DEAD OR NON-USE ELECTRICAL BACK TO PANEL. ALL RECEPTACLES NOT REUSED ARE TO BE REMOVED, PATCHED AND PAINTED.

P. REMOVAL OF LOW VOLTAGE EQUIPMENT, PERTAINING TO DATA/COMMUNICATIONS AND TELEPHONE SHALL BE VERIFIED BY THE STARBUCKS CONSTRUCTION MANAGER PRIOR TO REMOVAL. SALVAGED EQUIPMENT SHALL BE STORED IN A CLIMATE CONTROLLED ENVIRONMENT FOR FUTURE INSTALLATION.

Q. LABEL ALL ITEMS AND PROPERLY STORE FOR RE-INSTALL.

R. REMOVE EXISTING PLUMBING FIXTURES AND HVAC EQUIPMENT AS NECESSARY, CAP LINES AND TERMINATE DUCTS AS NECESSARY FOR THOSE NOT BEING RE-USED.

KEYNOTES

1. EXISTING WALL TO REMAIN
2. EXISITNG EXTERIOR STOREFRONT, DOOR AND WINDOWS TO REMAIN
3. REMOVE EXISTING STOREFRONT AND ASSOCIATED FASTENERS.
4. REMOVE INTERIOR WALLS AS SHOWN.
5. REMOVE EXISTING RESTROOMS FIXTURES AND CAP PLUMBING.
6. REMOVE EXISTING FIXTURES, FLOOR AND WALL FINISHES
7. REMOVE EXISTING FIXTURES, FURNITURE, AND EQUIPMENT.
8. EXISTING FLOOR TO REMAIN
9. REMOVE EXISTING FLOORING AS INDICATED. PATCH, REPAIR AND PREP. SUBSTRATE TO RECEIVE NEW FINISH.
10. DEMO STAIRCASE AND THE ASSOCIATED MEZZANINE FLOOR
11. REMOVE STOREFRONT DOOR

LEGEND

- ITEM TO BE DEMOLISHED
- EXISTING WALLS TO REMAIN
- WALLS TO BE DEMOLISHED
- EXISTING FLOOR TO BE DEMOLISHED

Resubmittal Of The Entitlements 02-23-2023

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LICENSED ARCHITECT MIKEL M. FARAGALLA C-36004 REN. 08/31/21 STATE OF CALIFORNIA

Revision Schedule

Rev	Date	By	Description

PROJECT NAME: DUARTE & BALDWIN

PROJECT ADDRESS: 747 W. DUARTE ROAD ARCADIA, CA 91007-7521

ISSUE DATE: 12-19-2022

PRODUCTION DESIGNER: MONICA HANY

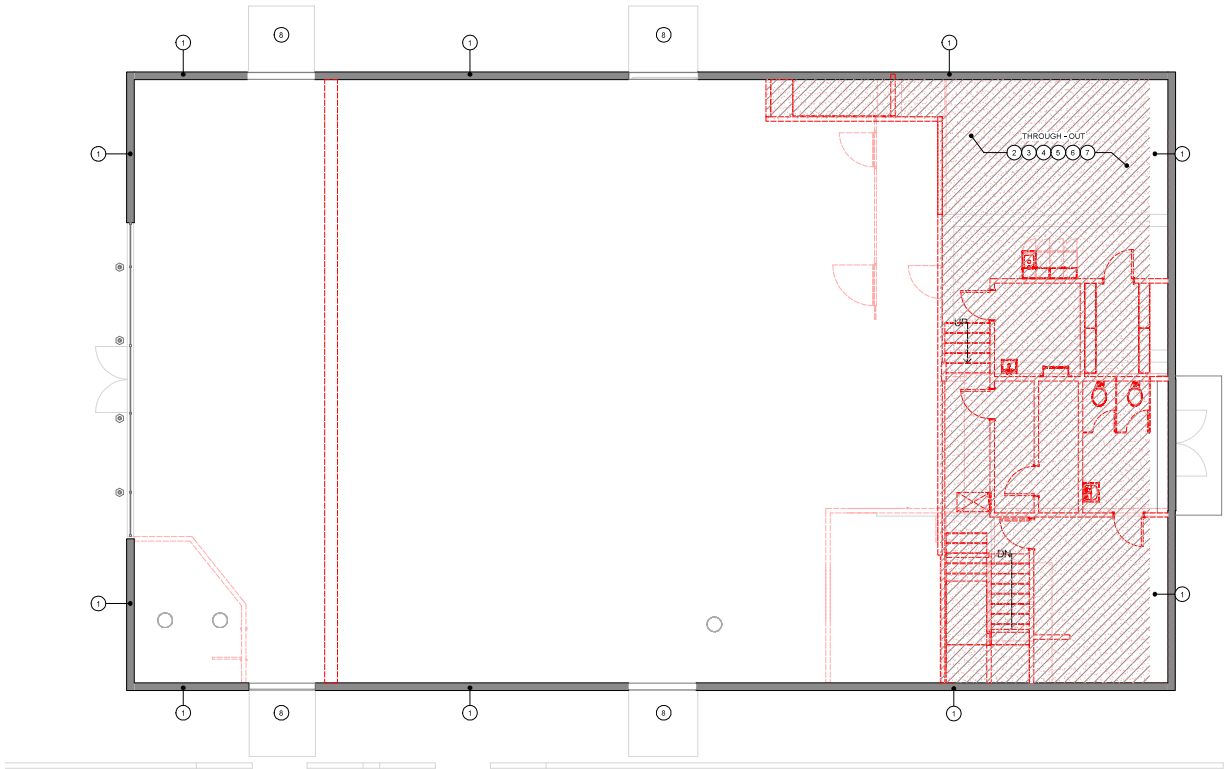
CHECKED BY: MAIKEL FARAGALLA

SHEET TITLE: DEMOLITION FLOOR PLAN

SCALE: As indicated

SHEET NUMBER: D101

2/23/2023 12:20:58 PM C:\Users\UDA system 1\Desktop\Maria\Task 14 Duarte & Baldwin\02-23-2023\Duarte & Baldwin_ Resubmittal Of Entitlements-02-23-2023.rvt



2ND FLOOR - DEMOLITION PLAN (1)
Scale: 3/16" = 1'-0"

GENERAL NOTES

A. IF DURING DEMOLITION CONDITIONS ARE REVEALED THAT MAY JEOPARDIZE INTEGRITY OF STRUCTURE OR PRECLUDE FOLLOWING DESIGN INTENT, GENERAL CONTRACTOR TO NOTIFY STARBUCKS CONSTRUCTION MANAGER IMMEDIATELY.

B. GENERAL CONTRACTOR IS RESPONSIBLE FOR SITE INVESTIGATION PRIOR TO DEMOLITION TO REVEAL FULL SCOPE OF WORK. NOTIFY STARBUCKS CONSTRUCTION MANAGER IF EXISTING CONDITIONS DEVIATE FROM CONSTRUCTION DOCUMENTS.

C. REMOVE EXISTING INTERIOR WALL FINISH AS SHOWN.PATCH, REPAIR AND PREP. SUBSTRATE TO RECEIVE NEW FINISH. REMOVE WALL COVERINGS ON EXISTING WALLS TO REMAIN THAT FACE AREAS OF DEMOLITION. REMOVAL SHALL INCLUDE ANY RESIDUAL MATERIAL AFTER DEMOLITION. (I.E. PIECES OF WALL COVERING OR BACKING). REMOVAL OF ALL COVERINGS IS TO BE DONE W/O DAMAGING THE EXISTING WALL SURFACE TO REMAIN. ALSO REMOVE WALL DEVICES AND ITEMS MOUNTED TO WALLS.

D. REMOVE EXISTING FLOORING AS SHOWN. PATCH, REPAIR AND PREP. SUBSTRATE TO RECEIVE NEW FINISH. REMOVAL OF EXISTING FLOORING INCLUDES, BUT IS NOT LIMITED TO REMOVAL OF EXISTING CERAMIC TILE, CARPET OR VINYL TILE FLOORING AND ASSOCIATED WALL BASE. SUBFLOOR TO BE STRIPPED OF ALL COVERING/FINISH AND CLEANED TO REMOVE EXISTING ADHESIVE, GROUT, MORTAR, DIRT AND COATINGS. FINAL SURFACE TO BE STREAK-FREE WITH NO MACHINE MARKS AND/OR SMOOTH, STABLE AND LEVEL, PROVIDE LEVELING WHERE NECESSARY TO ACCOMMODATE NEW FINISHES.

E. DEMOLITION PLANS REPRESENT APPROXIMATE LOCATION OF EXISTING WALLS TO BE DEMOLISHED. FIELD VERIFY TYPE OF CONSTRUCTION AND HEIGHT OF WALLS. PLANS DO NOT NECESSARILY INDICATE ALL DEMO WALLS, COUNTERS, HANDRAILS, WALL PROTECTION, CLOSETS, SINKS ETC. PRIOR TO DEMOLITION, FIELD VERIFY THAT WALLS TO BE REMOVED DO NOT PROVIDE SUPPORT FOR EXISTING BUILDING ELEMENTS AND EXISTING CONSTRUCTION TO REMAIN. NOTIFY STARBUCKS CONSTRUCTION MANAGER IF DEMOLITION WALLS SUPPORT EXISTING BUILDING ELEMENTS.

F. DEMOLISH AND REMOVE DOORS, VINYL BASE, CONDUIT, WIRING, DUPLEXES, DATA OUTLETS, CABLES, SHELVING, METAL STUD AND GYPSUM BOARD WALLS, CLOSETS, CABINETS, FILES, COUNTERS, WOOD MOLDING, SHELVES AND ENCLOSURES WHERE APPLICABLE.

G. VERIFY WITH STARBUCKS CONSTRUCTION MANAGER ACCESS TO THE DEMOLITION AREA, INGRESS AND EGRESS ROUTES FOR MATERIAL AND EQUIPMENT.

H. PROTECT EXISTING FLOORS, WALLS AND CORNERS TO REMAIN ALONG WORK ACCES ROUTES.

I. CONTAIN DUST AND DEBRIS WITHIN THE DEMOLITION AREA.

J. THE GENERAL CONTRACTOR SHALL PERFORM WORK IN A MANNER THAT DOES NOT DAMAGE THE EXISTING STRUCTURE. DEMOLITION SHALL NOT COMPROMISE THE STRUCTURAL INTEGRITY OF ANY WALLS, FLOORS, CEILINGS, SUPPORTS, STRUCTURE, ETC, TO REMAIN.

K. ALL DEMOLITION MATERIALS AND DEBRIS SHALL BE DISPOSED OF ACCORDING TO FEDERAL, STATE AND LOCAL REGULATIONS.

L. AT LOCATIONS WHERE EXISTING WALLS ARE TO BE REMOVED NEAR EXISTING WALLS TO REMAIN, PERFORM DEMOLITION WITHOUT DISTURBING EXISTING ELEMENTS TO REMAIN. WALLS TO REMAIN SHALL BE INTACT AND HAVE A NEAT SURFACE.

M. REFER TO "ITEMS TO BE PRESERVED" LIST FOR ITEMS THAT SHALL BE SALVAGED FOR RELOCATION. VERIFY WITH OWNER FOR ON SITE STORAGE LOCATION OF SALVAGED ITEMS.

N. DAMAGED FIREPROOFING SHALL BE REPAIRED/ REPLACED TO MATCH EXISTING.

O. THE GENERAL CONTRACTOR SHALL DEMOLISH ANY EXISTING ABANDONED VOICE/DATA CABLING AND DEAD OR NON-USE ELECTRICAL BACK TO PANEL. ALL RECEPTACLES NOT REUSED ARE TO BE REMOVED, PATCHED AND PAINTED.

P. REMOVAL OF LOW VOLTAGE EQUIPMENT, PERTAINING TO DATA/COMMUNICATIONS AND TELEPHONE SHALL BE VERIFIED BY THE STARBUCKS CONSTRUCTION MANAGER PRIOR TO REMOVAL. SALVAGED EQUIPMENT SHALL BE STORED IN A CLIMATE CONTROLLED ENVIRONMENT FOR FUTURE INSTALLATION.

Q. LABEL ALL ITEMS AND PROPERLY STORE FOR RE-INSTALL.

R. REMOVE EXISTING PLUMBING FIXTURES AND HVAC EQUIPMENT AS NECESSARY. CAP LINES AND TERMINATE DUCTS AS NECESSARY FOR THOSE NOT BEING RE-USED.

KEYNOTES

1. EXISTING WALL TO REMAIN
2. DEMO MEZZANINE FLOOR IN ITS ENTIRETY
3. DEMO INTERIOR WALLS AS SHOWN.
4. DEMO EXISTING RESTROOMS FIXTURES AND CAP PLUMBING.
5. DEMO EXISTING FIXTURES, FLOOR AND WALL FINISHES
6. DEMO EXISTING FIXTURES, FURNITURE, AND EQUIPMENT.
7. DEMO STAIRCASE
8. EXISITNG CANOPY TO REMAIN

LEGEND

- ITEM TO BE DEMOLISHED
- EXISTING WALLS TO REMAIN
- WALLS TO BE DEMOLISHED
- EXISTING FLOOR TO BE DEMOLISHED
- MEZZANINE FLOOR TO BE DEMOLISHED

Resubmittal Of The Entitlements 02-23-2023

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LICENSED ARCHITECT — MIKEL W. FARAGALLA — C-36004 — REN: 8/31/21 — STATE OF CALIFORNIA

Revision Schedule

Rev	Date	By	Description

PROJECT NAME: DUARTE & BALDWIN

PROJECT ADDRESS: 747 W. DUARTE ROAD ARCADIA, CA 91007-7521

ISSUE DATE: 12-19-2022

PRODUCTION DESIGNER: MONICA HANY

CHECKED BY: MAIKEL FARAGALLA

SHEET TITLE: DEMOLITION FLOOR PLAN

SCALE: As indicated

SHEET NUMBER: D102

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GENERAL NOTES

A. GENERAL CONTRACTOR TO VERIFY ALL DIMENSIONS AND NOTIFY STARBUCKS CONSTRUCTION MANAGER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION. ALL DIMENSIONS TO BE TAKEN FROM DESIGNATED DATUM POINT.

B. IN FREEZE THAW CLIMATES ONLY. INSTALL SELF-REGULATING HEAT TAPE IN ALL DOWNSPOUTS. SEE ELECTRICAL FOR FURTHER INFORMATION.

C. ROOF TOP PLUMBING VENTS ARE NOT SHOWN FOR CLARITY. REFER TO PLUMBING DRAWINGS FOR VTR LOCATIONS AND FURTHER INFORMATION.

D. ALL OF ROOF PENETRATIONS, STRUCTURE AND FIXTURES ARE EXISTING TO REMAIN UNLESS NOTED OTHERWISE.

KEYNOTES

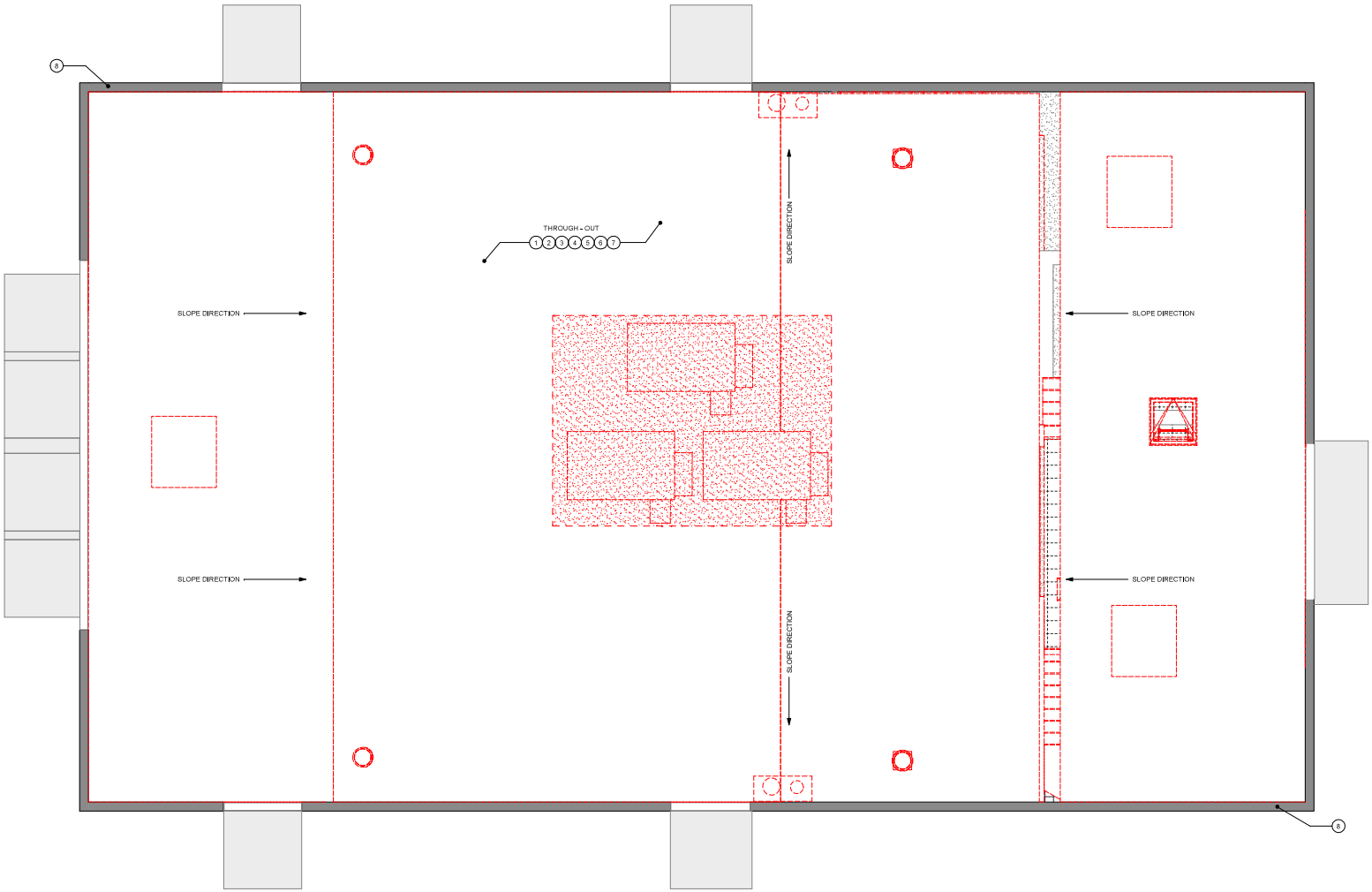
1. DEMO ROOF DRAINS
2. DEMO (E) ROOF CRICKETS.
3. REMOVE ALL (E) ABANDONED ROOF TOP EQUIPMENT.
4. (E) ROOF SLOPE DIRECTION TO REMAIN.
5. DEMO (E) RESTROOM EXHAUST FAN . PATCH AND REPAIR AS NEEDED.
6. DEMO (E) ROOF ACCESS HATCH. PATCH AND REPAIR AS NEEDED.
7. DEMO (E) MECHANICAL ROOF TOP UNITS AND CURBS BELOW. PATCH AND REPAIR AS NEEDED.
8. EXISTING ROOF PARAPET TO REMAIN

LEGEND

EXISTING ITEM TO BE DEMOLISHED

EXISTING PARAPET WALL TO REMAIN

NOT USED



DEMO ROOF 2
Scale: 1/4" = 1'-0"

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LICENSED ARCHITECT MAKEL W. FARAGALLA IV C-36004 REN: 08/31/21 STATE OF CALIFORNIA

Revision Schedule

Rev	Date	By	Description

PROJECT NAME: DUARTE & BALDWIN

PROJECT ADDRESS: 747 W. DUARTE ROAD ARCADIA, CA 91007-7521

ISSUE DATE: 12-19-2022

PRODUCTION DESIGNER: MONICA HANY

CHECKED BY: MAKEL FARAGALLA

SHEET TITLE: DEMO ROOF PLAN

SCALE: 1/4" = 1'-0"

SHEET NUMBER: D201

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PLANTING PALLETTE

ORNAMENTAL TREE



AFRICAN TULIPTREE - (SPATHODE CAMPANULATA
SIZE RANGE: 5 - 6' ht X 4"- 5" SPREAD

EVERGREEN SHRUBS



African Fern Pine - (Podocarpus Gracilior)
SIZE RANGE: 8'-9' ht X 3'-4' SPREAD



CENTENNIAL COYOTE BRUSH - (BACCHARIS)
SIZE RANGE: 18"-24'' ht X 18''-24' SPREAD

GROUNDCOVER



STAR JASMINE
TRACHELOSPERMUM
SIZE RANGE: 8 - 10" ht X 8'- 10" SPREAD

TREES



PYRUS KAWAKAMII- (EVERGREEN PEAR)
SIZE RANGE: 20' ht X 15' SPREAD



ROCKROSE - CISTUS SPP.
SIZE RANGE: 18"-24'' ht X 18''-24' SPREAD

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LICENSED ARCHITECT
MAKEL W. FARAGALLA IV
C-36004
REN: 08/31/21
STATE OF CALIFORNIA

Revision Schedule

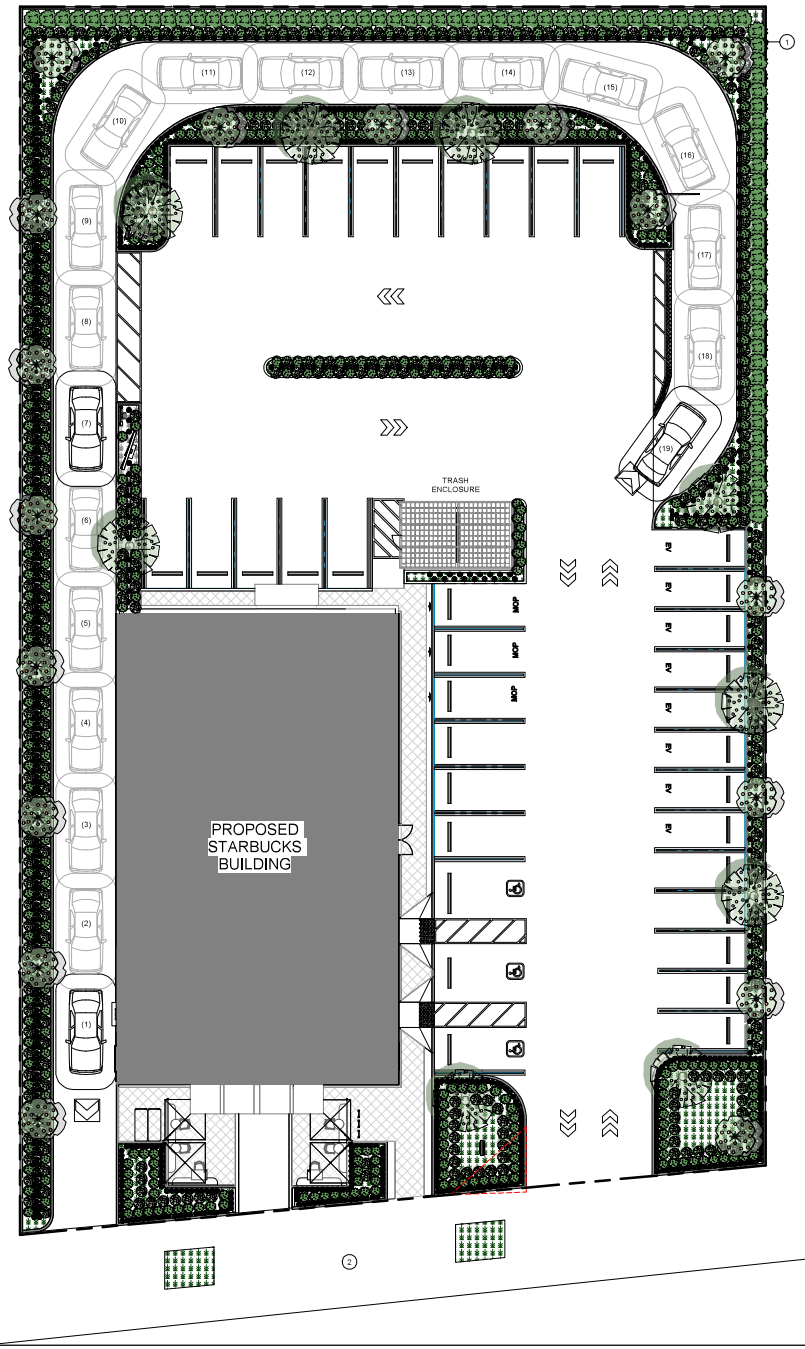
Rev	Date	By	Description

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PROJECT ADDRESS: 747 W. DUARTE ROAD ARCADIA, CA 91007-7521

ISSUE DATE: 12-19-2022
PRODUCTION DESIGNER: MONICA HANY
CHECKED BY: MAKEL FARAGALLA

SHEET TITLE: LANDSCAPE PALLETTE
SCALE:
SHEET NUMBER: L001



LANDSCAPE PLAN (1)
Scale: 1 : 140

LANDSCAPE PLAN NOTES

1. SHRUB LAYOUT AS SHOWN ON PLANS INDICATES "SHRUB MASSES" AND INDIVIDUAL LOCATIONS. QUANTITIES ARE AS SHOWN ON PLAN ,ON-CENTER SPACING AS SHOWN ON LEGEND. CONTRACTOR TO VERIFY QUANTITIES BASED ON SPACING AND ADD ADDITIONAL PLANT MATERIAL (AT NO ADDITIONAL COST TO THE OWNER) REQUIRED TO MAINTAIN DESIGN INTENT DUE TO EXISTING SITE CONDITIONS NOT ANTICIPATED DURING DESIGN. LAYOUT/SPACING WILL EITHER BE TRIANGULAR OR LINEAR AS SHOWN ON PLAN OR LEGEND. LANDSCAPE ARCHITECT TO APPROVE FINAL LAYOUT IN FIELD PRIOR TO INSTALLATION.

2. CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT OF SITE CONDITIONS WHICH PREVENT INSTALLATION PER PLANS ANDSPECIFICATIONS.

3. CONTRACTOR SHALL BE LIABLE FOR REMOVING AND RE-INSTALLING IRRIGATION EQUIPMENT, AND REPLANTING AREAS WHICH ARE NOT INSTALLED PER PLAN AND SPECIFICATIONS.

4. REFER TO PLANTING SPECIFICATIONS FOR INSPECTION/CERTIFICATION SCHEDULE.

5. IRRIGATION SYSTEM SHALL BE INSTALLED AND OPERATIONAL PRIOR TO INSTALLATION OF PLANT MATERIAL.

6. TREES AND SHRUBS SHALL BE PLANTED AFTER CONCRETE PLACEMENT, BUT NOT BEFORE IRRIGATION COVERAGE TEST NO.1 HAS BEEN APPROVED. (SEE SPECIFICATIONS).

7. THE RECOMMENDATIONS OF THE SOIL REPORT SHALL SUPERCEDE THE SOIL PREPARATION AND BACKFILL MIX SPECIFICATIONS (SEE SPECIFICATIONS). THE CONTRACTOR SHALL SUBMIT A COPY OF ALL SOILS REPORTS TO THE LANDSCAPE ARCHITECT PRIOR TO THE MODIFICATION OF THESE SPECIFICATIONS.

8. CONTRACTOR IS RESPONSIBLE FOR ALL REPAIRS AND/OR REPLACEMENT OF ANY DAMAGED LANDSCAPE AREAS BEYOND THE LIMIT OF WORK, INCLUDING REPAIRING ANY IRRIGATION LINES/ SPRINKLER HEADS, THAT IS A DIRECT RESULT OF THE LANDSCAPE CONSTRUCTION AND/OR HIS SUB-CONTRACTOR. REPLACEMENT ITEMS SHALL BE EXACT DUPLICATION OF ORIGINAL WORK OR PLANTS, UNLESS THERWISE APPROVED BY THE LANDSCAPE ARCHITECT.

9. WHEREVER GROUNDCOVER AREAS ARE ADJACENT TO TURF, INSTALL CONCRETE MOWSTRIP OR HEADBOARD AS INDICATED ON DRAWINGS.

10. CLEAN-UP SHALL TAKE PLACE ON A DAILY BASIS UNLESS OTHERWISE APPROVED BY THE OWNER'S REPRESENTATIVE.

11. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN ALL GRADES AND FLOW LINES AS SHOWN ON THE GRADING PLAN.

12. ALL TREES LOCATED WITHIN 6' FROM ANY HARDSCAPE TO RECEIVE DEEPROOT BARRIERS, EXTEND BARRIERS 5' EACH DIRECTION FROM CENTER OF TRUNK PER DETAIL B, SHEET L-0005.

13. CONTRACTOR TO EXPOSE ALL STREET TREE PITS PRIOR TO CONCRETE WORK OR PLANTING. IN ORDER TO EXPOSE POTENTIAL CONFLICTS W/ ANY EXISTING UTILITIES, IF PITS ARE GOING TO STAY EXPOSED OVER NIGHT, THEY MUST BE COVERED WITH PLYWOOD AND TAPED-OFF WITH A HIGH VISIBILITY TAPE.

14. ALL PLANT MATERIAL SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO PLANTING FOR SIZE, COLOR AND HEALTH.

15. QUANTITIES ARE GIVEN FOR ESTIMATING PURPOSES ONLY. CONTRACTOR WILL BE RESPONSIBLE FOR INSTALLING MATERIAL IN ALL AREAS AS DESIGNATED ON PLAN AT THE ON-CENTER SPACING NOTED IN THE LEGEND.

16. PROVIDE 3" LAYER OF MULCH (MIN.) IN SHRUB BEDS AND UNPLANTED AREAS, 2" LAYER OF MULCH IN GROUNDCOVER AREAS, 3" LAYER OF SHREDDED, STABILIZING MULCH FOR SLOPES.

SCOPE OF WORK

-NEW LANDSCAPE INFILL AREAS, PRESERVE EXISTING TREES, SHRUBS AND BUSHES AS INDICATED ON L101.

-EXISTING IRRIGATION INFRASTRUCTURE TO REMAIN.

-EXTEND (E) IRRIGATION TO COVER NEW PROPOSED PLANTS.

PLANT SCHEDULE

TREES	QTY	COMMON NAME/ BOTANICAL NAME	CONTAINER	WUCOLS
	9	PYRUS KAWAKAMII (EVERGREEN PEAR)	24" BOX	MODERATE
	81	African Fern Pine (Podocarpus Gracilior)	24" BOX	MODERATE
SHRUBS	**QTY**	**COMMON NAME/ BOTANICAL NAME**	**CONTAINER**	**WUCOLS**
	16	AFRICAN TULIP TREE (SPATHODEA CAMPANULATA)	5 GAL	LOW
	327	ROCKROSE (CISTUS SPP.)	5 GAL	LOW
	475	CENTENNIAL COYOTE BRUSH (BACCHARIS - CENTENNIAL)	1 GAL	LOW
	1125	STAR JASMINE (TRACHELOSPERMUM)	1 GAL	LOW

HARDSCAPE SCHEDULE

TILE

(N) ORCO PAVER PER NEW WORK

LEGEND

(N) CONCRETE DRIVE THRU PER NEW WORK

VISIBILITY TRIANGLE

KEYNOTES

1. PROPERTY LINE
2. SIDEWALK

N

0 2' 4' 6'
Scale: 3/8" = 1'-0"

Resubmittal Of The Entitlements 02-23-2023

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MAKEL W. FARAGALLA
C-36004
REN: 08/31/21
STATE OF CALIFORNIA
LICENSED ARCHITECT

Revision Schedule

Rev	Date	By	Description

PROJECT NAME: DUARTE & BALDWIN

PROJECT ADDRESS: 747 W. DUARTE ROAD ARCADIA, CA 91007-7521

ISSUE DATE: 12-19-2022

PRODUCTION DESIGNER: MONICA HANY

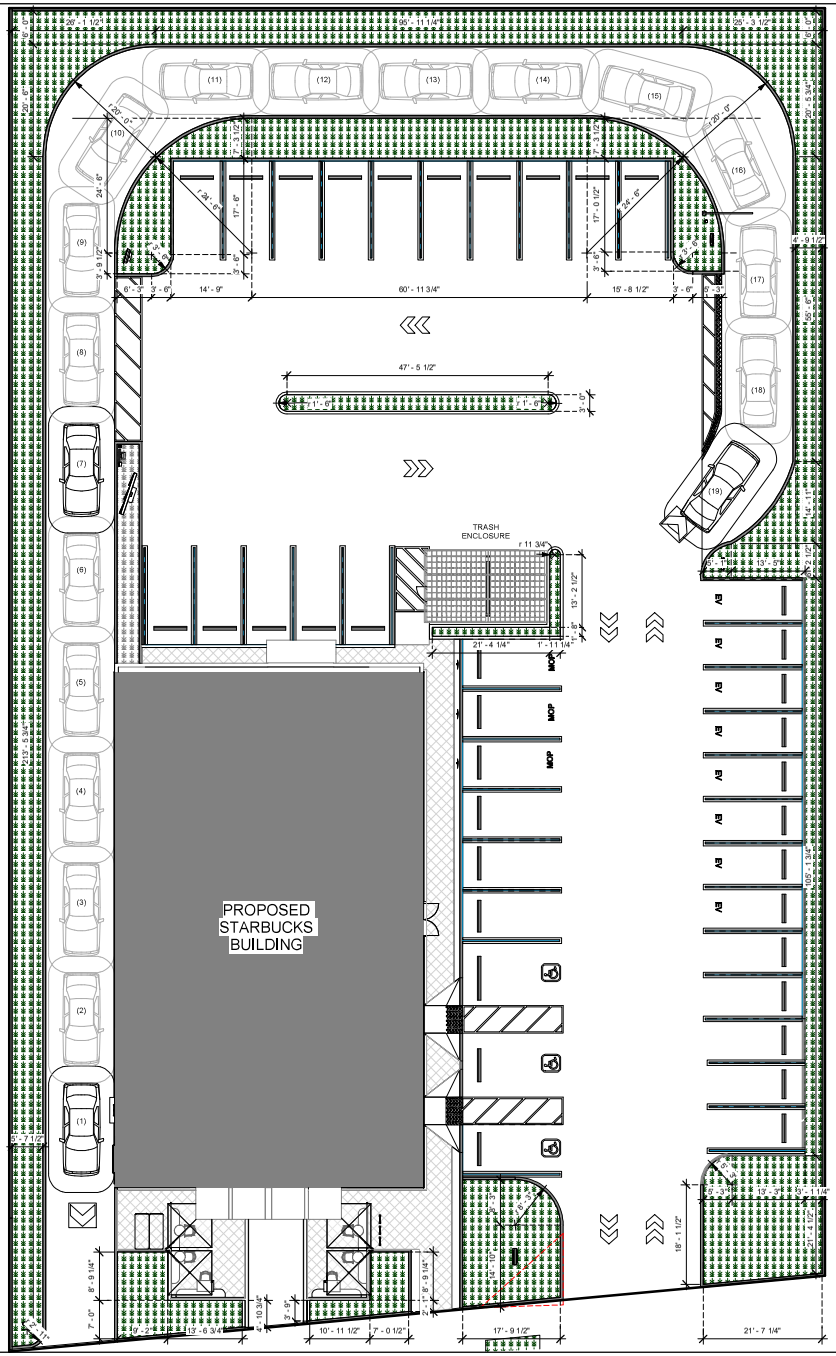
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SHEET TITLE: LANDSCAPE PLAN

SCALE: As indicated

SHEET NUMBER: L101

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LANDSCAPE DIMENSION PLAN (1)
Scale: 3/32" = 1'-0"

LANDSCAPE PLAN NOTES

1. SHRUB LAYOUT AS SHOWN ON PLANS INDICATES "SHRUB MASSES" AND INDIVIDUAL LOCATIONS. QUANTITIES ARE AS SHOWN ON PLAN ,ON-CENTER, SPACING AS SHOWN ON LEGEND. CONTRACTOR TO VERIFY QUANTITIES BASED ON SPACING AND ADD ADDITIONAL PLANT MATERIAL (AT NO ADDITIONAL COST TO THE OWNER) REQUIRED TO MAINTAIN DESIGN INTENT DUE TO EXISTING SITE CONDITIONS NOT ANTICIPATED DURING DESIGN, LAYOUT/SPACING WILL EITHER BE TRIANGULAR OR LINEAR AS SHOWN ON PLAN OR LEGEND. LANDSCAPE ARCHITECT TO APPROVE FINAL LAYOUT IN FIELD PRIOR TO INSTALLATION.

2. CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT OF SITE CONDITIONS WHICH PREVENT INSTALLATION PER PLANS ANDSPECIFICATIONS.

3. CONTRACTOR SHALL BE LIABLE FOR REMOVING AND RE-INSTALLING IRRIGATION EQUIPMENT, AND REPLANTING AREAS WHICH ARE NOT INSTALLED PER PLAN AND SPECIFICATIONS.

4. REFER TO PLANTING SPECIFICATIONS FOR INSPECTION/CERTIFICATION SCHEDULE.

5. IRRIGATION SYSTEM SHALL BE INSTALLED AND OPERATIONAL PRIOR TO INSTALLATION OF PLANT MATERIAL.

6. TREES AND SHRUBS SHALL BE PLANTED AFTER CONCRETE PLACEMENT, BUT NOT BEFORE IRRIGATION COVERAGE TEST NO.1 HAS BEEN APPROVED. (SEE SPECIFICATIONS).

7. THE RECOMMENDATIONS OF THE SOIL REPORT SHALL SUPERCEDE THE SOIL PREPARATION AND BACKFILL MIX SPECIFICATIONS (SEE SPECIFICATIONS). THE CONTRACTOR SHALL SUBMIT A COPT OF ALL SOILS REPORTS TO THE LANDSCAPE ARCHITECT PRIOR TO THE MODIFICATION OF THESE SPECIFICATIONS.

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9. WHEREVER GROUNDCOVER AREAS ARE ADJACENT TO TURF, INSTALL CONCRETE MOWSTRIP OR HEADBOARD AS INDICATED ON DRAWINGS.

10. CLEAN-UP SHALL TAKE PLACE ON A DAILY BASIS UNLESS OTHERWISE APPROVED BY THE OWNER'S REPRESENTATIVE.

11. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN ALL GRADES AND FLOW LINES AS SHOWN ON THE GRADING PLAN.

12. ALL TREES LOCATED WITHIN 6' FROM ANY HARDSCAPE TO RECEIVE DEEPROOT BARRIERS, EXTEND BARRIERS 5' EACH DIRECTION FROM CENTER OF TRUNK PER DETAIL B, SHEET L-0005.

13. CONTRACTOR TO EXPOSE ALL STREET TREE PITS PRIOR TO CONCRETE WORK OR PLANTING, IN ORDER TO EXPOSE POTENTIAL CONFLICTS W/ ANY EXISTING UTILITIES. IF PITS ARE GOING TO STAY EXPOSED OVER NIGHT, THEY MUST BE COVERED WITH PLYWOOD AND TAPED-OFF WITH A HIGH VISIBILITY TAPE.

14. ALL PLANT MATERIAL SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO PLANTING FOR SIZE, COLOR AND HEALTH.

15. QUANTITIES ARE GIVEN FOR ESTIMATING PURPOSES ONLY. CONTRACTOR WILL BE RESPONSIBLE FOR INSTALLING MATERIAL IN ALL AREAS AS DESIGNATED ON PLAN AT THE ON-CENTER SPACING NOTED IN THE LEGEND.

16. PROVIDE 3" LAYER OF MULCH (MIN.) IN SHRUB BEDS AND UNPLANTED AREAS; 2" LAYER OF MULCH IN GROUNDCOVER AREAS; 3" LAYER OF SHREDDED, STABILIZING MULCH FOR SLOPES.

SCOPE OF WORK

-NEW LANDSCAPE INFILL AREAS, PRESERVE EXISTING TREES, SHRUBS AND BUSHES AS INDICATED ON L101.

-EXISTING IRRIGATION INFRASTRUCTURE TO REMAIN.

-EXTEND (E) IRRIGATION TO COVER NEW PROPOSED PLANTS.

-NEW LANDSCAPE IS 16.6% OF SITE.

Resubmittal Of The Entitlements 02-23-2023

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LICENSED ARCHITECT
MIKEL M. FARAGALLA
C-36004
REN.08/31/21
STATE OF CALIFORNIA

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ISSUE DATE: 12-19-2022

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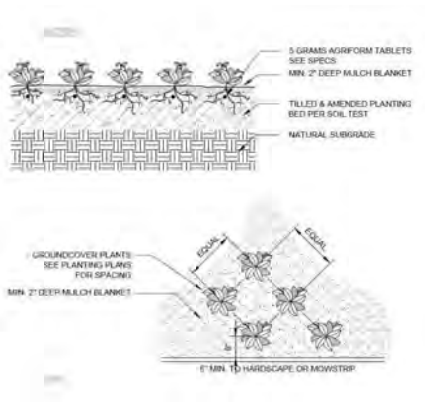
SHEET TITLE: LANDSCAPE PLAN DIMENSIONS

SCALE: As indicated

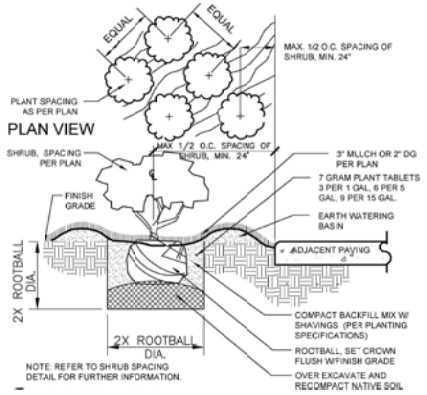
SHEET NUMBER: L102

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NOT USED



GROUND COVER PLANTING (11)
Scale: 1" = 1'-0"



SHRUB PLANTING (2)
Scale: 3/8" = 1'-0"

Linear Style Planting with DeepRoot Barriers

Determine the correct number of panels to be used. Depending upon the actual planting plan and the number of trees involved the length of linear barrier will vary, but as a general rule of thumb take the anticipated mature canopy diameter of the tree and add 2 feet (61cm). This will be the number of feet necessary for a Linear style planting application. (See chart below.)

A. Choose the barrier that best suits the application. Generally if a sidewalk, patio or driveway is to be protected, 18" (46cm) (LB 18-2) is sufficient depth with 12" (30cm) (LB 12-2) as an alternate choice for non-aggressive, deeper rooting trees. However for curb and gutter protection or more agressive roots 24" (61cm) (UB 24-2) is generally the better choice.

B. Dig the trench to the depth based upon the particular barrier chosen.

C. Install the barrier. When using DeepRoot Linear Barriers, simply pull the appropriate number of panels out of the box (they come preassembled) and separate the joiner at the correct length. When installing DeepRoot UniversalBarriers in a linear fashion you will need to join the appropriate number of panels together.

D. Next place the barrier in the trench with the vertical ribs facing toward the tree and align in a straight fashion. It is helpful to place the barrier against the hardscape. Use the hardscape as a guide and backfill against the barriers to promote a clean smooth fit to the hardscape. Be sure to keep the barrier's double top edge at least 1/2" (13mm) above grade to ensure roots do not grow over the top.

E. Plant the tree(s). The Linear style offers a more expansive rooting growth area, however adverse soil and drainage conditions may exst in the actual planting area. Take steps to ensure healthy growth of the tree at planting. Consult with a local Arborist for planting tips and recommendations.

F. If the tree(s) will be subject to maintenance work such as lawn mowing or weed trimming we strongly recommend the installation of ArborGard+ Tree Trunk Protectors which is placed around the base of young trees to protect them from damage by weed trimmers, lawn mowers and small rodents.

For additional information please consult the 16 page DeepRoot Product Selection and Installation Guidelines.

For a simple formula to determne the quantity of panels required for a Linear application use:
Estimated Diameter of the Tree Canopy at Maturity + 2' (61cm) = Length of Barrier per Side.

As little as one side of the tree may need barrier for root direction as there may be no hardscape elsewhere requiring protection.

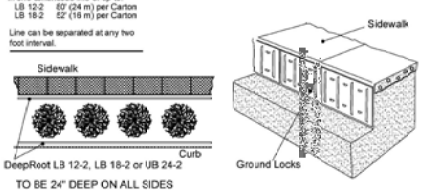
Note: Linear Barriers (LB 12-2 and LB 18-2) are packaged in 2' (61cm) long panels with pre-attached flexible joiners ready to pull out of the carton and install in one continuous line of up to:

LB 12-2 60' (24 m) per Carton
LB 18-2 52' (16 m) per Carton

Line can be separated at any two foot interval.

For One Side of Tree		
Expected Tree Canopy at Maturity	Number of Feet of Linear Barrier* (LB 12 or LB 18)	Optional Universal Barrier (UB) in number of Panels
12' (3.6m) Diameter +2' (61cm) =	14' (4.2m)	7 Panels
18' (5.5m) Diameter +2' (61cm) =	20' (6.1m)	10 Panels
24' (7.3m) Diameter +2' (61cm) =	26' (7.9m)	13 Panels

DeepRoot LB 12-2, LB 18-2 or UB 24-2



For information regarding distributors please call: 1 800 ILV ROOT (458.7668).
For help with difficult drainage or other difficult installation questions please call DeepRoot Technical Support at: 1 800 ROOT TEK (766.8835).

ROOT BARIER (1)
Scale: 1" = 1'-0"

PLANTING NOTES

1. EXISTING UTILITIES - INFORMATION ON THE DRAWINGS RELATING TO EXISTING UTILITY LINES AND SERVICES ARE FROM BEST SOURCES AVAILABLE. ALL SUCH INFORMATION IS FURNISHED ONLY FOR INFORMATION AND IS NOT GUARANTEED. THE CONTRACTOR SHALL EXCAVATE TEST PITS AS REQUIRED TO DETERMINE EXACT LOCATIONS OF EXISTING UTILITIES.

2. UTILITY REQUIREMENTS - THE CONTRACTOR SHALL NOTIFY THE FOLLOWING AGENCIES AT LEAST 48
HOURS IN ADVANCE TO EXCAVATING AROUND ANY OF THEIR STRUCTURES: GAS COMPANY, TELEPHONE COMPANY, ELECTRICAL POWER COMPANY, CABLE TELEVISION COMPANY, AND WATER SUPPLY COMPANY, THE CALIFORNIA PUBLIC UTILITIES COMMISSION MANDATES THAT, IN THE INTEREST OF PUBLIC SAFETY, MAINLINE GAS VALVES BE MAINTAINED IN A MANNER TO BE READILY ACCESSIBLE AND IN GOOD OPERATING CONDITION. THE CONTRACTOR SHALL NOTIFY THE GAS COMPANY'S HEADQUARTERS PLANNING OFFICE AT LEAST TWO (2) WORKING DAYS PRIOR TO THE START OF CONSTRUCTION.

3. CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING HIMSELF FAMILIAR WITH ALL UNDERGROUND UTILITIES, PIPES, AND STRUCTURES. CONTRACTOR SHALL TAKE SOLE RESPONSIBILITY FOR ANY COST INCURRED DUE TO DAMAGE OF SAID UTILITIES.

4. THE CONTRACTOR SHALL NOT WILLFULLY PROCEED WITH PLANTING AS DESIGNED WHEN IT IS OBVIOUS IN THE FIELD THAT OBSTRUCTION, GRADE DIFFERENCES OR DIFFERENCES IN AREA DIMENSIONS EXIST THAT MIGHT NOT HAVE BEEN KNOWN DURING THE DESIGN. SUCH OBSTRUCTIONS, GRADE DIFFERENCES OR DIFFERENCES IN AREA DIMENSIONS EXIST THAT MIGHT NOT HAVE BEEN KNOWN DURING THE DESIGN.SUCH OBSTRUCTIONS OR DIFFERENCES SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT, IN THE EVENT THIS NOTIFICATION IS NOT PERFORMED, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY REVISIONS.

5. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION WITH SUBCONTRACTORS AS REQUIRED TO ACCOMPLISH PLANTING OPERATIONS.

6. SOIL TESTING SHALL OCCUR AFTER ALL SOIL HAS BEEN IMPORTED, BUT PRIOR TO SOIL PREPARATION.
CONTRACTOR SHALL HAVE SOILS TESTED BY A QUALIFIED AGRONOMY LABORATORY, MATERIALS AND MIXING OF SOIL AMENDMENTS, FERTILIZERS, AND BACKFILL FOR PLANTING PITS SHALL BE IN ACCORDANCE WITH RECOMMENDATIONS OF THE SOILS AGRONOMY REPORT. THE SOIL ANALYSIS IS TO INCLUDE AT
MINIMUM:

-SOIL TEXTURE;
-INFILTRATION RATE DETERMINED BY LABORATORY TEST OR SOIL TEXTURE INFILTRATION RATE TABLE;
-PH;
-TOTAL SOLUBLE SALTS;
-SODIUM;
-PERCENT ORGANIC MATTER; AND
-RECOMMENDATIONS

ALL SOIL TESTING AND RETESTING COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR. RETESTING WILL BE REQUIRED IF ANY OF THE ABOVE MENTIONED ITEMS ARE NOT PROVIDED IN THE SOIL TESTING REPORT. A COPY OF THE REPORT SHALL BE SENT TO THE LANDSCAPE ARCHITECT ALONG WITH COPIES OF RECEIPTS AND DELIVERY SLIPS FOR RECOMMENDED AMENDMENTS. SOIL ANALYSIS REPORT AND VERIFYING IMPLEMENTATION OF SOIL REPORT RECOMMENDATIONS ARE NEEDED FOR CERTIFICATE OF COMPLETION.

7. AFTER AMENDING THE SOIL, BUT PRIOR TO PLANTING, CONTRACTOR SHALL PERFORM A PERCOLATION TEST. CONTRACTOR TO DIG FOUR (4) LOCATIONS MINIMUM WITHIN THE JOB SITE WHERE TREES ARE TO BE PLANTED. THE TEST PITS SHALL BE IN ACTUAL LOCATIONS OF TREES SHOWN ON PLANS. PITS ARE TO BE MONITORED FOR 24 HOURS. FILL PITS WITH WATER AND ALLOW TO DRAIN. IMMEDIATELY REFILL WITH WATER. IF THE RE-FILLED WATER DRAINS WITHIN ONE (1) HOUR OR FASTER, TREES SHALL BE INSTALLED WITHOUT DRAIN SUMP. IF WATER DOES NOT DRAIN WITHIN ONE (1) HOUR, THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT AND INSTALL THE DRAIN SUMP PER DETAILS. THE RESULTS OF THE TEST SHALL BE REPORTED TO THE LANDSCAPE ARCHITECT AND THE CONSTRUCTION MANAGER 48 HOURS AFTER INITIATING. FAILURE TO CARRY OUT THIS TEST SHALL MAKE THE LANDSCAPE CONTRACTOR LIABLE FOR ANY AND ALL TREES THAT DIE DUE TO POOR WATER PERCOLATION BEYOND THE AGREED GUARANTEE PERIOD.

8. WEED AND EXISTING GRASS CONTROL - WEED AND GRASS TYPES SHOULD BE IDENTIFIED
BY AN APPROVED LICENSED PEST CONTROL ADVISOR TO ENSURE COMPATIBILITY WITH CHEMICALS AND
SEASON OF THE APPLICATION. DO NOT USE CHEMICAL/METHOD THAT WOULD ADVERSELY EFFECT NEW
PLANTINGS;
REMOVE EXISTING PERENNIAL WEEDS FROM THE SITE BY MOWING AND GRUBBING, FOLLOWING SOIL
PREPARATION AND INSTALLATION OF ALL SPECIMEN TREES.

9. ALL PLANT MATERIAL SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT, OWNER, OR OWNER'S
REPRESENTATIVE PRIOR TO INSTALLATION.

10. IN ALL CASES, "ROOT BOUND" PLANT MATERIAL WILL NOT BE ACCEPTED.

11. FINAL LOCATION OF ALL PLANT MATERIAL SHALL BE SUBJECT TO APPROVAL OF THE OWNER'S
REPRESENTATIVE.

12. IF CONFLICTS ARISE BETWEEN SIZE OF AREAS AND PLANS, LANDSCAPE CONTRACTOR IS TO NOTIFY CONSTRUCTION MANAGER FOR RESOLUTION. FAILURE TO MAKE SUCH CONFLICTS KNOWN TO CONSTRUCTION MANAGER WILL RESULT IN LANDSCAPE CONTRACTOR'S LIABILITY TO RELOCATE THE MATERIALS.

13. ALL TREES IN PARKING ISLANDS AND PLANTERS LESS THAN 10' WIDE, SHALL HAVE ROOT BARRIERS BY DEEP ROOT CORPORATION OR CENTURY ROOT BARRIER CP SERIES.

14. ROOT BARRIERS SHALL BE INSTALLED PER DETAIL FOR ALL TREES LOCATED WITHIN 5-0" IN ANY DIRECTION OF ADJACENT HARDSCAPE. ROOT BARRIER SHALL EXTEND LINEAR ALONG FACE OF ADJACENT HARDSCAPE FOR A DISTANCE OF 6'-0" ON EACH SIDE OF TREE TRUNK. DO NOT ENCIRCLE TREE.

15. SEE DETAILS FOR STAKING METHOD AND PLANT PIT DIMENSIONS.

16. GROUND COVERS SHALL BE TRIANGULARLY SPACED PER DETAIL.

17. AT EDGES OF PLANTING AREAS, THE CENTER LINE OF THE LAST ROW OF SHRUBS AND/OR GROUND COVER SHALL BE LOCATED NO FURTHER FROM THE EDGE THAN ONE-HALF THE SPECIFIED ON-CENTER SPACING.

18. ALL PLANTING AREAS (EXCEPT LAWN AND HYDROSEED AREAS) ARE TO BE TOP DRESSED WITH A 4" (INCH) DEEP LAYER OF SHREDDED, COMPOSTED WOOD FIBER MULCH "FOREST FLOOR" (1/2" TO 1-1/2" PIECES) BY AGUINAGA FERTILIZER COMPANY (949) 786-9558 OR APPROVED EQUAL.EXCEPT AS NOTED ON PLAN.

19. ALL SLOPES GREATER THAN 3:1 IN SHRUB AREAS SHALL BE COVERED WITH JUTE MESH TO PREVENT EROSION DURING PLANT ESTABLISHMENT.

Resubmittal Of The Entitlements 02-23-2023

URBAN DWELL ARCHITECTS
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EMAIL: info@urbandwellarchitects.com

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LICENSED ARCHITECT MIKEL M. FARAGALLA C-36004 REN. 08/31/21 STATE OF CALIFORNIA

Revision Schedule

Rev	Date	By	Description

PROJECT NAME: DUARTE & BALDWIN

PROJECT ADDRESS: 747 W. DUARTE ROAD ARCADIA, CA 91007-7521

ISSUE DATE: 12-19-2022

PRODUCTION DESIGNER: MONICA HANY

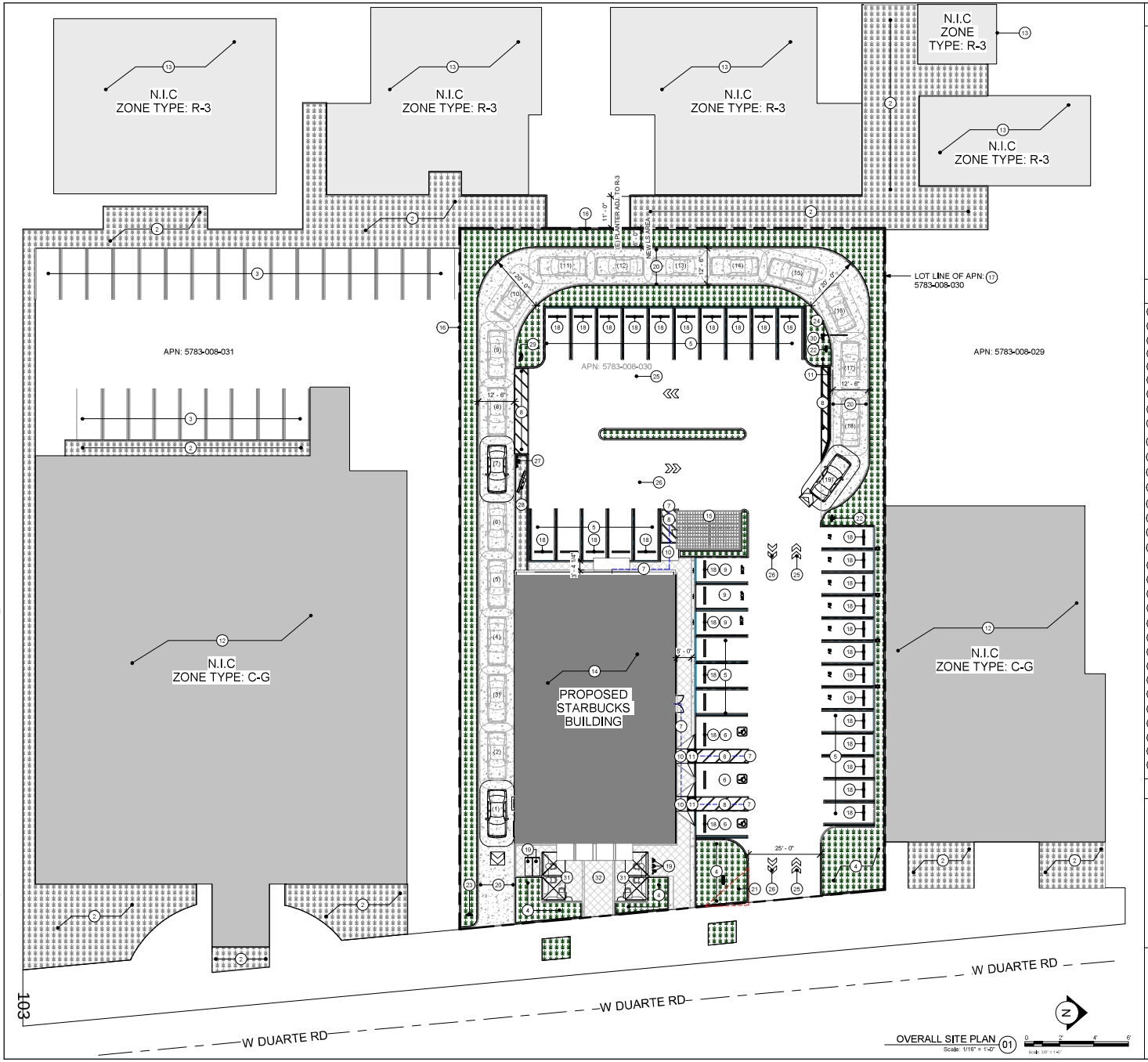
CHECKED BY: MAIKEL FARAGALLA

SHEET TITLE: LANDSCAPE DETAILS

SCALE: As indicated

SHEET NUMBER: L201

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GENERAL NOTES

A. REFER TO EXTERIOR ELEVATIONS ON SHEET A201 FOR BUILDING SIGNAGE LOCATION AND DESIGN ID, REFER TO ELECTRICAL PLANS FOR ELECTRICAL REQUIREMENTS.

B. LANDSCAPING TO BE PROVIDED PER ZONING CODE AND SUSTAINABILITY REQUIREMENTS.

C. DRIVE-THRU EQUIPMENT INCLUDING VEHICLE DETECTION LOOP, WIRELESS COMMUNICATION AND MONITORS SHALL BE COORDINATED BY STARBUCKS CONSTRUCTION MANAGER. REFER TO ELECTRICAL DRAWINGS FOR ADDITIONAL REQUIREMENTS.

D. PROVIDE 6" (150MM) THICK CONCRETE PAVING THE LENGTH OF THE DRIVE-THRU LANE, EXTENT TO INCLUDE DRIVE-THRU ENTRY POINT THROUGH WINDOW STANDING PAD.

E. GENERAL CONTRACTOR TO APPLY CONCRETE SEALER TO ALL EXTERIOR CONCRETE PATIO AND WALKWAY SURFACES.

F. GENERAL CONTRACTOR TO VERIFY ALL EXISTING ELEVATIONS AND BUILDING CONDITIONS IN FIELD PRIOR TO START OF CONSTRUCTION.

G. PROVIDE DETECTABLE WARNING (IF APPLICABLE PER LOCAL CODE) AT TRANSITION FROM SIDEWALK TO DRIVE AISLE.

H. ACCESSIBLE PARKING SPACES AND ACCESS AISLES SHALL HAVE SURFACE SLOPE NOT TO EXCEED 2% IN ALL DIRECTIONS.

I. REFER TO ELECTRICAL DRAWINGS FOR SITE RELATED ELECTRICAL WORK.

J. SCRAPE AND REPAINT ALL EXISTING PAINTED SITE FEATURES, INCLUDING, BUT NOT LIMITED TO CURBS, BOLLARDS, RAILINGS AND SITE LIGHTING BASES.

K. SEE SHEET A002 FOR ARCHITECTURAL SITE DETAILS.

KEYNOTES

1. (E) CONCRETE CURB TO REMAIN
2. (E) LANDSCAPE AREA TO REMAIN.
3. (E) PARKING STALL, TYP. TO REMAIN
4. (N) LANDSCAPE AREA
5. (N) PARKING STALL, TYP.
6. (N) ACCESSIBLE PARKING
7. (N) ACCESSIBLE PATH OF TRAVEL FROM PARKING STALLS
8. (N) ACCESSIBLE STRIPING
9. (N) PARKING STALL DEDICATED FOR MOP (MOBILE ORDER PAY) PICK UP. (N) MOP FLOOR LETTERING.
10. (N) CURB CUT.
11. (N) DETECTABLE WARNING, SEE 12/G011
12. (E) BUILDING TO REMAIN N.I.C- ZONE C-G
13. (E) BUILDING TO REMAIN N.I.C - ZONE R-3, SATISFIES THE SETBACK RESTRICTION PER CODE.
14. (N) STARBUCKS PROPOSED BUILDING.
15. (N) TRASH ENCLOSURE
16. 6" CONCRETE CURB, TYPICAL.
17. ALL PROPERTY LINES, EASEMENTS AND BUILDINGS, EXISTING AND PROPOSED, ARE SHOWN ON THIS SITE PLAN
18. (N) WHEEL STOPS.
19. (N) BIKE RACKS.
20. (N) CONCRETE DT LANE OF CAPACITY 18 CARS
21. VISIBILITY TRIANGLE
22. DT DIRECTIONAL ARROW SIGN.
23. DT DIRECTIONAL EXIT/THANK YOU SIGN.
24. CLEARANCE BAR.
25. WAYFINDING PAVEMENT GRAPHICS - GREEN ENTRY ARROW (#14323)
26. WAYFINDING PAVEMENT GRAPHICS - WHITE EXIT ARROW (#14324)
27. DIGITAL ORDER SCREEN
28. 5-PANEL MENU BOARD.
29. DT PRE-MENU
30. NON-ILLUMINATED BOLLARD.
31. (N) OUTDOOR SEATING AREA
32. (N) PAVERS

LEGEND

- EXISTING LANDSCAPE AREA
- NEW LANDSCAPE AREA
- NEW CONCRETE DRIVE THRU LANE
- NEW PAVER
- EXISTING 6" (150MM) CONCRETE CURB
- NEW 6" (150MM) CONCRETE CURB
- ACCESSIBLE PATH OF TRAVEL
- SCOPE OF WORK
- N/C

ALL BUILDING AND EXTERIOR PROPOSED SIGNAGE & DRIVETHRU EQUIPMENT ARE UNDER A SEPERATE PERMIT AND REVIEW INFORMATION PROVIDED FOR REFERENCE AND CO-ORDINATION PURPOSE ONLY

Resubmittal Of The Entitlements 02-23-2023

URBAN DWELL ARCHITECTS

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LICENSED ARCHITECT MIKEL W. FARAGALLA C-36004 REN.: 08/31/21 STATE OF CALIFORNIA

Revision Schedule

Rev	Date	By	Description

PROJECT NAME: DUARTE & BALDWIN

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ISSUE DATE: 12-19-2022

PRODUCTION DESIGNER: MONICA HANY

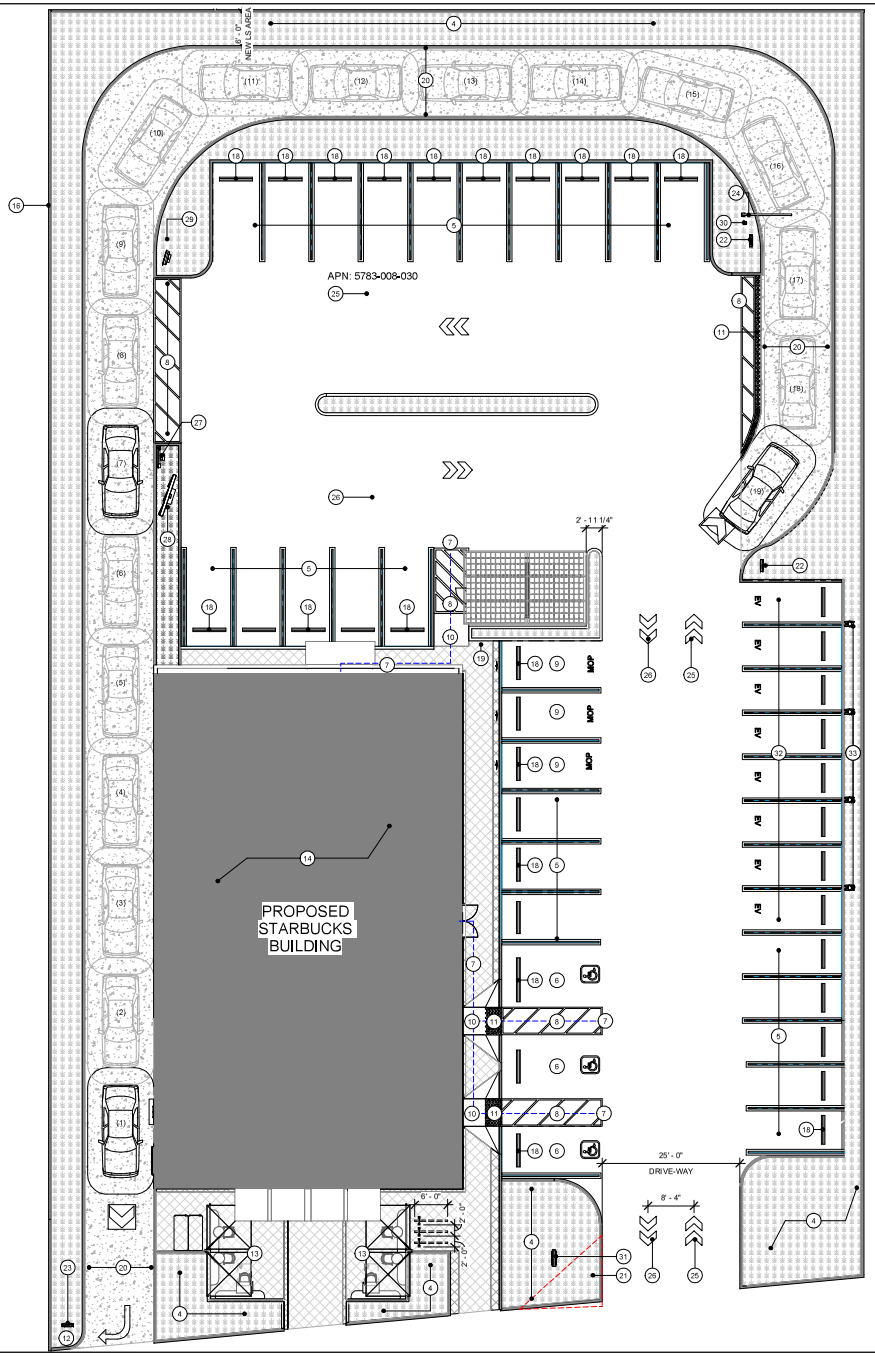
CHECKED BY: MAIKEL FARAGALLA

SHEET TITLE: ARCHITECTURAL OVERALL SITE PLAN

SCALE: As indicated

SHEET NUMBER: A001

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ARCHITECTURAL BUILDING PAD (1) Scale: 3/32" = 1'-0"

N

0 8' 16' 24'

Scale: 3/32" = 1'-0"

PARKING CALCULATION

EXISTING SITE CONDITION

EXISTING PARKING STALLS = 47 STALLS

NEW CONDITION

REQUIRED PARKING STALLS PER CODE
1 SPACE PER 100 SF = 35 STALLS
1 SPACE PER 6 OUTDOOR SEATS = 2 STALLS

TOTAL REQUIRED PARKING STALLS = 37 STALLS

PROVIDED PARKING STALLS = 37 STALLS
ALONG WITH 5 BIKE RACKS

GENERAL NOTES

A. REFER TO EXTERIOR ELEVATIONS ON SHEET A201 FOR BUILDING SIGNAGE LOCATION AND DESIGN ID. REFER TO ELECTRICAL PLANS FOR ELECTRICAL REQUIREMENTS.

B. LANDSCAPING TO BE PROVIDED PER ZONING CODE AND SUSTAINABILITY REQUIREMENTS.

C. DRIVE-THRU EQUIPMENT INCLUDING VEHICLE DETECTION LOOP, WIRELESS COMMUNICATION AND MONITORS SHALL BE COORDINATED BY STARBUCKS CONSTRUCTION MANAGER. REFER TO ELECTRICAL DRAWINGS FOR ADDITIONAL REQUIREMENTS.

D. PROVIDE 6" (150MM) THICK CONCRETE PAVING THE LENGTH OF THE DRIVE-THRU LANE. EXTENT TO INCLUDE DRIVE-THRU ENTRY POINT THROUGH WINDOW STANDING PAD.

E. GENERAL CONTRACTOR TO APPLY CONCRETE SEALER TO ALL EXTERIOR CONCRETE PATIO AND WALKWAY SURFACES.

F. GENERAL CONTRACTOR TO VERIFY ALL EXISTING ELEVATIONS AND BUILDING CONDITIONS IN FIELD PRIOR TO START OF CONSTRUCTION.

G. PROVIDE DETECTABLE WARNING (IF APPLICABLE PER LOCAL CODE) AT TRANSITION FROM SIDEWALK TO DRIVE AISLE.

H. ACCESSIBLE PARKING SPACES AND ACCESS AISLES SHALL HAVE SURFACE SLOPE NOT TO EXCEED 2% IN ALL DIRECTIONS.

I. REFER TO ELECTRICAL DRAWINGS FOR SITE RELATED ELECTRICAL WORK.

J. SCRAPE AND REPAINT ALL EXISTING PAINTED SITE FEATURES, INCLUDING, BUT NOT LIMITED TO CURBS, BOLLARDS, RAILINGS AND SITE LIGHTING BASES.

K. SEE SHEET A002 FOR ARCHITECTURAL SITE DETAILS.

KEYNOTES

1. (E) CONCRETE CURB TO REMAIN
2. (E) LANDSCAPE AREA TO REMAIN.
3. (E) PARKING STALL, TYP. TO REMAIN
4. (N) LANDSCAPE AREA
5. (N) PARKING STALL, TYP.
6. (N) ACCESSIBLE PARKING
7. (N) ACCESSIBLE PATH OF TRAVEL FROM PUBLIC RIGHT OF WAY
8. (N) ACCESSIBLE STRIPING
9. (N) PARKING STALL DEDICATED FOR MOP (MOBILE ORDER PAY) PICK UP. (N) MOP FLOOR LETTERING.
10. (N) CURB CUT.
11. (N) DETECTABLE WARNING, SEE 12/G011
12. RIGHT TURN ONLY
13. (N) OUTDOOR SEATING AREA
14. (N) STARBUCKS PROPOSED BUILDING.
15. (N) TRASH ENCLOSURE
16. 6" CONCRETE CURB, TYPICAL.
17. ALL PROPERTY LINES, EASEMENTS AND BUILDINGS, EXISTING AND PROPOSED, ARE SHOWN ON THIS SITE PLAN
18. (N) WHEEL STOPS.
19. (N) BIKE RACKS.
20. (N) CONCRETE DT LANE OF CAPACITY 18 CARS
21. VISIBILITY TRIANGLE
22. DT DIRECTIONAL ARROW SIGN.
23. DT DIRECTIONAL EXIT/THANK YOU SIGN.
24. CLEARANCE BAR.
25. WAYFINDING PAVEMENT GRAPHICS - GREEN ENTRY ARROW (#14323)
26. WAYFINDING PAVEMENT GRAPHICS - WHITE EXIT ARROW (#14324)
27. DIGITAL ORDER SCREEN
28. 5-PANEL MENU BOARD.
29. DT PRE-MENU
30. NON-ILLUMINATED BOLLARD.
31. MONUMENT SIGN
32. EV PARKING STALL
33. DUAL EV CHARGING STATIONS

LEGEND

- NEW LANDSCAPE AREA
- NEW CONCRETE DRIVE THRU LANE
- NEW PAVER
- EXISTING 6" (150MM) CONCRETE CURB
- NEW 6" (150MM) CONCRETE CURB
- ACCESSIBLE PATH OF TRAVEL
- SCOPE OF WORK

ALL BUILDING AND EXTERIOR PROPOSED SIGNAGE & DRIVETHRU EQUIPMENT ARE UNDER A SEPERATE PERMIT AND REVIEW INFORMATION PROVIDED FOR REFERENCE AND CO-ORDINATION PURPOSE ONLY

Resubmittal Of The Entitlements 02-23-2023

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LICENSED ARCHITECT MAKEL W. FARAGALLA C-36004 REN: 08/31/21 STATE OF CALIFORNIA

Revision Schedule

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ISSUE DATE: 12-19-2022

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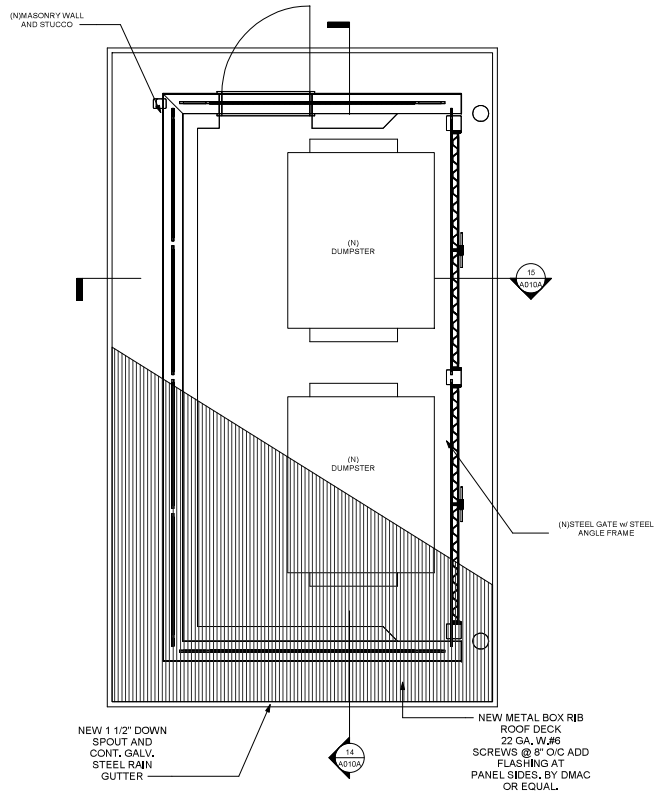
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SHEET TITLE: ARCHITECTURAL SITE PLAN

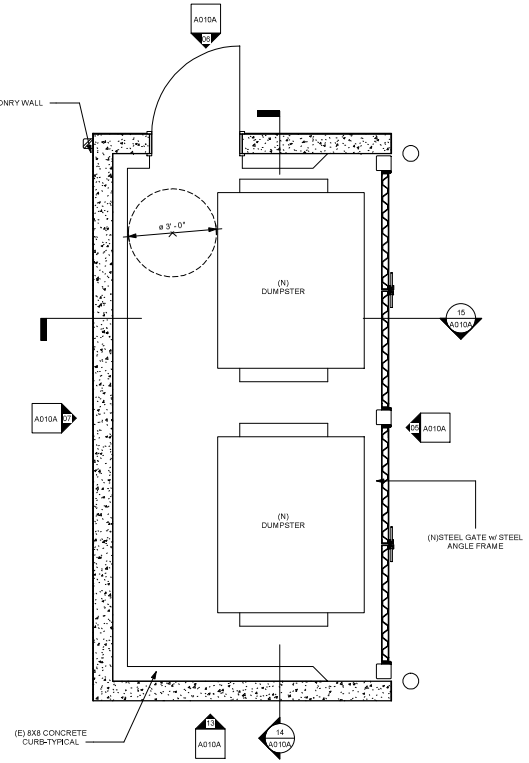
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SHEET NUMBER: A001A

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1ST FLOOR - TRASH ENCLOSURE ROOF (09)
Scale: 1/2" = 1'-0"



1ST FLOOR - TRASH ENCLOSURE (01)
Scale: 1/2" = 1'-0"

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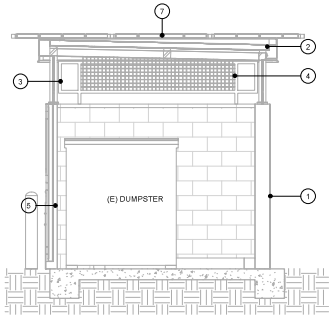
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SHEET TITLE: TRASH ENCLOSURE

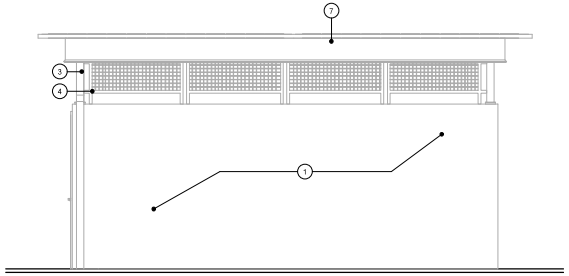
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SHEET NUMBER: A010

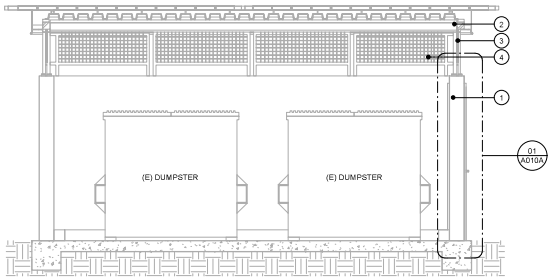
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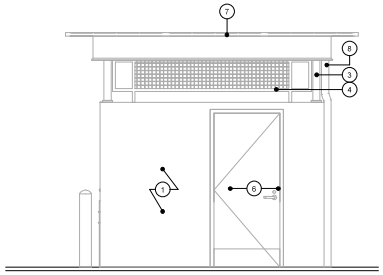
TRASH ENCLOSURE SECTION B (15)
Scale: 3/8" = 1'-0"



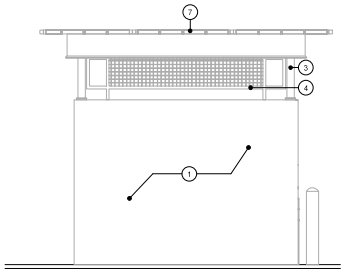
TRASH ENCLOSURE Elevation C (07)
Scale: 3/8" = 1'-0"



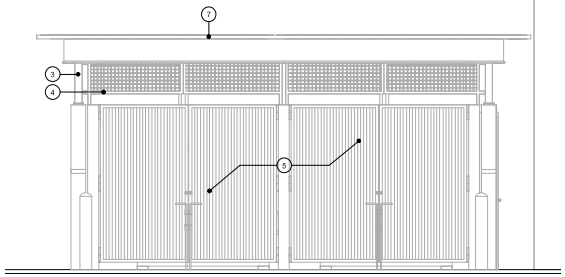
TRASH ENCLOSURE SECTION A (14)
Scale: 3/8" = 1'-0"



TRASH ENCLOSURE Elevation B (06)
Scale: 3/8" = 1'-0"



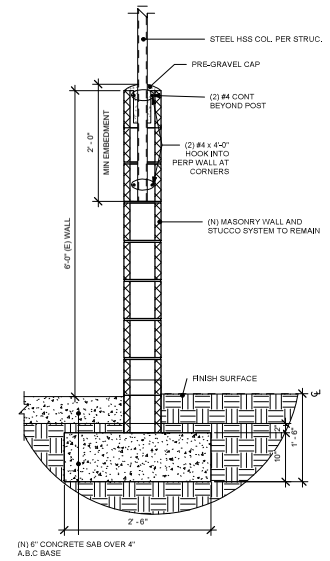
TRASH ENCLOSURE Elevation D (13)
Scale: 3/8" = 1'-0"



TRASH ENCLOSURE Elevation A (05)
Scale: 3/8" = 1'-0"

TRASH ENCLOSURE KEYNOTES

1. NEW WALLS
2. (N) STEEL HSS BEAM 10"X4"X3/16" - POWDER COATED TO MATH SW7069 IRON ORE
3. (N) STEEL HSS COLUMN 3"X3"X14" - POWDER COATED TO MATH SW7069 IRON ORE
4. (N) GALV. STEEL WIRE MESH TO MATH SW7069 IRON ORE
5. (N) TRASH ENCLOSURE GATE
6. NEW DOOR
7. (N) U PANEL METAL RIB ROOF 22 GA. WITH 20 GA RAIN GUTTER, BY D-MAC OR EQUAL. POWDER COATED TO MATH SW7069 IRON ORE
8. CONT. GALV STEEL RAIN GUTTER AND DOWN SPOUT. FINISH TO MATH ADJACENT ROOFING



SECTION DETAIL AT TRASH ENCLOSURE WALL (01)
Scale: 1" = 1'-0"

Resubmittal Of The Entitlements 02-23-2023

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LICENSED ARCHITECT MAKEL W. FARAGALLA C-36004 REN: 08/31/21 STATE OF CALIFORNIA

Revision Schedule

Rev	Date	By	Description

PROJECT NAME: DUARTE & BALDWIN

PROJECT ADDRESS: 747 W. DUARTE ROAD ARCADIA, CA 91007-7521

ISSUE DATE: 12-19-2022

PRODUCTION DESIGNER: MONICA HANY

CHECKED BY: MAKEL FARAGALLA

SHEET TITLE:

SCALE: As indicated

SHEET NUMBER: A010A

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GENERAL NOTES

A. GENERAL CONTRACTOR TO VERIFY ALL DIMENSIONS AND NOTIFY STARBUCKS CONSTRUCTION MANAGER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION. ALL DIMENSIONS TO BE TAKEN FROM DESIGNATED DATUM POINT.

B. GENERAL CONTRACTOR TO PROVIDE FIRE TREATED WOOD STUD BLOCKING, OR EQUIVALENT TO SUPPORT ANY WALL ATTACHMENT AND/OR SIGNAGE.

C. IF EXISTING EXTERIOR ENTRANCE THRESHOLD EXCEEDS MINIMUM BARRIER FREE PROVISION OF THE CODE, REMOVE AND REPLACE WITH ACCESSIBLE THRESHOLD. RAISED THRESHOLDS AND FLOOR LEVEL CHANGES AT ACCESSIBLE DOORWAYS TO BE BEVELED WITH A SLOPE NO GREATER THAN 1:12.

D. ALL DIMENSIONS ARE TO FINISHED FACE UNLESS SHOWN OR NOTED OTHERWISE.

E. INSTALL MOISTURE RESISTANT GREEN BOARD ON BACKBAR WALL PER PROJECT MANUAL.

F. ALL DOORS SHALL BE 32" (815MM) MINIMUM CLEAR OPENING WHEN OPENED TO 90 DEGREE POSITION UNLESS OTHERWISE NOTED.

G. SEE SHEET A601 FOR EXTERIOR DOOR AND WINDOW SCHEDULES.

H. STARBUCKS VENDOR TO PROVIDE DOOR HARDWARE COMPONENTS AND GC TO INSTALL.

I. VERIFY ALL EXISTING DOORS, HARDWARE AND FRAMES MEET STARBUCKS AND/OR CODE REQUIREMENTS.

J. PROVIDE FIRE EXTINGUISHERS AS NOTED ON THE APPROVED PLANS FROM THE CITY.

K. SEE STRUCTURAL FOR KNEE WALL BRACING.

L. SEE SHEET A501 FOR BUILDING DETAILS.

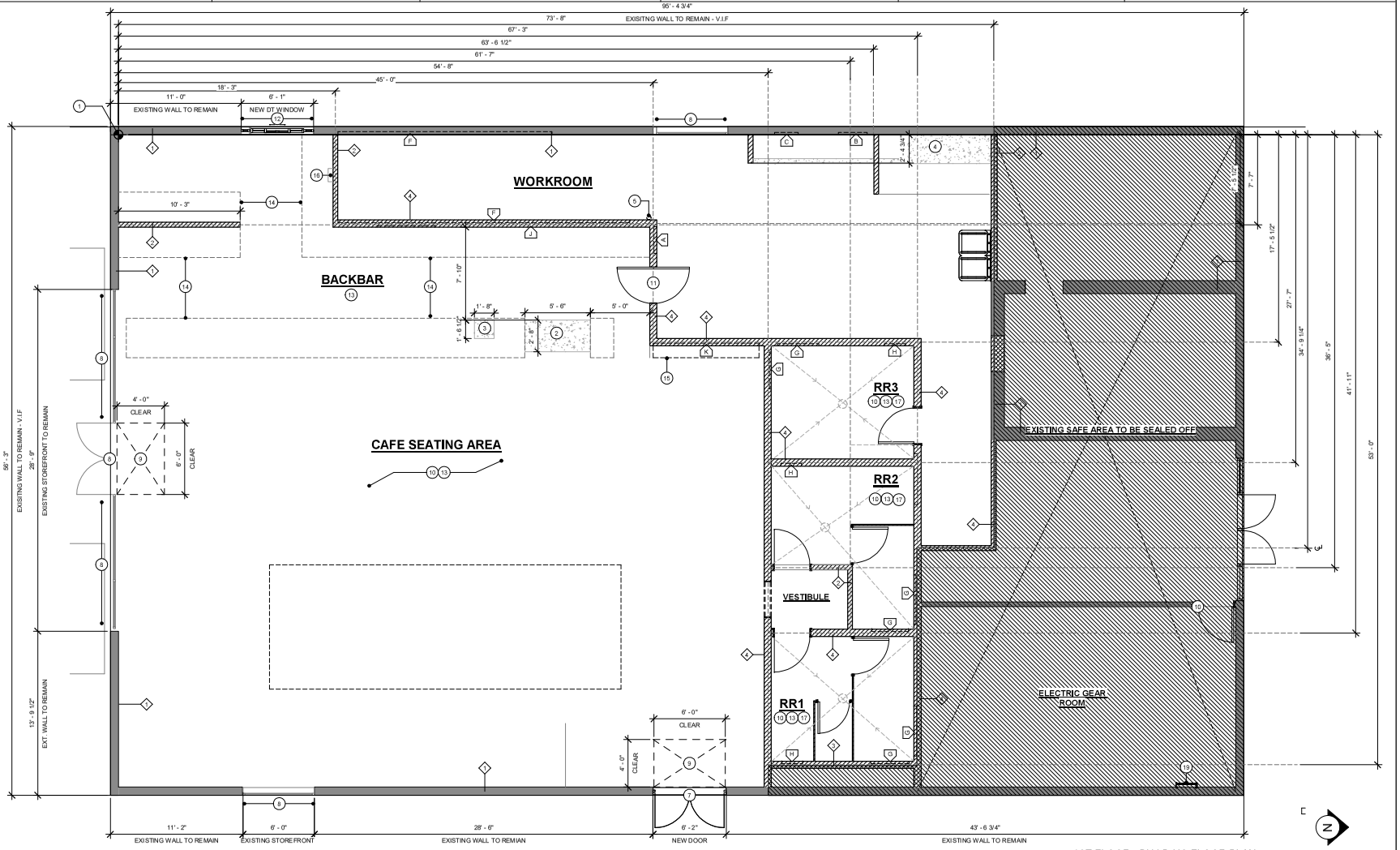
M. REFER TO SHEET I104 FOR FLOOR FINISHES.

KEYNOTES

1. DIMENSION CONTROL DATUM POINT
2. (N) GC TO PROVIDE & INSTALL 4" CONCRETE CURB @ FOOD CASE. CURB NOT TO EXCEED CASE FOOTPRINT.
3. (N) GC TO PROVIDE & INSTALL 6" CONCRETE CURB @ SAFE CABINET. NOT TOE KICK. CURB TO RECIEVE TILE BASE.
4. (N) GC TO PROVIDE & INSTALL 10" CONCRETE CURB @ MOP SINK.
5. (N) FIRE EXTINGUISHER LOCATION.
6. (N) ELECTRICAL PANEL LOCATIONS. MAINTAIN MINIMUM CLEARANCE AS REQUIRED BY CODE.
7. (N) STOREFRONT, ENTRANCE/EXIT DOOR
8. (E) STOREFRONT, ENTRANCE/ EXIT DOOR TO REMAIN - APPROVED UNDER PREVIOUS SHELL BUILDING SUBMITTAL.
9. PROVIDE SLAB DEPRESSION AS NEEDED PER WALK-OFF MATT. SEE SHEET I-503 FOR MORE INFORMATION
10. INSTALL NEW INTERIOR DOORS AS INDICATED. SEE SCHEDULES FOR DOOR AND HARDWARE TYPE.
11. INSTALL NEW DOUBLE ACTING DOOR @ WORKROOM. SEE SCHEDULES FOR DOOR AND HARDWARE TYPE.
12. (N) DRIVE THRU WINDOW
13. (N) PROVIDE BLOCKING AS REQUIRED TO SUPPORT ANY WALL ATTACHMENTS. REFER TO WALL BLOCKING KEY.
14. OUTLINE OF COUNTERTOPS PER CASEWORK MANUFACTURER @ BACKBAR.
15. DASH LINE INDICATES MERCHANDISE BAY.
16. DASH LINE INDICATED UPPER STORAGE AND SHELVES. SEE SHEET I-102C FOR MORE DETAILS AND INFORMATION.
17. SLOPE FLOOR SLAB TO SANITARY WASTE FLOOR DRAIN 1/8" PER 1'-0" OF RUN
18. (N) SHELF FOR WATER HEATER.
19. (N) ROOF ACCESS LADDER
20. MAINTAIN ALL EQUIPMENT IN ELECTRIC GEAR ROOM EXCAPT FOR ELECTRIC PANELS TO BE REPLACED WITH NEW PANELS.

GENERAL LEGEND

- NEW FULL HEIGHT WALL
- NEW PARTIAL HEIGHT WALL
- EXISTING WALL
- WALL BLOCKING CALL-OUT (AX)



1ST FLOOR - BUILDING FLOOR PLAN (01)
Scale: 1/4" = 1'-0"

0 2' 4' 6'

107

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LICENSED ARCHITECT MIKEL M. FARAGALLA C-36004 REN: 08/31/21 STATE OF CALIFORNIA

Revision Schedule

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PROJECT NAME: DUARTE & BALDWIN

PROJECT ADDRESS: 747 W. DUARTE ROAD ARCADIA, CA 91007-7521

ISSUE DATE: 12-19-2022

PRODUCTION DESIGNER: MONICA HANY

CHECKED BY: MAIKEL FARAGALLA

SHEET TITLE: BUILDING FLOOR PLAN

SCALE: As indicated

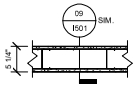
SHEET NUMBER: A101

WALL LEGEND

1. **EXISTING WALL TO REMAIN**

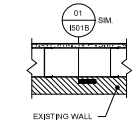
2. **NEW INTERIOR FULL HEIGHT WALL**

20 GA 4" METAL STUDS 16" O.C. WITH 5/8" MOISTURE RESISTANT GWB ON BOTH SIDES TO MIN. 6" ABOVE CEILING. DRYWALL SCREWS @ 10" O.C. AT PANEL EDGES AND 12" O.C. AT INTERMEDIATE SUPPORTS.



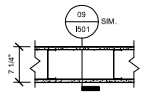
3. **NEW FURRING PLUMBING FULL HEIGHT WALL**

20 GA 6" METAL STUDS 16" O.C. WITH 5/8" MOISTURE RESISTANT GWB ON ONE SIDE TO MIN. 6" ABOVE CEILING. DRYWALL SCREWS @ 10" O.C. AT PANEL EDGES AND 12" O.C. AT INTERMEDIATE SUPPORTS.



4. **NEW FULL HEIGHT PLUMBING WALL**

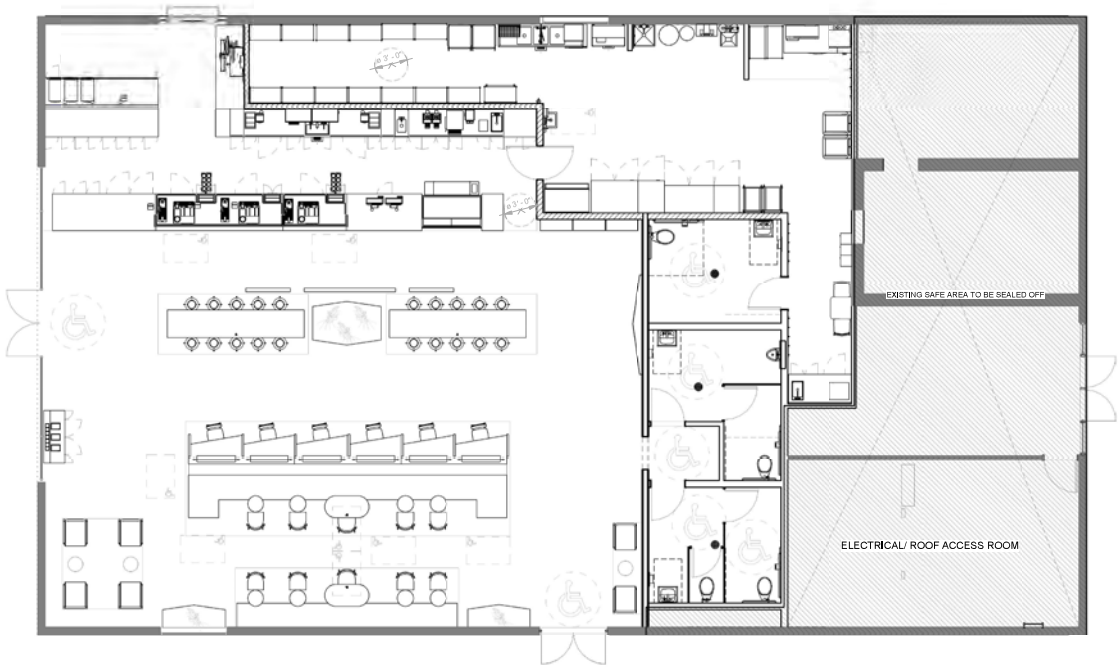
20 GA 6" METAL STUDS 16" O.C. WITH 5/8" MOISTURE RESISTANT GYPSUM BOARD ON BOTH SIDES TO MINIMUM 6" ABOVE CEILING. SECURE MOISTURE RESISTANT GYPSUM BOARD TO STUDS WITH DRYWALL SCREWS AT 10" O.C. AT PANEL EDGES AND 12" O.C. AT INTERMEDIATE SUPPORTS.



WALL BLOCKING KEY

SYMBOL	ITEM	WEIGHT	HEIGHT A.F.F.	APPROX. WIDTH
A	WORKROOM HAND SINK	128 LBS (58 KG)	36" TO 40" (915MM TO 1015MM)	30" (760MM) BEHIND SINK
B	SHELVES ABOVE COMPARTMENT SINK	200 LBS (91 KG)	48" TO 76" (1220MM TO 1930MM)	96" (2440MM) CENTERED ABOVE COMPARTMENT SINK
C	UPPER WIRE SHELVES	BLOCKING SPECIFICATION TO BE PROVIDED BY VENDOR		
D	SHELVES AT MANAGER'S DESK	300 LBS (136 KG)	32" TO 96" (810MM TO 2440MM)	48" (1220MM) 3/4 (19MM) ACX PLYWOOD, CENTERED ON SHELVES
E	EQUIPMENT RACK AT MANAGER'S DESK	300 LBS (136 KG)	44" TO 96" (1120MM TO 2440MM)	28" (710MM) 3/4 (19MM) ACX PLYWOOD, CENTERED ON RACK
F	METRO SHELVES	BLOCKING SPECIFICATION TO BE PROVIDED BY VENDOR. IN-WALL BLOCKING PREFERRED, HOWEVER EXISTING FRP FINISHED WALL MAY RECEIVE SURFACE MOUNTED, PAINTED WHITE.		
G	RESTROOM GRAB BARS	200 LBS (91 KG)	30" TO 36" (760MM TO 915MM)	60" (1525MM) AROUND WATER CLOSET
H	RESTROOM HAND SINK	200 LBS (91 KG)	COMMERCIAL INSTALLATION REQUIRES CONCEALED ARM CARRIER. REFER TO MFR'S SPECIFICATION.	
I	UPPER CBE SHELVING	BLOCKING SPECIFICATION FOR CBE METAL SHELVES. REFER TO VENDOR'S SPECIFICATION AND DETAILS.		
J	FUTURE DIGITAL MENU BOARDS	300 LBS	7'-4" TO 8'-6"	12'-8" TYP.
K	MERCH BAY	300 LBS	0'-0" TO 6'-0"	EXTENT OF MERCH BAY
	ALL ARTWORK, FIXTURES, ACCESSORIES AND CASEWORK FABRICATIONS NOT OTHERWISE NOTED	TBD BY VENDOR (VARIES)	GC TO PROVIDE WALL BLOCKING AS REQUIRED FOR ALL ITEMS FOR A COMPLETE AND SECURE INSTALLATION. EXTEND BLOCKING 8" (205MM) BEYOND ON EACH SIDE OF EACH ITEM.	

INTERIOR FURNITURE PLAN FOR REFRENCE ONLY



NOT USED

Resubmittal Of The Entitlements 02-23-2023

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LICENSED ARCHITECT MAKEL W. FARAGALLA RENEWAL 08/31/21 C-36004 REN. 08/31/21 STATE OF CALIFORNIA

Revision Schedule

Rev	Date	By	Description

PROJECT NAME: DUARTE & BALDWIN

PROJECT ADDRESS: 747 W. DUARTE ROAD ARCADIA, CA 91007-7521

ISSUE DATE: 12-19-2022

PRODUCTION DESIGNER: MONICA HANY

CHECKED BY: MAKEL FARAGALLA

SHEET TITLE: BUILDING FLOOR PLAN

SCALE: As indicated

SHEET NUMBER: A102

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GENERAL NOTES

A. GENERAL CONTRACTOR TO VERIFY ALL DIMENSIONS AND NOTIFY STARBUCKS CONSTRUCTION MANAGER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION. ALL DIMENSIONS TO BE TAKEN FROM DESIGNATED DATUM POINT.

B. IN FREEZE THAW CLIMATES ONLY: INSTALL SELF-REGULATING HEAT TAPE IN ALL DOWNSPOUTS. SEE ELECTRICAL FOR FURTHER INFORMATION.

C. ROOF TOP PLUMBING VENTS ARE NOT SHOWN FOR CLARITY, REFER TO PLUMBING DRAWINGS FOR VTR LOCATIONS AND FURTHER INFORMATION.

D. RIDGE AND VALLEY OF ROOF SLOPES OCCUR BY SLOPING ROOF FRAMING & WARPED DECK (TYPICAL).

E. STRUCTURAL SUPPORT IS REQUIRED FOR ALL WOOD FRAMED PARAPETS AND CRICKETS OVER 9-0" ABOVE T.O.S. - REFER TO STRUCTURAL DRAWINGS AND WALL SECTIONS.

F. REFER TO ROOF PLAN FOR ALL TOP OF SHEATHING ELEVATIONS, ROOF PARAPET HEIGHT BASED UPON ELEVATIONS ABOVE FINISHED FLOOR.

E. PLUMBING ROOF PENETRATIONS PER A6.1

G. ROOF SYSTEMS U.L. CLASIFICATIONS: MIN.

A. MEMBRANE / BUILT-UP ROOFING = CLASS A
B. MEMBRANE / BUILT-UP ROOFING W/ RISID INSUL. = CLASS B
C. ASPHALT SHINGLES = CLASS A

H. ROOF INSULATION REQUIREMENTS: BATT INSULATION TO THE UNDERSIDE OF DECK TO PROVIDE FOR R-30 VALUE. VERIFY W/ T-24 OR EBERGY COMPLIANCE CERTIFICATE

I. FLASHING NOTES:
IN ADDITION TO THE SPECIFIED SHEET METAL FLASHING DETAILS IN THE DRAWING SET. THE GENERAL CONTRACTOR SHALL ENSURE THAT ALL SPECIFIED AND POTENTIAL FLASHING APPLICATIONS ARE INSTALLED AND DETAILS EXECUTED PER SMACNA STANDARDS. THE GENERAL CONTRACTOR SHALL NOTIFY THE ARCHITECT OF ANY AREAS NOT COVERED IN THE DRAWINGS THAT MAY REQUIRED WEATHER

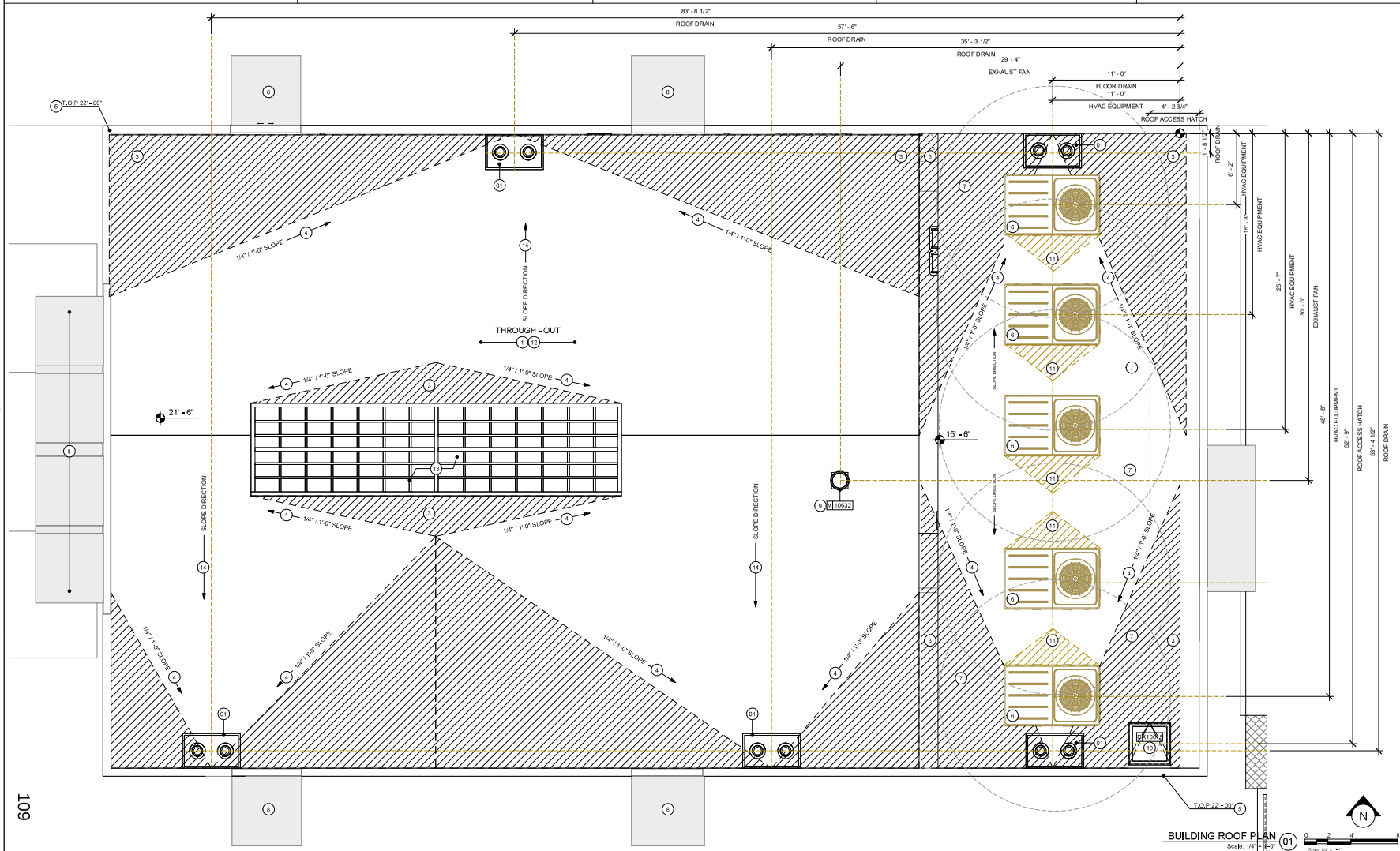
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K. IN FREEZE THAW CLIMATES ONLY: INSTALL SELF-REGULATING HEAT TAPE IN ALL DOWNSPOUTS. SEE ELECTRICAL FOR FURTHER INFORMATION.

L. ROOF TOP PLUMBING VENTS ARE NOT SHOWN FOR CLARITY, REFER TO PLUMBING DRAWINGS FOR VTR LOCATIONS AND FURTHER INFORMATION.

KEYNOTES

1. (N) ROOF DRAIN AND OVERFLOW DRAIN.
2. SINGLE PLY (60 MIL. MIN.) TPO ROOFING SYSTEM OVER R-30 INSULATION, PLYWOOD DECKING UL-790 INSTALLATIONS SHALL BE IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS,RECOMMENDATIONS, AND ACCESSORIES.SEE CLASS "A" ROOFING SYSTEM NOTES.
3. (N) ROOF CRICKET SLOPE AT 1/4" PER 12".
4. FLOW LINE TO DRAIN
5. (E) ROOF PARAPET TO REMAIN.
6. (N) MECHANICAL ROOF TOP UNITS (TOTAL OF 5) & INSTALL (N) PLATFORM FOR ALL NEW RTU'S, REFER TO MECHANICAL PLANS FOR MORE INFORMATION. SEE DETAIL07A505 FOR EQUIPMENT BASE.
7. PROVIDE 10'-0" HORIZONTAL CLEARANCE FOR MECHANICAL INTAKES.
8. EXISTING CANOPY BELOW TO REMAIN. SEE ELEVATION FOR MORE INFO.
9. (N) RESTROOM EXHAUST FAN.
10. (N) ROOF ACCESS LADDER / HATCH
11. (N) CURB FOR HVAC UNITS, REFER TO STRUCTURE SHEETS FOR MORE INFO.
12. NEW ROOF WITH NEW MEMBRANE LAYER ALL AROUND.
13. NEW SKYLIGHT PORTION
14. ROOF DRAINAGE SLOPE TO MATCH THE EXISTING



BUILDING ROOF PLAN (01)
Scale: 1/4" = 1'-0"

0 2' 4' 8'

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ISSUE DATE: 12-19-2022

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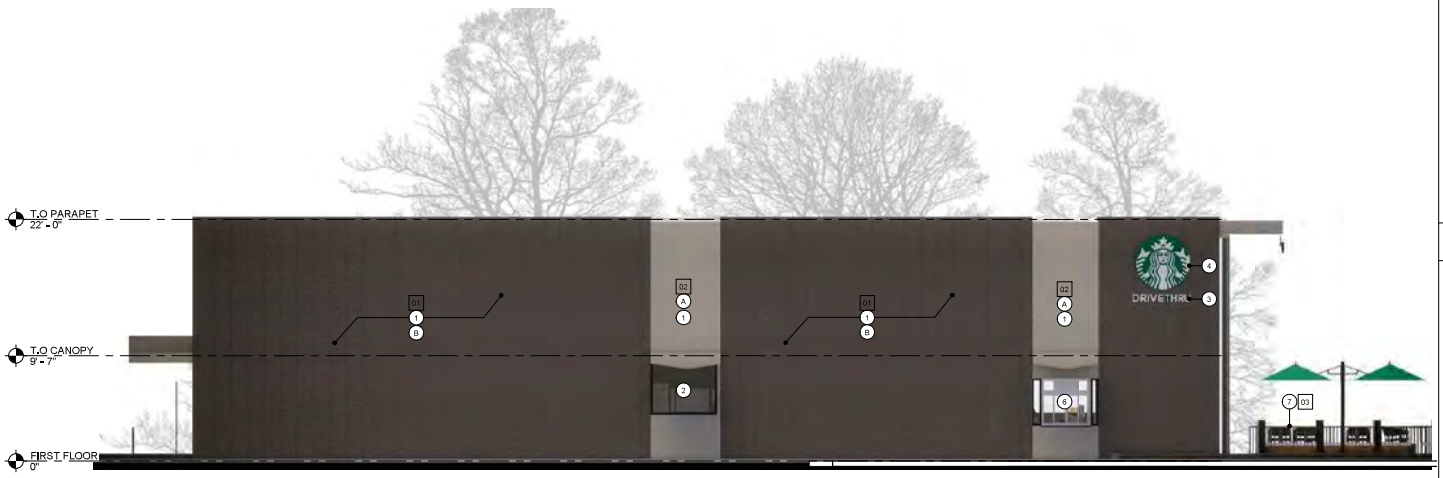
CHECKED BY: MAIKEL FARAGALLA

SHEET TITLE: BUILDING ROOF PLAN

SCALE: 1/4" = 1'-0"

SHEET NUMBER: A103

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WEST ELEVATION (3)
Scale: 3/16" = 1'-0"



SOUTH ELEVATION (1)
Scale: 1/4" = 1'-0"

GENERAL NOTES

A. GENERAL CONTRACTOR TO COORDINATE AND SCHEDULE SIGNAGE INSTALLATION WITH THE SIGNAGE CONTRACTOR PROVIDING A MINIMUM SCHEDULING NOTICE OF 4 WEEKS AND 1 WEEK PRIOR TO SCHEDULED DATE OF INSTALLATION. CONSTRUCTION MANAGER TO PROVIDE GENERAL CONTRACTOR WITH SIGNAGE CONTRACTOR CONTACT INFORMATION.

B. GENERAL CONTRACTOR SHALL COORDINATE WITH ELECTRICAL CONTRACTOR TO FURNISH AND INSTALL ELECTRICAL CIRCUITS INCLUDING ALL CONDUIT, WIRE, CONNECTIONS AND BREAKER AT PANEL BOARD NECESSARY TO SERVE SIGNAGE.

C. GENERAL CONTRACTOR TO PROVIDE FIRE TREATED WOOD STUD BLOCKING OR EQUIVALENT TO SUPPORT SIGNAGE.

D. SIGNAGE CONTRACTOR SHALL VERIFY SIZE AND LOCATION OF ANY AND ALL ALLOWABLE MONUMENT OR POLE SIGNAGE AND PROVIDE SHOP DRAWING(S) PRIOR TO FABRICATION TO THE STARBUCKS DESIGNER FOR APPROVAL.

E. SIGNAGE CONTRACTOR TO INSTALL SIGNAGE IN COMPLIANCE WITH LOCAL CODES AND OBTAIN PERMIT.

F. SIGNAGE CONTRACTOR TO SUPPLY SHOP DRAWINGS TO CONSTRUCTION MANAGER AND TO THE GENERAL CONTRACTOR AS NEEDED. GENERAL CONTRACTOR TO NOTIFY CONSTRUCTION MANAGER IMMEDIATELY IF SHOP DRAWINGS OR INSTALLATION IS IN DISCREPANCY WITH ARCHITECTURAL DRAWINGS.

G. GENERAL CONTRACTOR TO CLEAN, PATCH AND REPAIR EXISTING EXTERIOR AS REQUIRED.

EXTERIOR ELEVATION KEYNOTES

1. (E) WALLS TO REMAIN (UNDER PREVIOUS SHELL PERMIT).
2. (E) STOREFRONT AND DOORS TO REMAIN (UNDER PREVIOUS SHELL PERMIT).
3. (N) 16" ILLUMINATED DRIVE THRU WORDMARK (UNDER SEPARATE PERMIT).
4. (N) 60" ILLUMINATED LOGO DISK (UNDER SEPARATE PERMIT).
5. (N) 16" ILLUMINATED STARBUCKS WORDMARK (UNDER SEPARATE PERMIT).
6. NEW DT WINDOW
7. (N) PATIO & PATIO RAILING
8. DASHED LINES INDICATES PATCHING AND REFILLING THIS AREA ACCORDING TO THE EXTERIOR FINISH PALLETTE

EXTERIOR FINISH SCHEDULE

- A — E) STUCCO FINISH TO REMIAN. REPAINT PER NEW WORK
- B — EXISTING CMU TO REMAIN. REPAINT PER NEW WORK
- 01 — PAINT COLOR - SHERWIN WILLIAMS - SW7048 "URBAN BRONZE"
- 02 — PAINT COLOR - SHERWIN WILLIAMS - SW7029 "AGREEABLE GRAY"
- 03 — WOOD FENCE-KNOTWOOD ALUMINUM - LIGHT OAK

EXTERIOR LIGHTING SCHEDULE

TYPE	MANUF. CATALOGE #	DESCRIPTION	MOUNTING HEIGHT
L1			XX'- XX" A.F.F
L2			XX' -XX" A.F.F.

SIGNAGE NOT A PART OF THIS PERMIT.

INFORMATION IS PROVIDED FOR REFERENCE AND COORDINATION PURPOSES.

Resubmittal Of The Entitlements 02-23-2023

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LICENSED ARCHITECT — MAKEL W. FARAGALLA — C-36004 — REN: 08/31/21 — STATE OF CALIFORNIA

Revision Schedule

Rev	Date	By	Description
1	09-13-22	KS	PLANING DEPARTMENT

PROJECT NAME: DUARTE & BALDWIN

PROJECT ADDRESS: 747 W. DUARTE ROAD ARCADIA, CA 91007-7521

ISSUE DATE: 12-19-2022

PRODUCTION DESIGNER: MONICA HANY

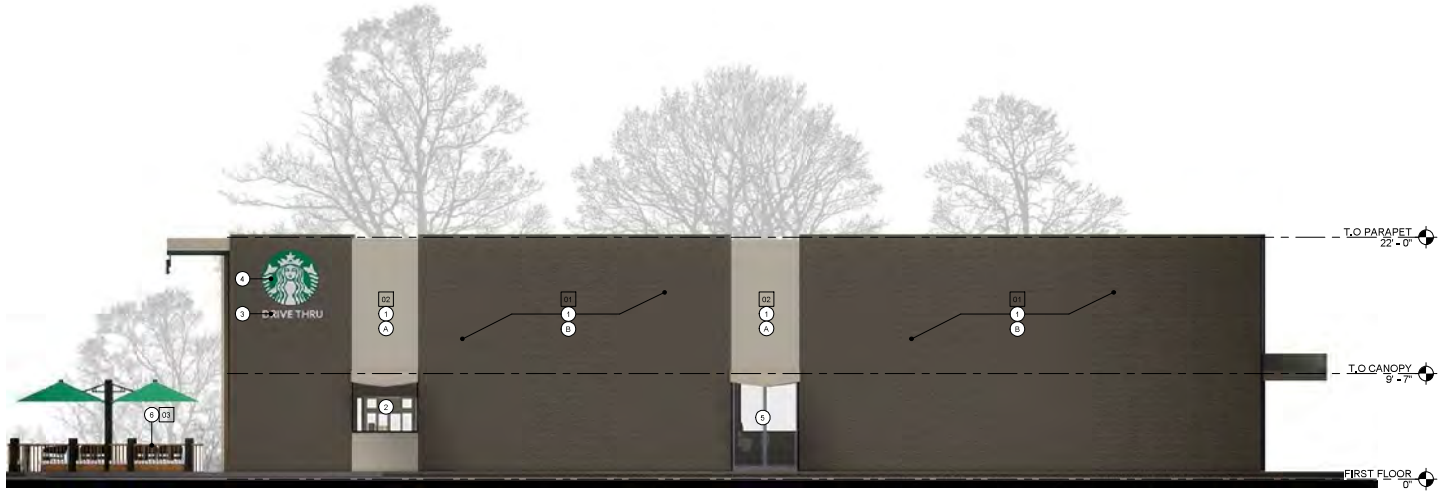
CHECKED BY: MAKEL FARAGALLA

SHEET TITLE: BUILDING EXTERIOR ELEVATIONS

SCALE: As indicated

SHEET NUMBER: A201

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EAST ELEVATION (1)
Scale: 3/16" = 1'-0"



NORTH ELEVATION (2)
Scale: 3/16" = 1'-0"

GENERAL NOTES

A. GENERAL CONTRACTOR TO COORDINATE AND SCHEDULE SIGNAGE INSTALLATION WITH THE SIGNAGE CONTRACTOR PROVIDING A MINIMUM SCHEDULING NOTICE OF 4 WEEKS AND 1 WEEK PRIOR TO SCHEDULED DATE OF INSTALLATION. CONSTRUCTION MANAGER TO PROVIDE GENERAL CONTRACTOR WITH SIGNAGE CONTRACTOR CONTACT INFORMATION.

B. GENERAL CONTRACTOR SHALL COORDINATE WITH ELECTRICAL CONTRACTOR TO FURNISH AND INSTALL ELECTRICAL CIRCUITS INCLUDING ALL CONDUIT, WIRE, CONNECTIONS AND BREAKER AT PANEL BOARD NECESSARY TO SERVE SIGNAGE.

C. GENERAL CONTRACTOR TO PROVIDE FIRE TREATED WOOD STUD BLOCKING OR EQUIVALENT TO SUPPORT SIGNAGE.

D. SIGNAGE CONTRACTOR SHALL VERIFY SIZE AND LOCATION OF ANY AND ALL ALLOWABLE MONUMENT OR POLE SIGNAGE AND PROVIDE SHOP DRAWING(S) PRIOR TO FABRICATION TO THE STARBUCKS DESIGNER FOR APPROVAL.

E. SIGNAGE CONTRACTOR TO INSTALL SIGNAGE IN COMPLIANCE WITH LOCAL CODES AND OBTAIN PERMIT.

F. SIGNAGE CONTRACTOR TO SUPPLY SHOP DRAWINGS TO CONSTRUCTION MANAGER AND TO THE GENERAL CONTRACTOR AS NEEDED. GENERAL CONTRACTOR TO NOTIFY CONSTRUCTION MANAGER IMMEDIATELY IF SHOP DRAWINGS OR INSTALLATION IS IN DISCREPANCY WITH ARCHITECTURAL DRAWINGS.

G. GENERAL CONTRACTOR TO CLEAN, PATCH AND REPAIR EXISTING EXTERIOR AS REQUIRED.

EXTERIOR ELEVATION KEYNOTES

1. (E) WALLS TO REMAIN (UNDER PREVIOUS SHELL PERMIT).
2. (E) STOREFRONT AND DOORS TO REMAIN (UNDER PREVIOUS SHELL PERMIT).
3. (N) 16" ILLUMINATED DRIVE THRU WORDMARK (UNDER SEPARATE PERMIT).
4. (N) 60" ILLUMINATED LOGO DISK (UNDER SEPARATE PERMIT).
5. NEW STOREFRONT DOOR
6. (N) PATIO & PATIO RAILING

EXTERIOR FINISH SCHEDULE

- A. E) STUCCO FINISH TO REMAIN, REPAINT PER NEW WORK
- B. EXISTING CMU TO REMAIN, REPAINT PER NEW WORK

- 01 PAINT COLOR - SHERWIN WILLIAMS - SW7048 "URBAN BRONZE"
- 02 PAINT COLOR - SHERWIN WILLIAMS - SW7029 "AGREEABLE GRAY"
- 03 WOOD FENCE-KNOTWOOD ALUMINIUM - LIGHT OAK

SIGNAGE NOT A PART OF THIS PERMIT.

INFORMATION IS PROVIDED FOR REFERENCE AND COORDINATION PURPOSES.

Resubmittal Of The Entitlements 02-23-2023

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LICENSED ARCHITECT MAKEL W. FARAGALLA IV
C-36004
REN: 08/31/21
STATE OF CALIFORNIA

PROJECT NAME: DUARTE & BALDWIN

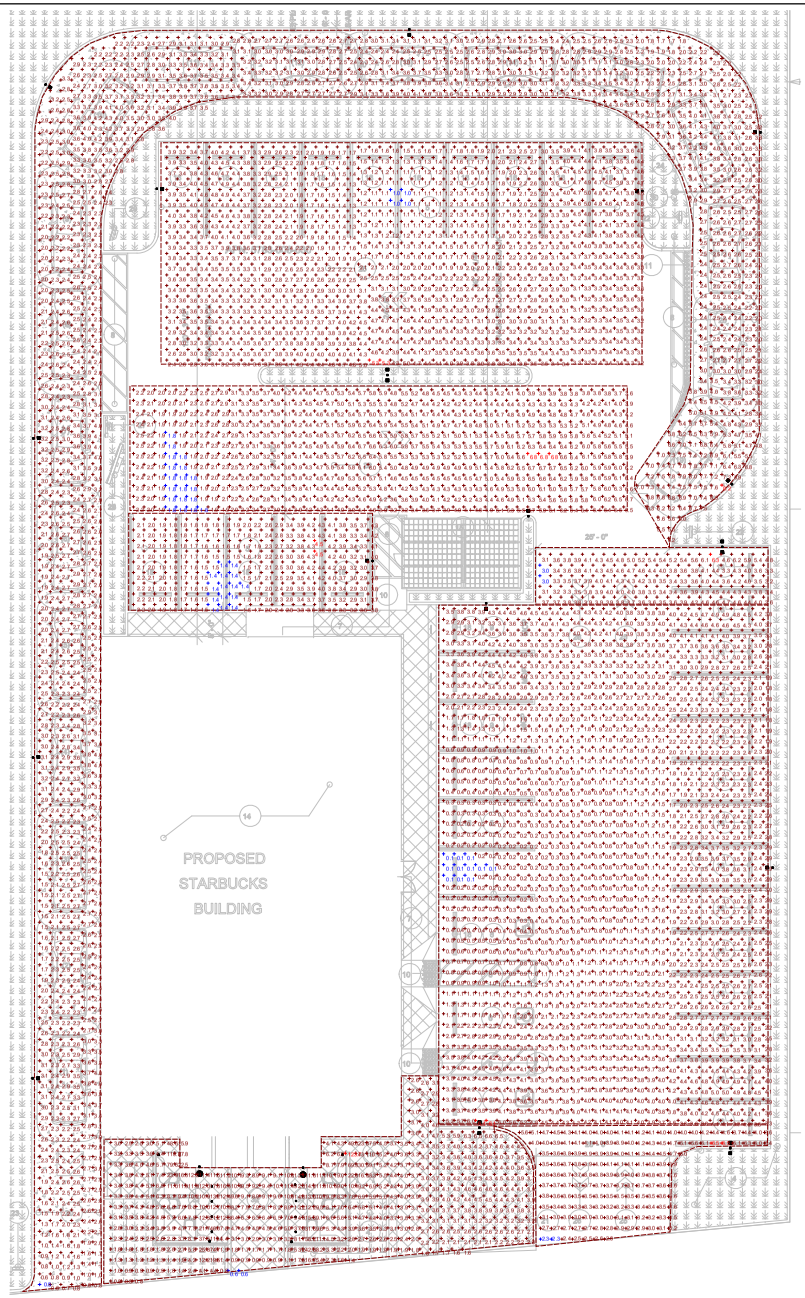
PROJECT ADDRESS: 747 W. DUARTE ROAD ARCADIA, CA 91007-7521

ISSUE DATE: 12-19-2022
PRODUCTION DESIGNER: MONICA HANY
CHECKED BY: MAKEL FARAGALLA

SHEET TITLE: BUILDING EXTERIOR ELEVATIONS
SCALE: As indicated

SHEET NUMBER: A202

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Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	3.0 fc	8.2 fc	0.5 fc	16.4:1	6.0:1
Calc Zone #4	+	2.3 fc	6.1 fc	0.1 fc	61.0:1	23.0:1
Calc Zone #5	+	4.1 fc	6.3 fc	3.0 fc	2.1:1	1.4:1
Calc Zone #6	+	2.5 fc	4.5 fc	1.4 fc	3.2:1	1.8:1
Calc Zone #7	+	3.0 fc	5.3 fc	1.0 fc	5.3:1	3.0:1
Calc Zone #8	+	7.9 fc	123.7 fc	0.6 fc	206.2:1	13.2:1
Calc Zone #8	+	3.8 fc	6.5 fc	2.3 fc	2.8:1	1.7:1
Calc Zone #9	+	4.3 fc	6.8 fc	1.8 fc	3.8:1	2.4:1

Schedule

Symbol	Label	Image	Quantity	Manufacturer	Catalog Number	Description	Number Lamps	Lumens Per Lamp	Light Loss Factor	Wattage	Plot
	A		13	COOPER LIGHTING SOLUTIONS - STREETWORKS (FORMERLY EATON)	MVN-AF-01-LED-U-T3R-7030-800	NAVITON ROADWAY AND AREA LUMINAIRE (1) 70 CRI, 3000K, 800mA LIGHTSQUARE WITH 16 LEDS EACH AND TYPE III ROADWAY OPTICS	16	303	1	44	
	B		4	COOPER LIGHTING SOLUTIONS - STREETWORKS (FORMERLY EATON)	MVN-AF-01-LED-U-T3R-7030-800	NAVITON ROADWAY AND AREA LUMINAIRE (1) 70 CRI, 3000K, 800mA LIGHTSQUARE WITH 16 LEDS EACH AND TYPE III ROADWAY OPTICS	16	303	1	88	
	C		4	BEGA Copyright LUMCat v		99058K3	1	1417	1	14	
	D		8	B-K LIGHTING INC	DE-LED-x63-SP-9 SN-DE-LED-x63-SP-9 SF-DE-LED-x63-SP-9 SW-DE-LED-x63-SP-9 UL-DE-LED-x63-SP-9 OL-LED-x63-SP-9 OL-LED-x63-SP-9	Circular black aluminum housing, semi-specular linear refl ector and glass lens	1	1429	1	21.86	
	E		2			Homann park H12H N UP 3000K	1	3153	1	33	

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STARBUCKS TEMPLATE VERSION: i2021.10.22

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LICENSED ARCHITECT MAIKEL M. FARAGALLA C-36004 REN: 08/31/23 STATE OF CALIFORNIA

PROJECT NAME: DUARTE & BALDWIN

PROJECT ADDRESS: 747 W. DUARTE ROAD ARCADIA, CA 91007-7521

STORE #: <XXXXX>
PROJECT #: <XXXXX-XXX>
ISSUE DATE: 02-15-2023
DESIGN MANAGER: MAIKEL FARAGALLA
PRODUCTION DESIGNER: ABDALRAHMAN
CHECKED BY: MAIKEL FARAGALLA

Revision Schedule

Rev	Date	By	Description

SHEET TITLE:
ELECTRICAL PHOTOMETRIC PLAN
SCALE: AS SHOWN

SHEET NUMBER:
E-2200

MOUNTING : SURFACE — PANEL 'A' — MAIN : MLO

A.I.C. RATING : 42,000 SHORT CIRCUIT RATING : SERIES RATED — 208 / 120 VOLTS, 3 PHASE, 4 WIRE — BUS: 600A

NOTE	DESCRIPTION	Volt-Amps Ø AN	Ø BN	Ø CN	Ltg	Rec	Misc	C 1 Br	C 1 No	A B C	C 1 No	C 1 Br	Misc	Rec	Ltg	Volt-Amps Ø AN	Ø BN	Ø CN	DESCRIPTION	NOTE
	BACKBAR LIGHTING	345					LCL	20/1	1		2	20/1	1			1800			D/T WINDOW	
	WORKROOM, RESTROOM LIGHTING		412				LCL	20/1	3		4	20/1		6			1080		PARTNER AREA RECEPTACLES	
	SEATING AREA LIGHTING			188			LCL	20/1	5		6	20/1	1					1224	AIR CURTAIN (1)	
	LED TAPE @BACKBAR	156					LCL	20/1	7		8	20/1		2	360				ROOF RECEPTACLES	
	EMERGENCY INVERTER		250				LCL	20/1	9		10	20/1	1				200		DUCT SMOKE DETECTOR	
	EXTERIOR LIGHTING			300			LCL	20/1	11		12	20/1	1					360	D/T AIR CURTAIN	
	MONUMENT SIGN	1200					LCL	20/1	13		14	20/1	1		300				EP-1	
	BUILDING EXTERIOR SIGNAGE (1)		1200				LCL	20/1	15		16	20/1	1				600		AIR CURTAIN (2)	
	BUILDING EXTERIOR SIGNAGE (2)			1200			LCL	20/1	17		18	20/1	1					600	AIR CURTAIN (3)	
	BUILDING EXTERIOR SIGNAGE (3)	1200					LCL	20/1	19		20	20/1		1	1160				SHOW WINDOW RECEPTACLE (1)	
	KITCHEN/ PREP MENU BOARD		1200				LCL	20/1	21		22	20/1		1			1160		SHOW WINDOW RECEPTACLE (2)	
	D/T DIRECTIONAL SIGN			1200			LCL	20/1	23		24	20/1		1				1180	SHOW WINDOW RECEPTACLE (3)	
	D/T PRE MENU BOARD	1200					LCL	20/1	25		26	40/2	1			3170			EV CHARGER	
	D/T ORDER POINT CANOPY		1200				LCL	20/1	27		28						3170			
	D/T MENU BOARD			1200			LCL	20/1	29		30	40/2	1					3170	EV CHARGER	
	SPARE	--						20/1	31		32					3170				
	SPARE		--					20/1	33		34	40/2	1				3170		EV CHARGER	
	SPARE			--				20/1	35		36							3170		
	SPARE	--						20/1	37		38	40/2	1			3170			EV CHARGER	
	SPARE		--					20/1	39		40						3170			
	SPARE			--				20/1	41		42	20/1				--			SPARE	
	PANEL (B)	24,489						225/3	43		44	20/1			--				SPARE	
			23,489						45		46	20/1					--		SPARE	
				23,773					47		48	20/1						--	SPARE	
	WATER HEATER	5000					60	1	49		50	50	1		4128				RTU- 2(7.5 ton)	
			5000						51		52					4128				
				5000				3	53		54	3					4128			
	RTU- 1(7.5 ton)	5160					60	1	55		56	50	1		4128				RTU- 3(7.5 ton)	
			5160						57		58					4128				
				5160				3	59		60	3					4128			
	RTU- 4(7.5 ton)	5160					60	1	61			50	1		4128				RTU- 5(7.5 ton)	
			5160						63							4128				
				5160				3	65				3				4128			

		Ø AN	Ø BN	Ø CN	
PANEL CALCULATION					
CONNECTED LOAD	CONNECTED LOAD:	69,454 VA	68,035 VA	65,269 VA	202,758 VA
	CONNECTED BALANCED LINE CURRENT = 563 A			HIGH LINE CURRENT	A = 579 A
DEMAND LOAD	LIGHTING LOAD @ 125 :	- VA	- VA	- VA	- VA
	OTHER LCL @ 125 :	5,127 VA	5,328 VA	5,110 VA	15,565 VA
	CONNECTED RECEPTACLE LOAD:	1,540 VA	2,260 VA	1,180 VA	4,980 VA
	FIRST 10,000 VA @ 100 :	- VA	- VA	- VA	- VA
	REMAINDER @ 50 :	- VA	- VA	- VA	- VA
	CONNECTED KITC. LOAD @ QTY:	- VA	- VA	- VA	- VA
	KITC. LOAD @ DEMAND FACTOR:	- VA	- VA	- VA	- VA
	OTHER NON LCL LOAD @ 100 :	63,813 VA	61,513 VA	60,091 VA	116,699 VA
	LARGEST MOTOR @ 25 :	1,290 VA	1,290 VA	1,290 VA	3,870 VA
		71,770 VA	70,391 VA	67,581 VA	289,742 VA
	DEMAND BALANCED LINE CURRENT = 582 A			HIGH LINE CURRENT	A = 598 A

MOUNTING : SURFACE — PANEL 'B' — MAIN : MLO

A.I.C. RATING : 22,000 SHORT CIRCUIT RATING : SERIES RATED — 208 / 120 VOLTS, 3 PHASE, 4 WIRE — BUS: 225A

NOTE	DESCRIPTION	Volt-Amps Ø AN	Ø BN	Ø CN	Ltg	Rec	Misc	C 1 Br	C 1 No	A B C	C 1 No	C 1 Br	Misc	Rec	Ltg	Volt-Amps Ø AN	Ø BN	Ø CN	DESCRIPTION	NOTE
	BLENDER	1800					KTC	20/1	1		2	50	KTC			2900			ESPRESSO MACHINE	
	BLENDER		1800				KTC	20/1	3		4	2					2900			
	BLENDER			1800			KTC	20/1	5		6	50	KTC					2900	ESPRESSO MACHINE	
	E-10267 1-DR UC FRIDGE	480				1		20/1	7		8	2				2900				
	FOOD CASE		997			1		20	9		10	30	KTC				3100		WARMING OVEN	
				997				2	11		12							3100		
	E-10267 1-DR UC FRIDGE "2", RECEPTACLE	1140				1	2	20/1	13		14	20/1		1		720			NITRO GENERATOR	
	E-10267 1-DR UC FRIDGE "2"		869				2	20/1	15		16	20/1	1				300		NITRO FRIDGE	
	E-12618 1-DR UC FRIDGE "2", RECEPTACLE			1140		1	2	20/1	17		18	20/1		2				180	WARMING SHUTTLES "2"	
	POS RECEPTACLES	360				2		20/1	19		20	30	KTC			3100			WARMING OVEN	
	POS RECEPTACLES		360			2		20/1	21		22	2					3100			
	SAFE FRONT COUNTER			180		1		20/1	23		24	50	KTC					4100	DUAL BREWER	
	P-15749 FAUCET	1369					1	20/1	25		26	2				4100				
	P-15749 FAUCET		1360				1	20/1	27		28	20/1	1	1			660		E-10267 1-DR UC FRIDGE, RECEPTACLE	
	E-13682 2-DR REACH IN FREEZER			1152			1	20/1	29		30	20/1		1				600	BLENDER PITCHER RINSER	
	HOT WATER DISPENSER	1309					1	20/1	31		32	20/1		3	540				D/T POS RECEPTACLES	
	DISH WASHER		3160				1	40	33		34	30	KTC			2100			ICE MACHINE	
				3160				2	35		36	2					2100			
	E-13620 1-DR REACH IN FREEZER	660					1	20/1	37		38	20/1		3	540				CUP LABELERS	
	E-11083 2-DR REACH IN FRIDGE		672				1	20/1	39		40	20/1		3			540		MANAGER'S DESK RECEPTACLES	
	E-11083 2-DR REACH IN FRIDGE			672			1	20/1	41		42	20/1		3				540	MANAGER'S DESK RECEPTACLES	
	E-13682 2-DR REACH IN FREEZER	1152					1	20/1	43		44	20/1		2	360				IT RACK	
	GRINDER		1400				KTC	20/1	45		46	20/1		1			90		WARMING SHUTTLE	
	E-13682 2-DR REACH IN FREEZER			1152			1	20/1	47		48	20/1						--	SPARE	
	D/T POS RECEPTACLES	540				3		20/1	49		50	20/1		1	360				RO SYSTEM	
	SPARE		--					20/1	51		52	20/1					--		SPARE	
	SPARE			--				20/1	53		54	20/1						--	SPARE	
	SPARE	--						20/1	55		56	20/1				--			SPARE	
	SPARE		--					20/1	57		58	20/1					--		SPARE	
	SPARE			--				20/1	59		60	20/1						--	SPARE	
	SPARE	--						20/1	61		62	20/1				--			SPARE	
	SPARE		--					20/1	63		64	20/1					--		SPARE	
	SPARE			--				20/1	65		66	20/1						--	SPARE	

		Ø AN	Ø BN	Ø CN	
PANEL CALCULATION					
CONNECTED LOAD	CONNECTED LOAD:	24,132 VA	23,499 VA	23,773 VA	71,404 VA
	CONNECTED BALANCED LINE CURRENT = 198.3 A			HIGH LINE CURRENT	A = 201.1 A
DEMAND LOAD	LIGHTING LOAD @ 125 :	- VA	- VA	- VA	- VA
	OTHER LCL @ 125 :	- VA	- VA	- VA	- VA
	CONNECTED RECEPTACLE LOAD:	3,420 VA	1,170 VA	1,680 VA	6,270 VA
	FIRST 10,000 VA @ 100 :	- VA	- VA	- VA	- VA
	REMAINDER @ 50 :	- VA	- VA	- VA	- VA
	CONNECTED KITC. LOAD @ QTY:	14,800 VA	14,400 VA	14,000 VA	43,200 VA @ 10
	KITC. LOAD @ DEMAND FACTOR:	9,620 VA@65%	9,360 VA@65%	9,100 VA@65%	28,080 VA@65%
	OTHER NON LCL LOAD @ 100 :	5,912 VA	7,929 VA	8,093 VA	21,934 VA
	LARGEST MOTOR @ 25 :	- VA	- VA	- VA	- VA
		18,952 VA	18,459 VA	18,873 VA	56,284 VA
	DEMAND BALANCED LINE CURRENT = 156.3 A			HIGH LINE CURRENT	A = 157.9 A

ELECTRICAL PANEL SCHEDULE NOTES

① PROVIDE GFCI BREAKERS PER CEC 210.8 FOR NOTED BREAKERS.

GENERAL PANEL SCHEDULE NOTES:

1. WHERE PANEL IS INDICATED TO INCLUDE FEED THRU LUGS, PROVIDE FEED THROUGH LUGS AT THE TOP/BOTTOM OF THE PANELBOARD FOR FEEDERS TO ANOTHER PANEL.
2. WHERE PANEL IS INDICATED TO INCLUDE DOUBLE LUGS, PROVIDE A DOUBLE LUG KIT AT THE TOP/BOTTOM OF THE PANELBOARD FOR FEEDERS TO ANOTHER PANEL.
3. WHERE PANEL IS INDICATED TO INCLUDE 200% NEUTRAL, PROVIDE PANELBOARDS UL LISTED AS HAVING NEUTRAL BUSSES RATED TO CARRY 200 PERCENT OF THE CURRENT CARRYING CAPACITY OF THE PHASE BUSSING.
4. WHERE PANEL IS INDICATED TO INCLUDE AN I/G BUS, PROVIDE PANELBOARDS WITH AN ISOLATED GROUND BUS, DRILLED AND TAPPED FOR NUMBER OF ISOLATED GROUND CONDUCTORS SHOWN, AS WELL AS FOR ALL SPARES AND SPACES SHOWN ON THE PANELBOARD.
5. WHERE PANEL CIRCUIT BREAKER RATING IS SHOWN AS SERIES RATED, PROVIDE CIRCUIT BREAKERS IN PANELBOARD WHICH ARE SERIES RATED WITH THE UPSTREAM SYSTEM FOR THE AVAILABLE FAULTCURRENT. THE PANELBOARD SHALL BE MARKED WITH THE SERIES CONNECTED RATINGS, AS WELL AS ALL MARKING AS REQUIRED BY THE NEC, 240-83(C).
6. WHERE PANEL IS INDICATED AS RECESSED OR FLUSH MOUNTED, PROVIDE SPARE CONDUITS STUBBED UP INTO THE ACCESSIBLE CEILING SPACE. PROVIDE ONE (1) 3/4" CONDUIT ONLY FOR EACH THREE (3) SPARES OR SPACES, MINIMUM OF TWO (2). EACH CONDUIT SHALL BE TAGGED, CAPPED AND MARKED FOR FUTURE USE.
7. COORDINATE WITH APPLICABLE TRADE TO INSURE RECESSED MOUNTED PANELBOARDS WILL SEAT FLUSH IN THE WALLS PROVIDED.
8. ALL CIRCUIT BREAKERS USED AS SWITCHES SHALL BE UL LISTED AND LABELED "SWD" FOR SWITCHING DUTY.
9. ALL CIRCUIT BREAKERS USED TO SERVE MECHANICAL OR HEATING EQUIPMENT SHALL BE UL LISTED AND LABELED "HACR" FOR USE WITH THESE LOADS, WHERE REQUIRED.
10. ALL CIRCUIT BREAKERS SHALL BE BOLT-ON TYPE.
11. PROVIDE SHOP DRAWING SUBMITTAL PER THE ELECTRICAL SPECIFICATION SUBMITTAL REQUIREMENTS FOR EACH PANEL DEPICTING CONFORMANCE WITH THE ABOVE NOTES AND SCHEDULES.
12. ALL OVERCURRENT DEVICES IN AN INDIVIDUAL PIECE OF EQUIPMENT SHALL HAVE AN AIC RATING EQUAL TO THE OVERALL RATING OF THE EQUIPMENT – SERIES RATING OF DEVICES WITHIN A PIECE OF EQUIPMENT IS NOT ALLOWED.
13. SERIES CONNECTED DEVICES SHALL HAVE BEEN INVESTIGATED BY UL IN COMBINATION WITH THE END USE EQUIPMENT, AND THE EQUIPMENT IN WHICH THESE DEVICES ARE USED SHALL BE MARKED WITH THE SERIES CONNECTED RATING. ALL EQUIPMENT SHALL BE MARKED IN ACCORDANCE WITH NEC REQUIREMENTS.
14. ALL TERMINATIONS AND ENCLOSURES SHALL BE RATED FOR USE WITH 75 DEGREE CELSIUS CONDUCTORS.
15. ALL SERVICE ENTRANCE EQUIPMENT, SWITCHBOARDS, DISTRIBUTION BOARDS, AND PANELBOARDS RATED AT 400 AMPS OR GREATER, SHALL BE PROVIDED WITH A MAIN OVERCURRENT DEVICE AND BUSSING RATED AT 100% CONTINUOUS OPERATION.
16. ALL BRANCH OR FEEDER CIRCUIT OVER-CURRENT DEVICES RATED AT 400 AMPS OR HIGHER SHALL BE RATED FOR 100% CONTINUOUS OPERATION.
17. CONTRACTOR SHALL SUBMIT SWITCHBOARD SHOP DRAWINGS TO THE SERVING UTILITY FOR APPROVAL PRIOR TO FABRICATION. CONTRACTOR SHALL SECURE CONFIRMATION THAT THE PROPOSED SWITCHBOARD COMPLIES WITH THE POWER COMPANY REGULATIONS.
18. BUSSING:

A. ALL BUSSING SHALL BE COPPER OR ALUMINUM IN CONSTRUCTION. MAIN HORIZONTAL AND VERTICAL BUSSING SHALL BE FULL CAPACITY IN ALL SWITCHBOARD SECTIONS.

B. HORIZONTAL AND VERTICAL BUSSING SHALL BE FULL LENGTH. ALL BUSSING SHALL HAVE A MINIMUM WITHSTAND RATING EQUAL TO THE AVAILABLE FAULT CURRENT INDICATED, BUT IN NO CASE SHALL THE RATING BE LESS THAN 65,000 AMPS, SYMMETRICAL.

19. GROUND FAULT RELAY SETTINGS:
A. TO MINIMIZE NUISANCE TRIPPING OF THE MAIN AND FEEDER BREAKER, THE CONTRACTOR SHALL ADJUST THE GROUND FAULT RELAY SETTINGS FOR ALL THE GFP DEVICES TO BE HIGHER THAN ALL DOWNSTREAM GFP AND NON-GFP DEVICES. THE GROUND FAULT CURRENT PICK-UP AND TIME DELAY SETTINGS SHALL BE ADJUSTED, PER THE MANUFACTURERS RECOMMENDATIONS, RESULTING FROM A CONTRACTOR/MANUFACTURER PREPARED COORDINATION STUDY – WHICH SHALL BE DOCUMENTED IN THE SHOP DRAWING SUBMITTAL.

A. DURING THE CONSTRUCTION PHASE OF THE PROJECT, ALL GROUND FAULT RELAYS SHALL BE SET AT THE SHORTEST AVAILABLE TIME DELAY.

B. AFTER ALL SETTINGS HAVE BEEN ADJUSTED, THE CONTRACTOR SHALL HAVE THE GROUND FAULT SYSTEM TESTED BY AN INDEPENDENT TESTING AGENCY PER NEC 230-95 (C). THIS TEST SHALL BE PERFORMED IN THE PRESENCE OF THE LOCAL AUTHORITY HAVING JURISDICTION AND THE TEST RESULTS SHALL BE DELIVERED TO THE ENGINEER OF RECORD.

20. CONTRACTOR SHALL VERIFY ALL EXISTING EQUIPMENT CONNECTIONS AND PROVIDE UPDATED PANEL SCHEDULES TO OWNER AS PART OF AS-BUILT DRAWINGS.
21. DRY TYPE TRANSFORMERS:
A. DRY TYPE TRANSFORMERS OVER 112-1/2KVA SHALL HAVE A MINIMUM CLASS 155 INSULATION RATING SYSTEM.

B. ALL DRY TYPE TRANSFORMERS SHALL BE COMPLETELY ENCLOSED EXCEPT FOR VENTILLATED OPENINGS.

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PROJECT NAME: DUARTE & BALDWIN

PROJECT ADDRESS: 747 W.DUARTE ROAD ARCADIA, CA 91007-7521

ISSUE DATE: 02-15-2022

PRODUCTION DESIGNER: ABDALRAHMAN

CHECKED BY: MAIKEL FARAGALLA

Revision Schedule

Rev	Date	By	Description

SHEET TITLE: ELECTRICAL PANEL SCHEDULES

SCALE: AS SHOWN

SHEET NUMBER: E-4100

Attachment No. 4

Historical Assessment

Historical Resources Assessment Report for
747 W. Duarte Rd
Arcadia, California 91007

Prepared for:

The Kaidence Group
Attn: Katie Rounds
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Prepared by:

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Pasadena, California 91107

July 22, 2022

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ATTACHMENTS

A	Resumes of Key Personnel
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SECTION 1
EXECUTIVE SUMMARY

This Historical Resources Assessment Report (HRAR) presents the results of a historical resources assessment for the building located at 747 W. Duarte Rd, City of Arcadia (City), Los Angeles County, California. The purpose of this HRAR is to determine if the building constitutes a historical resource pursuant to Section 15064.5(a) of the California Environmental Quality Act (CEQA) Guidelines. This determination will be used by the City to determine the appropriate level of environmental review for consideration of the requested demolition and construction of a Starbucks Coffeeshop. Sapphos Environmental, Inc. (SEI) architectural historians (Mr. Scott Torres and Ms. Carrie Chasteen; Attachment A, *Resumes of Key Personnel*) were retained to serve as the principal investigator to complete the HRAR. Mr. Torres and Ms. Chasteen meet the Secretary of the Interior's *Professional Qualifications Standards* in the fields of History and Architectural History.

Based on a visual inspection of the current condition of the subject property and setting of the subject property, the building is a modest example of a New Formalism-style commercial building in the City. Upon further review of City building permits, historic newspaper articles, aerial photographs, and evaluation guidelines from the City of Arcadia and Los Angeles, SEI concludes that the subject property does not appear to be an eligible resource in the City. The subject property is not associated with broad social, economic, and cultural patterns significant to national, state, or local history. The subject property is not found to be associated with a persons of national, state, or local significance. Finally, the subject property is a modest example of New Formalism and is not the best and most excellent example of the style found in the City. Therefore, the subject property does not appear eligible for listing in the National Register of Historic Places, California Register of Historical Resources, and City of Arcadia Historic Landmark. SEI concludes the subject property does not appear to be a historical resource pursuant to Section 15064.5(a) of the California Environmental Quality Act (CEQA) Guidelines.

SECTION 2
PROJECT SUMMARY AND LOCATION AND DESCRIPTION

2.1 PROJECT DESCRIPTION

The Applicant, the Kaidence Group, proposes to demolish the existing building. The site is currently developed with a bank building. The subject property is currently not in use.

2.2 PROJECT LOCATION AND CURRENT SETTING

The subject property is located at 747 W. Duarte Rd (APN 5783-008-030) in the City. The subject property faces south onto W. Duarte Rd. The block of Duarte Rd west of Baldwin Avenue is a densely developed auto-centered corridor that features commercial buildings and multi-family residential development (Figure 1, *Sketch Map;* Figure 2, *Project Location Map*).



Figure 1. Sketch Map
SOURCE: *Sapphos Environmental, Inc., 2022*

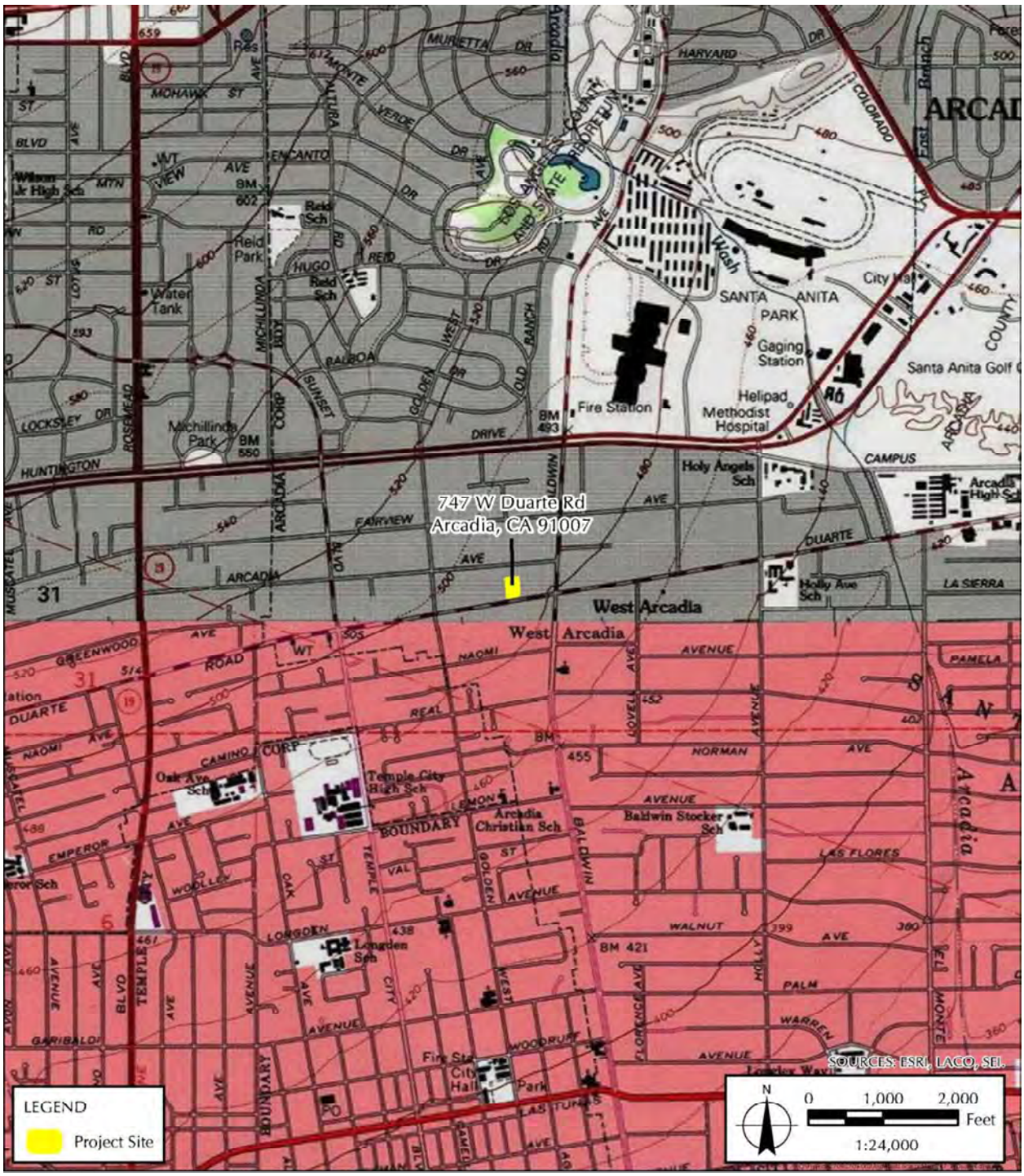


Figure 2. Project Location Map
SOURCE: *U.S. Geological Survey, 1991*

The subject property is located in the City. The subject property faces south onto W. Duarte Rd. The block of Duarte Rd west of Baldwin Avenue is a densely developed auto-centered corridor that features commercial buildings and multi-family residential development (Figures 3A–B, *Setting, W. Duarte Rd*).

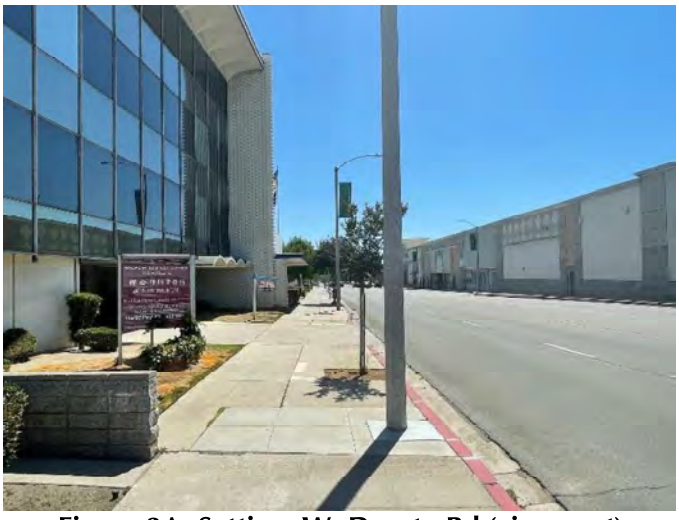


Figure 3A. Setting, W. Duarte Rd (view east)
SOURCE: *Sapphos Environmental, Inc., 2022*

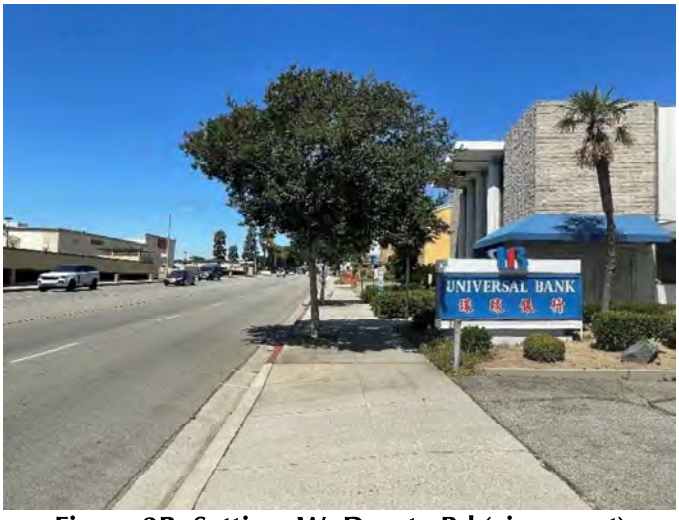


Figure 3B. Setting, W. Duarte Rd (view west)
SOURCE: *Sapphos Environmental, Inc., 2022*

SECTION 4
METHODOLOGY

The assessment methodology consisted of research and field assessment of the building located on the property.

Research Conducted

1. Obtained and reviewed the building permits for the parcel from the City Building Permit Center. Dates of construction and subsequent alterations were determined by the building permit record, as well as additional resources, such as the field inspection, Sanborn Fire Insurance Maps, and historic aerial photographs.

2. Researched the project site and surrounding area at local libraries and archives to establish the general history and context of the project site, including a review of the Built Environment Resource Directory (BERD) for Los Angeles County, newspapers, City directories, books, and articles.

3. Consulted the Context/Theme/Property Type (CTP) eligibility standards formulated for the City of Arcadia Historic Context Statement to identify the appropriate CTP under which to evaluate the buildings on the project site.

4. Reviewed and analyzed ordinances, statues, regulations, bulletins, and technical materials relating to federal, state, and local historic preservation assessment processes and programs to evaluate the significance and integrity of the buildings on the project site.

Field Methods

1. Conducted a field inspection of the project site on June 24, 2022, to ascertain the general condition and physical integrity of the building and landscaping thereon. Digital photographs were taken during the site inspection, which included only the exterior of the building and public spaces. Field notes were made.

2. It was concluded during the field inspection that the subject property would not contribute to a potential Historic District. The City has not established a historic district for this section of Duarte Rd. Neighboring buildings have been altered over the course of time and do not retain sufficient integrity to form a potential Historic District. Therefore, the subject property was evaluated as an individual resource.

The building associated with the subject property was evaluated to determine if it constitutes a historical resource as defined by CEQA, using the eligibility criteria for listing in applicable federal, state, and local statutes and regulations.

5.1 FEDERAL

The National Historic Preservation Act of 1966, as amended, defines the criteria to be considered eligible for listing in the National Register:

> *The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of* location, design, setting, materials, workmanship, feeling, *and* association *and*
>
> *A. that are associated with events that have made a significant contribution to the broad patterns of our history; or*
>
> *B. that are associated with the lives of persons significant in our past; or*
>
> *C. that embody distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or*
>
> *D. that have yielded, or may be likely to yield, information important in prehistory or history* (36 Code of Federal Regulations [CFR] Section part 63).

According to *National Register Bulletin No. 15*, "to be eligible for listing in the National Register, a property must not only be shown to be significant under National Register criteria, but it also must have integrity." Integrity is defined in *National Register Bulletin No. 15* as "the ability of a property to convey its significance."[1] *National Register Bulletin 15* states, "To be listed in the National Register of Historic Places, a property must not only be shown to be significant under the National Register criteria, but it also must have integrity. The evaluation of integrity is sometimes a subjective judgment, but it must always be grounded in an understanding of a property's physical features and how they relate to its significance."[2] Within the concept of integrity, the National Register recognizes the following seven aspects or qualities that in various combinations define integrity*: location, design, setting, materials, workmanship, feeling*, and *association*.

[1] National Park Service, U.S. Department of the Interior. 2017. "How to Apply the National Register Criteria for Evaluation." *National Register Bulletin.* Available at: https://www.nps.gov/nr/publications/bulletins/nrb15/

[2] National Park Service, U.S. Department of the Interior. 2017. "How to Apply the National Register Criteria for Evaluation." *National Register Bulletin.* Available at: https://www.nps.gov/nr/publications/bulletins/nrb15/

5.2 STATE OF CALIFORNIA

Section 5024.1(c), Title 14 CCR, Section 4852 of the California Public Resources Code defines the criteria to be considered eligible for listing in the California Register:

> *A resource may be listed as an historical resource in the California Register if it meets any of the following* [National Register] *criteria:*
>
> 1. *Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;*
>
> 2. *Is associated with the lives of persons important in our past;*
>
> 3. *Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or*
>
> 4. *Has yielded, or may be likely to yield, information important in prehistory or history.*

Section 4852(C) of the California Code of Regulations[3] defines integrity as follows:

> *Integrity is the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Historical resources eligible for listing in the California Register must meet one of the criteria of significance described in section 4852(b) of this chapter and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Historical resources that have been rehabilitated or restored may be evaluated for listing.*
>
> *Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. It must also be judged with reference to the particular criteria under which a resource is proposed for eligibility. Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance.*

5.3 CITY OF ARCADIA

9103.17.060 Local Eligibility and Designation Criteria A. Criteria for Designation Historic Landmark. On the recommendation of the Commission, the City Council may designate an individual resource (building, structure, object, or site) if it meets one or more of the following local eligibility criteria:

> 1. *It is associated with events that have made a significant contribution to the broad patterns of Arcadia's or California's history;*
>
> 2. *It is associated with the lives of persons important to local or California history;*

[3] California Office of Historic Preservation. 1999. *California State Law and Historic Preservation*, 4853 (c), 66.

3. *It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of master, or possesses high artistic values;*

4. *It has yielded, or has the potential to yield, information important to the prehistory or history of the city or state.*

Historic District. On the recommendation of the Commission, the City Council may designate a historic district if it meets one or more of the four criteria in Section 9103.17.060(A) and:

1. *It possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.*

2. *A minimum of 60 percent of the buildings within the proposed historic district contribute to the district's significance.*

6.1 RECORDS SEARCH

In accordance with the South Central Coastal Information Center (SCCIC), located at California State University, Fullerton, current procedures and policies, the BERD for Los Angeles County, available from the California Office of Historic Preservation (updated September 15, 2021), historic U.S. Geological Survey (USGS) 7.5-minute series topographic maps, and aerial photographs were reviewed for the project site and adjacent properties. In addition to official maps and records, and published registers and reports for the geographic area were reviewed:

1. National Register of Historic Places – Listed (2022);
2. California Register of Historical Resources – Listed (2022);
3. California State Historical Landmarks (1996 and updates);
4. California Points of Historical Interest (1992 and updates);
5. City of Arcadia Citywide Historic Context Statement (2016);
6. *The Arcadia Tribune* (1966);
7. *Los Angeles Times* (1986); and
8. SurveyLA (2015).

6.2 PREVIOUS EVALUATIONS/DESIGNATIONS SUMMARY

The subject property was not identified as significant in the City of Arcadia Citywide Historic Context. The subject property has not otherwise been previously evaluated.

SECTION 7
HISTORY AND DESCRIPTION OF SURROUNDING AREA

7.1 DEVELOPMENT HISTORY

The subject property is located within Tract No. 2731 in the City. The tract is made up of 146 rectangular lots. The subject property is located on the southern end of the tract, facing onto W. Duarte Rd. The tract was surveyed by C.C. McCarthy, Land Surveyor and Civil Engineer, in 1917. The tract map indicates the tract was owned by Los Angeles Trust and Savings Bank. The Los Angeles Trust and Savings Bank, as of 1909, was located in the central building on 6th and Main Streets in Los Angeles. The Los Angeles Trust and Savings Bank provided financial services to private citizens and merchants throughout the Los Angeles area. Based on historic newspaper articles, Los Angeles Trust and Savings was also involved in land sales and transfers. Based on a review of *The Arcadia Tribune*, the majority of the lots were being sold and developed with residential properties between 1936 and 1940. Based on a review of City building permits, the Pantry Food Market and a single-family residence were previously located on the site. However, the permits identify the market and residence sustained irreparable damages due to a fire. The permit record indicates the fire took place in October 1964[4] and the single-family dwelling was constructed sometime in the 1930s. Additional permits regarding clearing the lot of both buildings are dated March 1965.[5] Upon inspection of the site, no evidence of the Pantry Food Market and single-family residence was left to document. Additional information regarding development of the tract was not found beyond tax delinquency notices of neighborhood residents within the tract. Based on current Assessor information, the majority of the buildings located within the tract are multi-family residential apartments and condominiums that were constructed between 1963 and 2009. Tract No. 2731 does not appear to be advertised beyond lot sales and transfers ranging from 1918 to 1936. There is no additional information available regarding the tract in historic issues of the *Los Angeles Times* or *Los Angeles Sentinel*.

[4] City of Arcadia. Issued 12 October 1964. Unsafe Building Report.

[5] City of Arcadia. Issued March 19, 1965. Demolition Permit.

8.1 ARCHITECTURAL DESCRIPTION

The building located on the subject property is a New Formalism-style bank building that was constructed in 1966. The subject property features cast concrete cladding and sections of smooth concrete. The subject property also features oblong concrete overhangs that protrude outward from the building facades. The overhangs are located centrally on the primary and directly above the main entrance. Additional overhangs are located above windows on the eastern and western façades, and above the rear entrance of the subject property. The subject property also features concrete columns located on the primary façade. The columns extend vertically from the ground up to the overhang. The main entryway and exit are tinted-plate glass sections of metal-framed windows and doors. All the windows throughout the subject property are tinted. Overall, the subject property is a modest example of the style and does not include sufficient character-defining features to merit a potential designation.

Exterior

Primary/Southern Façade

The primary/southern façade is clad in rough cast stone, features concrete columns, and concrete overhangs that protrude outwards from the building (Figures 4A–B, *Main Entrance, Primary/Southern Façade*). The overhangs provided shaded and protection from the elements as customers enter and exit the building. The majority of the façade consists of rectangular section of metal framed and tinted plate glass storefront that includes metal framed entry doors. The subject property also features a flat roof deign and a concrete path of egress from the subject property to W. Duarte Rd and the parking lot on the east side of the lot. A sheet of plywood covers the hole where an ATM was once located on the southeast corner of the façade. A removable fabric awning was installed to provide shade for customers making ATM transactions. The façade is lined with various trees and shrubs and features a metal handrail. The subject property is setback approximately 28 feet from the public right-of-way.



Figure 4A. Main Entrance, Primary/Southern Façade (view northeast)
SOURCE: *Sapphos Environmental, Inc., 2022*



Figure 4B. Main Entrance, Primary Façade (view north)
SOURCE: *Sapphos Environmental, Inc., 2022*

Northern Facade

The northern façade is simple and unadorned. The façade features two sections of cast stone and a smooth concrete section in the center of the façade (Figure 5, *Northern Façade*). The rear entry and exit door are located centrally on the façade and feature tinted plate glass and a metal framed door storefront. A concrete overhang protrudes from the façade directly above the rear door. The overhang is matched to the overhang detail on the primary façade, just on a smaller scale. There are no windows on the façade beyond the storefront associated with the rear exit. The exit provides egress for bank employees and customers onto the paved parking lot located on the north side of the lot.



Figure 5. Northern Façade
SOURCE: *Sapphos Environmental, Inc., 2022*

Eastern Façade

The eastern façade is clad in cast stone and features two sections of smooth concrete. The façade also has two rectangular tinted windows, both with concrete overhangs matched to the larger overhangs located on the primary façade (Figure 6, *Eastern Façade*). Additional features include a cast stone planter wall and ADA-accessible parking spaces. The façade is accessible from a concrete path and parking lot on the eastern side of the lot. The fabric awning wraps around the southeast corner of the façade.



Figure 6. Eastern Façade (view west)
SOURCE: Sapphos Environmental, Inc., 2022

Western Facade

The western façade features two windows, both with concrete overhangs (Figures 7A–B, *Western Façade*). It appears that one window served as the banks drive-up service window. The drive-up window served as a place for bank customers to make deposits and withdrawals from their vehicles. Overall, the façade is unadorned. A concrete block wall separates the lot from the neighboring property located on the western side of the lot.



Figure 7A. Western Façade (view northeast)
SOURCE: Sapphos Environmental, Inc., 2022



Figure 7B. Western Façade (view northeast)
SOURCE: Sapphos Environmental, Inc., 2022

9.1 CONSTRUCTION HISTORY

City Building Permit Center records of historic permits were reviewed to determine if the subject property retains integrity or was the work of a noted architect. The building was constructed in 1966, designed by Balch, Hutchason, and Perkins; and built by Henniwinkel Construction Co.

9.2 IDENTIFICATION OF ARCHITECTS/BUILDERS

The building is designed by Balch, Hutchason, and Perkins; and constructed by Henniwinkel Construction Company. Balch, Hutchason, and Perkins was a Los Angeles-based architecture firm that designed various commercial and institutional buildings in the Los Angeles area. Their body of work includes Wilson Elementary School in Tulare, California (1954) and Pacoima Junior High School (1955). Based on a review of local and regional newspapers, the architects do not appear to have been associated with projects that merited national, state, or local recognition based on lack of awards and press coverage. Therefore, the subject property (747 W. Duarte Rd) is not the work of a master architect. Henniwinkel Construction Company appears to be associated with numerous construction projects in the Los Angeles area, including other Crocker Citizens National Bank locations between the mid- to late-1960s. Henniwinkel constructed a Crocker Citizens National Bank branch designed by the renowned architect Welton Becket, in Torrance, California. Compared to the Becket design, the subject property (747 W. Duarte Rd) is a rather low-style example of a New Formalism building associated with Henniwinkel Construction Company. There is no additional information available to suggest anyone employed by Henniwinkel associated with the construction of the subject property was considered a master builder.

9.3 OWNERSHIP/OCCUPANT HISTORY

Historic Assessor records were not available at the time this study was prepared due to the current closure of public buildings. The following is an abbreviated ownership history based on data available in historic building permits. Over time the subject property has operated as three banking institutions beginning with Crocker Citizens National Bank (1966–1986), Wells Fargo (1986–1996), and Universal Bank (1996–2019).

Crocker Citizens National Bank was established in 1963, a result of a merger between Crocker-Anglo Bank and Los Angeles Citizens National Bank.[6] A review of historic newspaper articles identify Crocker Citizens National Bank branch locations throughout Southern California. The bank provided common financial services to private citizens and businesses. Additional information regarding the operations of Crocker Citizens National Bank includes job postings for various positions of employment within the bank. According to the City building permit record, the subject property was operating as a Wells Fargo Bank beginning in 1986. Additional research indicates Wells Fargo acquired Crocker Citizens National Bank that same year.[7] There is no information available regarding the day-to-day operation of Wells Fargo specific to the subject property. Based on the City permit record, Wells Fargo occupied the building until 1996. The subject property subsequently became Universal Bank in 1996. Information listed on the Universal Bank website indicates Universal Bank

[6] *Los Angeles Times*, 45. 7 May 1963. 45.

[7] *Los Angeles Times*. 8 February 1986.

was established in the neighboring City of Rosemead in the 1950s and operated under the name Universal Savings and Loan Association. Universal Savings and Loan Association began operating as Universal Bank in 1996[8] and there is additional information available specific to the subject property's daily operations as Universal Bank.

TABLE 1
OWNERSHIP/OCCUPANT HISTORY

Owner	Years Owned
Crocker Citizens National Bank	1966-1986
Wells Fargo	1986-1996
Universal Bank	1996-2020

9.4 USE HISTORY

The subject property operated as bank between 1966 and 2020. The subject property is currently vacant.

[8] Universal Bank. "About Us: Who is Universal Bank." Accessed July 8, 2022. Available at: https://www.universalbank.com/About-Us/About-Universal-Bank

The subject property was evaluated using the 2016 Citywide Historic Context Statement developed for the City of Arcadia; specifically, the Post-World War II Development, 1945–1970 Context and Postwar Commercial Development, 1945–1970 Theme. The Citywide Historic Context Statement does not identify any New Formalism-style architecture in the City; therefore, there are no corresponding evaluation guidelines. The following architectural evaluation guidelines utilized to inform this evaluation are from "SurveyLA Citywide Historic Context Statement: Architecture and Engineering/L.A. Modernism, 1919–1980": L.A. Modernism, 1919–1980 Sub-Context; Post War Modernism, 1946–1975 Theme; and New Formalism, 1960–1975 Subtheme.

10.1 POST-WORLD WAR II DEVELOPMENT, 1945–1970 CONTEXT[9]

Theme: Postwar Commercial Development, 1945–1970

In order to meet the consumer demands of Arcadia's expanding postwar population, commercial development in the city increased exponentially. Commercial development in the mid-1940s and '50s generally followed previously established patterns of development along the city's major pre-war thoroughfares, such as 1st Avenue, Huntington Drive, Foothill Boulevard, and Baldwin Avenue, as well as along newer, auto-centered corridors such as Live Oak Avenue. Original business districts at 1st/Huntington and on Baldwin/Duarte continued to expand outward from their commercial centers. The Route 66 section of Foothill Boulevard, which remained the city's main connection between neighboring communities until the completion of the Foothill Freeway in the early 1970s, continued to grow with new commercial establishments. Corridors such as Live Oak Avenue also experienced increased development in the postwar period, albeit on a smaller scale.

Shopping Center, featuring hardware, sporting goods, and shoe repair stores, among others, opened on Huntington Drive.[10]In 1951, Arcadia's Chamber of Commerce conducted a survey in order to compile a complete census of all the city's businesses and to determine additional needed services for its burgeoning population.[11] Existing local commercial establishments were soon joined by larger retail chains, including Hinshaw's department store (1951; now the much altered Burlington Coat Factory) at the southwest corner of Baldwin Avenue and Duarte Road; Nash's department store (1953; no longer extant) at 1325 S. Baldwin Avenue; and Firestone Tire & Rubber Co. (1954) at 1500 S. Baldwin Avenue. A number of financial institutions, mostly designed in austere, Late Modern styles, found their place on major thoroughfares throughout the city. Among these bank buildings were the Home Savings and Loan (1960; now Chase Bank), created by the noted designer Millard

[9] City of Arcadia Development Services, Planning Division. 11 January 2016. "Context: Post-World War II Development, 1946-1970" in "City of Arcadia Citywide Historic Context Statement," 65. Prepared by: Architectural Resources Group, Pasadena, CA. Accessed July 18, 2022. Available at: https://cms9files.revize.com/arcadia/Shape%20Arcadia/Development%20Services/historic%20preservation/Arcadia%20HCS_11-16_FINAL.pdf

[10] McAdam, Pat and Sandy Snider. 1981. *Arcadia: Where Ranch and City Meet*. Arcadia, CA: Friends of the Arcadia Public Library.

[11] "Business Survey Plans Drawn." 28 June 1951. *Los Angeles Times*, 23.

Sheets, at 60 E. Huntington Drive and the Pacific Savings and Loan (1964; now Citibank) at 41 E. Live Oak Avenue.
By the late 1950s and '60s, Arcadia's commercial development had become quite diverse. A range of businesses, from manufacturing companies, to professional services, to highly-specialized consulting firms, had been established in the city in the decades following World War II.[12] By 1970, Arcadia had matured into a prosperous suburban community, a far cry from the small farms and chicken ranches of its rural past.

10.2 ARCHITECTURE AND ENGINEERING, 1850–1980 CONTEXT[13]

Sub-Context: L.A. Modernism, 1919–1980

Theme: Post War Modernism, 1946–1975

Subtheme: New Formalism, 1960–1975

Summary Statement of Significance: Resources evaluated under this sub-theme are significant in the area of Architecture as excellent examples of New Formalism and exhibit quality of design through distinctive features. New Formalism emerged in reaction to the complete break from historical precedent that was associated with many iterations of postwar Modernism; it melded together the Modern vernacular with an array of classically inspired elements. New Formalist-style buildings assume a sense of grandeur, order, and monumentality while continuing to espouse the fundamental principles belying the Modern movement. Most New Formalist buildings were designed by a notable architect Edward Durell Stone. Stone is the architect most closely associated with the style and its proliferation in Los Angeles and its environs. Its monumental aesthetic was best expressed in the context of civic/institutional architecture and occasionally in the realm of commercial design.

Period of Significance: 1960–1975

Period of Significance Justification: New Formalism first appeared Southern California in the late 1950s; Edward Durell Stone's Stuart Pharmaceutical Company complex in Pasadena, designed in 1958, is regarded as one of the earliest known examples of the style in the area, though the style was not represented in the City of Los Angeles until about 1960. New Formalism gained widespread popularity for use in public and private institutional buildings by the mid-1960s. The period of significance for this theme begins in 1960, when the first known examples of the style were constructed in Los Angeles, and ends in 1975, by which time the style had fallen out of favor and had been eclipsed by more contemporary modes of architecture.

Geographical Location(s): Citywide, with concentrations in Downtown and other, secondary nodes of corporate commercial activity including the Wilshire corridor, Century City, and West Los Angeles. Examples are found along many of Los Angeles's major commercial corridors, especially those located on the Westside and in the San Fernando Valley.

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[12] McAdam, Pat and Sandy Snider. 1981. *Arcadia: Where Ranch and City Meet*. Arcadia, CA: Friends of the Arcadia Public Library.

[13] City of Los Angeles Department of City Planning, Office of Historic Resources. August 2021. "Subtheme: New Formalism, 1960-1975" in "SurveyLA Citywide Historic Context Statement: Architecture and Engineering/L.A. Modernism, 1919-1980," 190–201. Accessed July 18, 2022. Available at: https://planning.lacity.org/odocument/4f67bd39-631a-4f26-9a52-cd5809a66655/LA_Modernism_1919-1980.pdf

Area(s) of Significance: Architecture

Criterion: **NR:** C **CR:** 3 **Local:** 3
Associated Property Type(s):

- Institutional
- Commercial

NOTE: Grouping of resources such as school and hospital campuses may comprise historic districts.

Property Type(s) Description: New Formalism was most often applied to mid- and large-scale commercial, civic, and institutional buildings. Associated commercial property types in Los Angeles are university buildings, banks, churches, hotels, and department stores; associated institutional property types include auditoriums, performing arts venues, and college and university campuses (which may constitute historic districts). All of these property types embraced the style because its tendency toward order and monumentality reinforced the image they were aspiring to project. Resources with multiple buildings designed in the style may be evaluated as historic districts.

Property Type(s) Significance: See Summary Statement of Significance above.

Eligibility Standards:

- Exhibits quality of design through distinctive features
- Is an excellent example of the New Formalist style
- Was constructed during the period of significance

Character-Defining Features/Associative Features:

- Retains most of the essential character-defining features from the period of significance
- Strict symmetry and formality
- Monumental in size and appearance, often three or more stories in height
- Flat roof, often with heavy, projecting overhang
- Smooth wall surfaces
- Colonnade of stylized full-height columnar supports
- Repeating arches or rounded openings
- Large screens of perforated cast stone, or metal or concrete grilles over expanses of glass
- Integral parking lot, either subterranean or above grade
- Landscaped plazas, fountains or integral plantings at ground floor
- For the National Register must possess exceptional importance if less than 50 years of age
- For Historic Districts:
    - Must include a majority of building which embody the distinctive characteristics of New Formalism
    - Conveys a strong visual sense of overall historic environment from the period of significance

Integrity Considerations:

- Should retain integrity of *location, design, materials, workmanship,* and *feel*ing from the period of significance
- Retains sufficient integrity to convey significance
- Setting may have changed (surrounding buildings and land uses)
- Original use may have changed

- Some windows and doors may have been replaced, as long as openings have not been altered and original fenestration patterns have not been disrupted
- For Historic Districts:
    - Must include a majority of building which embody the distinctive characteristics of the Mid-Century Modern style
    - Conveys a strong visual sense of overall historic environment from the period of significance

SECTION 11
EVALUATION OF ELIGIBILITY

11.1 NATIONAL REGISTER OF HISTORIC PLACES

Criterion A

Based on a review of the subject property, tract map, and historic newspaper articles; the development of the subject property does not appear to be associated with broad patterns of history significant to the United States. Historically, parcels of the tract were sold off for single-family development. Based on the Los Angeles County Assessor, the majority of the parcels have been redeveloped with multi-family apartment housing and commercial buildings facing south onto Duarte Rd. Based on a review of the Citywide Historic Context, the post-war development (1945–1970) of Duarte Rd was to serve as an auto-centered corridor as many American citizens began to travel to and from the City by automobile. Aside from the announcement of a Crocker Citizens National Bank being constructed in the City, there is no additional information available to suggest that the construction of the bank added to the narrative of postwar development. Therefore, the subject property is not eligible for listing in the National Register pursuant to Criterion A.

Criterion B

The subject property is not found to be associated with the lives of persons of historic significance. Therefore, the subject property is not eligible for listing in the National Register pursuant to Criterion B.

Criterion C

The building is designed by Balch, Hutchason, and Perkins; and constructed by Henniwinkel Construction Company. Balch, Hutchason, and Perkins was a Los Angeles-based architecture firm that designed various commercial and institutional buildings in the Los Angeles area. There is no information available to suggest that Balch, Hutchason, and Perkins are master architects. Based on a review of local and regional newspapers, the architects do not appear to have been associated with projects that merit a national, state, or local recognition based on a lack of awards and press coverage. Therefore, the subject property (747 W. Duarte Rd) is not the work of a master architect. Henniwinkel Construction Company appears to be associated with numerous construction projects in the Los Angeles area, including additional Crocker Citizens National Bank locations between the mid- to late-1960s. Henniwinkel constructed a Welton Becket-designed Crocker Citizens National Bank branch in Torrance, California. Compared to the Becket design, the subject property (747 W. Duarte Rd) is a rather low-style example of a New Formalism building associated with Henniwinkel Construction Company. There is no additional information available to suggest anyone employed by Henniwinkel, associated with the construction of the subject property, is considered a master builder. The building is a rather modest example of the style and does not exhibit quality of design through distinctive features. Character-defining features of the style include monumental size of the building which must be three stories or higher, repeating arches, round openings, large screens of perforated cast stone, or metal or concrete grilles over expanses of glass, subterranean or above-grade parking lot, and smooth wall surfaces. The subject property is not monumental in size and does not feature high-style characteristics specific to SurveyLA evaluation guidelines. Therefore, the subject property is not significant in the area of architecture and is not an excellent example of New Formalism in the City. Upon inspection of the site, the property located at 735 W. Duarte Rd (next door) is an excellent

example of the style in the City and would serve as a better reference for New Formalism-style buildings in the City. The subject property is not eligible for listing in the National Register pursuant to Criterion C.

Criterion D

Criterion D is not considered in this report as it generally applies to archaeological resources. Additionally, there is no reason to believe the subject property has the potential to yield important information regarding prehistory or history.

11.2 CALIFORNIA REGISTER OF HISTORICAL RESOURCES

The California Register eligibility criteria mirror those of the National Register. Therefore, the subject property is also not eligible for listing in the California Register.

11.3 CITY OF ARCADIA HISTORIC LANDMARK

Similarly, the City of Arcadia Historic Landmark criteria are similar to the National Register and California Register criteria. Therefore, the subject property is not eligible for designation as a Historic Landmark.

1. It is associated with events that have made a significant contribution to the broad patterns of Arcadia's or California's history;

The establishment of Crocker Citizens National Bank in the City of Arcadia in 1966 is not found to be associated with post-World War II development in the City between 1945 and 1970. Crocker Citizens National Bank is not found to be associated with Commercial Development in the City between 1945 and 1970. Based on a review of local and regional newspaper articles between the establishment of the bank in 1966 and acquisition by Wells Fargo in 1986, there is no information available to suggest the bank is associated with any event/pattern of events that have made a significant contribution to the broad patterns of Arcadia or California's History.

Duarte Rd is mentioned in the 2016 Arcadia Citywide Historic Context as an auto-centered corridor that underwent large and small-scale commercial development. The construction of the subject property (747 W. Duarte Rd) did not merit a mention in the Citywide Historic Context. Based on a review of the Citywide Historic Context, Home Savings and Loan (1960; now Chase Bank), created by the noted designer Millard Sheets, at 60 E. Huntington Drive and the Pacific Savings and Loan (1964; now Citibank) at 41 E. Live Oak Avenue, merited a mention.

The majority of the surrounding buildings located on the north side of Duarte Rd were constructed between 1960 and 2011. There is not a cohesive collection of architectural styles that would suggest the section of Duarte Rd between Baldwin and S. Golden West Avenue is closely associated with commercial development. Additionally, retail establishments associated with commercial development are substantially altered and therefore do not appear to be historically significant.

2. It is associated with the lives of persons important to local or California history;

The subject property is not found to be associated with the lives of persons of historic significance.

3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of master, or possesses high artistic values;

The subject property is a modest New Formalism-style commercial bank building. Based on the building permit record, the building has not been substantially altered beyond routine maintenance. Original Crocker Citizens National Bank signage was removed in 1986 and replaced with Wells Fargo signage at that time. Wells Fargo signs were removed, and a monument style-sign was erected for Universal Bank in the mid-1990s. The building is designed by Balch, Hutchason, and Perkins; and constructed by Henniwinkel Construction Company. Balch, Hutchason, and Perkins was a Los Angeles based architecture firm that designed various commercial and institutional buildings in the Los Angeles area. Their body of work includes Wilson Elementary School in Tulare, California (1954) and Pacoima Junior High School (1955). There is no information available to suggest that Balch, Hutchason, and Perkins are master architects based on a lack of awards and press coverage.

Based on a review of local and regional newspapers, the architects do not appear to have been associated with projects that merit a national, state, or local recognition. Therefore, the subject property (747 W. Duarte Rd) is not the work of a master architect. Henniwinkel Construction Company appears to be associated with numerous construction projects in the Los Angeles area, including other Crocker Citizens National Bank Locations between the mid- to late-1960s. According to information pertaining to the construction of Crocker Citizens National Banks, Henniwinkel is associated with the construction of a branch at the Welton Becket-designed Bullocks Fashion Square (Torrance Ca.). Compared to the Becket design, the subject property (747 W. Duarte Rd) is a rather low-style example of a New Formalism building associated with Henniwinkel Construction company. There is no additional information available to suggest anyone employed by Henniwinkel, associated with the construction of the subject property, is considered a master builder. The building is a rather modest example of the style and does not contain outstanding character-defining features. Character-defining features of the style include monumental size of the building which must be three stories or higher, repeating arches, round openings, large screens of perforated cast stone, or metal or concrete grilles over expanses of glass, subterranean or above grade parking lot, and smooth wall surfaces. The subject property is not monumental in size and does exhibit quality of design through distinctive features. Therefore, the subject property is not significant in the area of architecture and is not an excellent example of New Formalism in the City. Upon inspection of the site, the property located at 735 W. Duarte Rd (next door) is an excellent example of the style in the City and would serve as a better reference for New Formalism-style buildings in the City Therefore, the subject property does not appear to be significant in the area of architecture and is not an excellent example of New Formalism in the City.

11.4 CITY OF ARCADIA HISTORIC DISTRICT

Neighboring buildings reflect an incoherent variety of dates of construction and styles of architecture. Therefore, the subject property would not contribute to a potential Historic District. The City of Arcadia does not have a current list of potentially eligible properties that would make up a historic district.

SECTION 12
CONCLUSION

The subject property is a modest example of New Formalism-style architecture in the City. The subject property has not been altered beyond routine maintenance and signage changes; therefore, the building retains integrity of *design, workmanship* and *materials*. The subject property has not been moved, thus retains integrity of *location*. The surrounding buildings are a combination of multi-family developmental infill. The setting is no longer relatable to an auto-centered corridor that would have contained street facing storefronts and food service establishments. The subject property does not embody or convey the *feeling* to associate it with postwar commercial development geared toward automobile traffic and day-to-day commerce. Therefore, the subject property does not retain integrity of *setting, feeling*, or *association*. There is no information available to suggest the subject property is associated with persons significant to national, state, or local histories. Lastly, the subject property is not a good example of the style and does not display architectural features to merit a potential designation. Although the subject property generally retains integrity of *design, materials*, and *workmanship*, it does not meet one or more eligibility criteria. Therefore, the subject property is not a historical resource pursuant to Section 15064.5(a) of the CEQA Guidelines. Demolition of the subject property would not result in a substantial adverse change to a historical resource (Section 15064.5(b) of the CEQA Guidelines).

"Business Survey Plans Drawn." 28 June 1951. *Los Angeles Times*, 23.

California Office of Historic Preservation. 1999. *California State Law and Historic Preservation*, 4853 (c), 66.

City of Arcadia Development Services, Planning Division. 11 January 2016. "Context: Post-World War II Development, 1946-1970" in "City of Arcadia Citywide Historic Context Statement," 65. Prepared by: Architectural Resources Group, Pasadena, CA. Accessed July 18, 2022. Available at: https://cms9files.revize.com/arcadia/Shape%20Arcadia/Development%20Services/historic%20preservation/Arcadia%20HCS_11-16_FINAL.pdf

City of Arcadia. Issued 12 October 1964. Unsafe Building Report.

City of Arcadia. Issued March 19, 1965. Demolition Permit.

City of Los Angeles Department of City Planning, Office of Historic Resources. August 2021. "Subtheme: New Formalism, 1960-1975" in "SurveyLA Citywide Historic Context Statement: Architecture and Engineering/L.A. Modernism, 1919-1980," 190–201. Accessed July 18, 2022. Available at: https://planning.lacity.org/odocument/4f67bd39-631a-4f26-9a52-cd5809a66655/LA_Modernism_1919-1980.pdf

Los Angeles Times, 45. 7 May 1963. 45.

Los Angeles Times. 8 February 1986.

McAdam, Pat and Sandy Snider. 1981. *Arcadia: Where Ranch and City Meet*. Arcadia, CA: Friends of the Arcadia Public Library.

National Park Service, U.S. Department of the Interior. 2017. "How to Apply the National Register Criteria for Evaluation." *National Register Bulletin.* Available at: https://www.nps.gov/nr/publications/bulletins/nrb15/

Universal Bank. "About Us: Who is Universal Bank." Accessed July 8, 2022. Available at: https://www.universalbank.com/About-Us/About-Universal-Bank

ATTACHMENT A
RESUMES OF KEY PERSONNEL

Scott E. Torres, MA

Architectural Historian

Master of Arts, History, California State University Fullerton, Fullerton, CA, 2020

- *History*
- *Architecture*
- *California History*
- *Historic Preservation*
- *Cultural Survey*

Years of Experience: 3+

- *Historic Resource Documentation and Evaluations for Sierra Madre Ca, Hollywood, San Marino, Ontario, Fontana, Glendale, and Los Angeles*
- *High Speed Rail Construction Package 4*
- *Society of Architectural Historians Member*

Mr. Scott Torres has more than three years of experience in the field of historic research and writing, including primary and secondary source analysis, conducting oral history interviews, peer review, and editing.

Mr. Torres has served as a project architectural historian and conducted historic assessments in the Cities of Los Angeles, including Hollywood, San Marino, Los Angeles, Orange, and surrounding communities within Los Angeles and San Bernardino Counties. Mr. Torres has conducted a historic resource evaluation of the Little Tokyo Towers as part of a historic resource assessment report in support of the Los Angeles Office of Historic Resources. Additional resource assessments in Hollywood include early Craftsman residences and the Period Revival Bungalow Court Apartments associated with early development and the entertainment industry. On behalf of the County of Los Angeles, Mr. Torres provided research and documentation on unincorporated East LA's Unique Theater, in support of its nomination for Historic Landmark designation. Mr. Torres has also provided historic documentation and literature review in support of the Los Angeles Music Center Electric Replacement Project; the project included an impact assessment regarding identified historic resources located within the music center campus. Additionally, Mr. Torres has conducted research in support of residential design reviews in the Cities of Glendale, San Marino, and Hollywood. Mr. Torres has also provided cultural resources support for the High-Speed Rail (HSR) Construction Package (CP) 4.

Mr. Torres has conducted Department of Parks and Recreation documentation and evaluations in support of site assessments in the Cities of Sierra Madre, Monrovia, Hollywood, Los Angeles, and Ontario. This work includes site photographs, database research, and map review.

Mr. Torres is a member of the Society of Architectural Historians.

Sapphos environmental inc.

Carrie E. Chasteen, MS

Cultural Resources Manager

Master of Science (Historic Preservation), School of the Art Institute of Chicago, Chicago, Illinois, 2001
Bachelor of Arts (History and Political Science), University of South Florida, Tampa, Florida, 1997

- *Cultural resources management and legal compliance*
- *History of California*
- *Identification and evaluation of the built environment*
- *Archival documentation*
- *Historic preservation consultation*

Years of Experience: 20+

- *Oregon Transportation Investment Act (OTIA) III CS3 Technical Lead*
- *Chair, Historic Preservation Commission, City of Pasadena*
- *Design Commission, City of Pasadena*
- *Phi Alpha Theta*
- *Extensive experience documenting and evaluating parks and recreational facilities*
- *Extensive experience in the City of Riverside*

Ms. Carrie Chasteen has more than 20 years of experience in the field of cultural resources and the built environment, including project management, agency coordination, archival research, managing large surveys, preparation of compliance reports, preparation of Environmental Impact Statement / Environmental Impact Report (EIS/EIR) sections, peer review, and regulatory compliance. She meets and exceeds the Secretary of the Interior's *Professional Qualification Standards* in the fields of History and Architectural History.

Ms. Chasteen has served as Principal Investigator / Principal Architectural Historian on projects in Kern, San Bernardino, Riverside, Ventura, Los Angeles, Orange, Imperial, and San Diego Counties in Southern California. She has experience in California, Oregon, Washington, Arizona, Nevada, Missouri, Illinois, Florida, West Virginia, Connecticut, New York, New Jersey, and Massachusetts. She has extensive experience with the California Office of Historic Preservation, the California Department of Transportation (Caltrans), San Bernardino Associated Governments (SANBAG), Los Angeles County Department of Parks and Recreation, the City of Los Angeles, and various state, county, and local government agencies.

On behalf of the County of Los Angeles Department of Parks and Recreation (DPR), Ms. Chasteen managed the documentation and evaluation of 54 parks, golf courses, and arboreta. The historic evaluations assess County facilities that were identified as priorities due to the age of the facility, architect of record, or affiliation with event of importance to the history of development of Los Angeles County. The historic evaluations consider eligibility for listing on the National Register of Historic Places, the California Register of Historical Resources, the County Register of Landmarks and Historic Districts, and standards provided in CEQA. The results were used by the County DPR to address future projects in the facilities, alter plans as needed, and to inform a Cultural Resources Treatment Plan (CRTP) and Worker Environmental Awareness Program (WEAP) training. She also provided consultation services for the Arcadia County Park Pool and Bathhouse Replacement Project, which included documenting and evaluating the park as a historic district for eligibility for inclusion in the National Register of Historic Places and the California Register of Historical Resources. Because the park was found to be eligible for listing in both registers, Ms. Chasteen provided additional consultation services to ensure the replacement pools and bathhouse were in compliance with the Secretary of the Interior's *Standards for the Treatment of Historic Properties* in order to minimize potential impacts to the historic district.

Additional experience includes preparing Historic American Building Survey/Historic American Engineering Record (HABS / HAER) documentation for the former Caltrans District 7 headquarters building, Roosevelt Annex at the California Veterans' Home in Yountville, and the Space Flight Operations Facility, commonly referred to a Mission Control, a National Historic Monument, at the Jet Propulsion Laboratory (JPL) in Pasadena.

ATTACHMENT B
DPR 523 SERIES FORMS

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code: 6Z

Other Listings
Review Code | Reviewer | Date

 ***Resource Name or #** (Assigned by recorder): 747 W. Duarte Rd

P1. Other Identifier: None

***P2. Location:** ☐ **Not for Publication** ☐ **Unrestricted**
***a. County:** Los Angeles **and** (P2b and P2c or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad:** Los Angeles **Date**: 2019 **T**1N**; R**11W**;__of__of Sec** 2;__**B.M.**
c. Address: 747 W. Duarte Rd **City:** Los Angeles **Zip:** 91007
d. UTM (Give more than one for large and/or linear resources) **Zone:** ___, _____ mE/ _____ mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate): APN 5783-008-030

***P3a. Description** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries):

The building located on the subject property is a New Formalism-style bank building that was constructed in 1966. The subject property is a 6,201-square-foot rectangular building that faces south onto W. Duarte Rd. The subject property features cast concrete cladding and sections of smooth concrete. W. Duarte Rd is a densely developed auto-corridor that feature commercial and multi-family residential developments. The subject property also features oblong concrete overhangs that protrude outward from the building facades. The overhangs are located centrally on the primary and directly above the main entrance. Additional overhangs are located above windows on the eastern and western façades, and above the rear entrance of the subject property. The subject property also features concrete columns located on the primary façade. The columns extend vertically from the ground up to the overhang. The main entryway and exit are tinted-plate glass sections of metal-framed windows and doors. All the windows throughout the subject property are tinted. Overall, the subject property is a modest example of the style and does not include sufficient character-defining features to merit a potential designation.
(*See Continuation Sheet page 4*)

***P3b. Resource Attributes** (List attributes and codes)**:**

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo (view, date, accession #): June 24, 2022

***P6. Date Constructed/Age and Source:**
☒Historic ☐Prehistoric ☐Both
1966 LA County Assessor

***P7. Owner and Address:**
The Kaidence Group
5070 N. 40th Street Suite 210
Phoenix, Arizona 85018

***P8. Recorded by** (Name, affiliation, and address):
Sapphos Environmental, Inc.
430 N. Halstead Street
Pasadena, CA 91107

***P9. Date Recorded:** June 24, 2022

***P10. Survey Type** (Describe)**:** Intensive

***P11. Report Citation** (Cite survey report and other sources, or enter "none")**:** Sapphos Environmental, Inc. 2022. Historical Resources Assessment Report for 747 W. Duarte Rd.

Attachments: ☐ NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder): 747 W. Duarte Rd ***NRHP Status Code:** 6Z
Page 2 **of** 9

B1. Historic Name: 747 W. Duarte Rd
B2. Common Name: 747 W. Duarte Rd
B3. Original Use: Commercial **B4. Present Use:** Commercial
***B5. Architectural Style:** New Formalism
***B6. Construction History:** (Construction date, alterations, and date of alterations)

City Building Permit Center records of historic permits were reviewed to determine if the subject property retains integrity or was the work of a noted architect. The building was constructed in 1966, designed by Balch, Hutchason, and Perkins; and built by Henniwinkel Construction Co. The subject property has not been altered beyond routine maintenance. (*See Continuation Sheet page 6*)

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** N/A **Original Location:** N/A
***B8. Related Features:** N/A
B9a. Architect: Balch, Hutchason, and Perkins **b. Builder:** Henniwinkel Construction
***B10. Significance: Theme: N/A** **Area:** Los Angeles

Period of Significance: New Formalism, 1960-1975
Property Type: Commercial Bank Building **Applicable Criteria:** NA
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Resources evaluated under this subtheme are significant in the area of Architecture as excellent examples of New Formalism and exhibit quality of design through distinctive features. New Formalism emerged in reaction to the complete break from historical precedent that was associated with many iterations of postwar Modernism; it melded together the Modern vernacular with an array of classically inspired elements. New Formalist-style buildings assume a sense of grandeur, order, and monumentality while continuing to espouse the fundamental principles belying the Modern movement. Most New Formalist buildings are designed by a notable architect Edward Durell Stone. Stone is the architect most closely associated with the style and its proliferation in Los Angeles and its environs. Its monumental aesthetic was best expressed in the context of civic/institutional architecture and occasionally in the realm of commercial design. (*See Continuation Sheet page 7*)

B11. Additional Resource Attributes (List attributes and codes): N/A

***B12. References:** See Continuation Sheet page 9.

***B13. Remarks:** N/A

***B14. Evaluator:**
Scott Torres
Sapphos Environmental, Inc.
430 N. Halstead Street
Pasadena, CA 91107

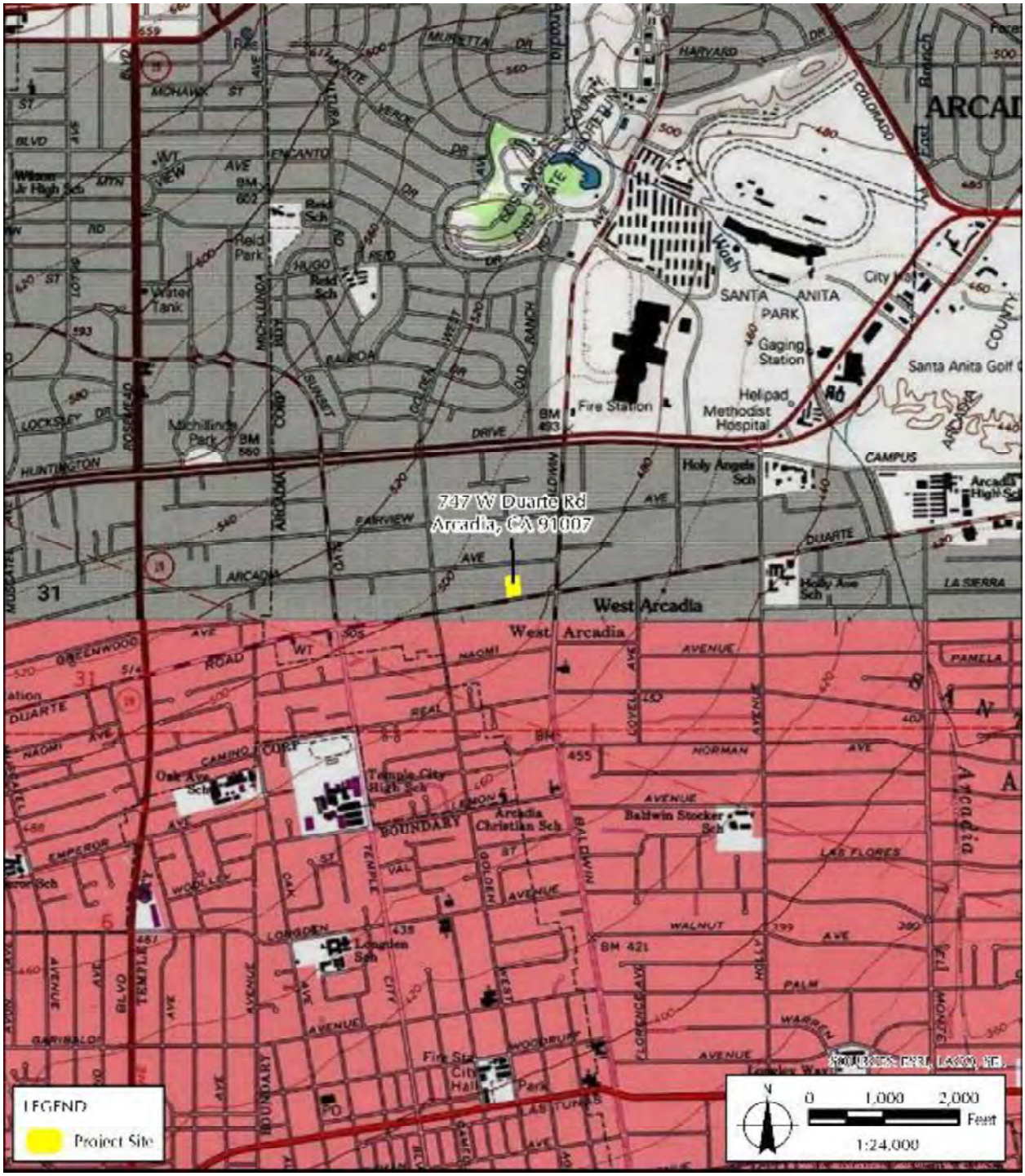
***Date of Evaluation:** June 24, 2022

(Sketch Map with north arrow required.)



(This space reserved for official comments.)

Page 3 **of** 9 ***Resource Name or #** (Assigned by recorder): 747 W. Duarte Rd
***Map Name:** Los Angeles ***Scale:** 1:24,000 ***Date of map:** 1991



***P3a. Description:** (*Continued from Primary Record page 1*)

Primary/Southern Façade

The primary/southern façade is clad in rough cast stone, features concrete columns, and concrete overhangs that protrude outwards from the building. The overhangs provided shaded and protection from the elements as customers enter and exit the building. The majority of the façade consists of rectangular section of metal framed and tinted plate glass storefront that includes metal framed entry doors. The subject property also features a flat roof deign and a concrete path of egress from the subject property to W. Duarte Rd and the parking lot on the east side of the lot. A sheet of plywood covers the hole where an ATM was once located on the southeast corner of the façade. A removable fabric awning was installed to provide shade for customers making ATM transactions. The façade is lined with various trees and shrubs and features a metal handrail. The subject property is setback approximately 28 feet from the public right-of-way.



Primary Façade (view north)

Northern Facade

The northern façade is simple and unadorned. The façade features two sections of cast stone and a smooth concrete section in the center of the façade. The rear entry and exit door are located centrally on the façade and feature tinted plate glass and a metal framed door storefront. A concrete overhang protrudes from the façade directly above the rear door. The overhang is matched to the overhang detail on the primary façade, just on a smaller scale. There are no windows on the façade beyond the storefront associated with the rear exit. The exit provides egress for bank employees and customers onto the paved parking lot located on the north side of the lot.



Northern Façade (view south)

***P3a. Description:** (*Continued from Continuation Sheet page 4*)

Eastern Façade

The eastern façade is clad in cast stone and features two sections of smooth concrete. The façade also has two rectangular tinted windows, both with concrete overhangs matched to the larger overhangs located on the primary façade. Additional features include a cast stone planter wall and ADA-accessible parking spaces. The façade is accessible from a concrete path and parking lot on the eastern side of the lot. The fabric awning wraps around the southeast corner of the façade.



Eastern Façade (view west)

Western Facade

The western façade features two windows, both with concrete overhangs. It appears that one window served as the banks drive-up service window. The drive-up window served as a place for bank customers to make deposits and withdrawals from their vehicles. Overall, the façade is unadorned. A concrete block wall separates the lot from the neighboring property located on the western side of the lot.



Eastern Façade (view west)

***B6. Construction History:** (*Continued from Building, Structure, and Object Record page 2*)

City Department of Building and Safety records of historic permits were reviewed to determine if the property located at 747 W. Duarte Rd is the work of a noted architect. The building is designed by Balch, Hutchason, and Perkins; and constructed by Henniwinkel Construction Company. Balch, Hutchason, and Perkins was a Los Angeles-based architecture firm that designed various commercial and institutional buildings in the Los Angeles area. Their body of work includes Wilson Elementary School in Tulare, California (1954) and Pacoima Junior High School (1955). Based on a review of local and regional newspapers, the architects did not appear to have been associated with projects that merited national, state, and local recognition based upon lack of awards and press coverage. Therefore, the subject property (747 W. Duarte Rd) is not the work of a master architect. Henniwinkel Construction Company appears to be associated with numerous construction projects in the Los Angeles area, including other Crocker Citizens National Bank locations between the mid- to late-1960s. Henniwinkel constructed a Crocker Citizens National Bank branch designed by the renowned architect Welton Becket, in Torrance California. Compared to the Becket design, the subject property (747 W. Duarte Rd) is a rather low-style example of a New Formalism building associated with Henniwinkel Construction Company. There is no additional information available to suggest anyone employed by Henniwinkel associated with the construction of the subject property was considered a master builder.

Ownership History

Crocker Citizens National Bank was established in 1963, a result of a merger between Crocker-Anglo Bank and Los Angeles Citizens National Bank. A review of historic newspaper articles identifies Crocker Citizens National Bank branch locations throughout Southern California. The bank provided common financial services to private citizens and businesses. Additional information regarding the operations of Crocker Citizens National Bank includes job postings for various positions of employment within the bank. According to the City building permit record, the subject property was operating as a Wells Fargo Bank beginning in 1986. Additional research indicates Wells Fargo acquired Crocker Citizens National Bank that same year. There is no information available regarding the day-to-day operation of Wells Fargo specific to the subject property. Based on the City permit record, Wells Fargo occupied the building until 1996. The subject property subsequently became Universal Bank in 1996. Information listed on the Universal Bank website indicates Universal Bank was established in the neighboring City of Rosemead in the 1950s and operated under the name Universal Savings and Loan Association. Universal Savings and Loan Association began operating as Universal Bank in 1996 and there is no additional information available specific to the subject property's daily operations as Universal Bank.

***B10. Significance:** (*Continued from Building, Structure, and Object Record page 2*)

NATIONAL REGISTER OF HISTORIC PLACES

Criterion A

Based on a review of the subject property, tract map, and historic newspaper articles; the development of the subject property does not appear to be associated with broad patterns of history significant to the United States. Historically, parcels of the tract were sold off for single-family development. Based on the Los Angeles County Assessor, the majority of the parcels have been redeveloped with multi-family apartment housing and commercial buildings facing south onto Duarte Rd. Based on a review of the Citywide Historic context, the post-war development (1945–1970) of Duarte Rd was to serve as an auto-centered corridor as many American citizens began to travel to and from the City by automobile. Aside from the announcement of a Crocker Citizens National Bank being constructed in the City, no additional information was found to suggest that the construction of the bank added to the narrative of postwar development. Therefore, the subject property is not eligible for listing in the National Register pursuant to Criterion A.

Criterion B

The subject property is not found to be associated with the lives of persons of historic significance. Therefore, the subject property is not eligible for listing in the National Register pursuant to Criterion B.

Criterion C

The building is designed by Balch, Hutchason, and Perkins; and constructed by Henniwinkel Construction Company. Balch, Hutchason, and Perkins was a Los Angeles-based architecture firm that designed various commercial and institutional buildings in the Los Angeles area. There is no information available to suggest that Balch, Hutchason, and Perkins are master architects. Based on a review of local and regional newspapers, the architects do not appear to have been associated with projects that merited a national, state, and local recognition based upon lack of awards and press coverage. Therefore, the subject property (747 W. Duarte Rd) is not the work of a master architect. Henniwinkel Construction Company appears to be associated with numerous construction projects in the Los Angeles area, including additional Crocker Citizens National Bank locations between the mid- to late-1960s. Henniwinkel constructed a Crocker Citizens National Bank branch designed by the renowned architect Welton Becket, in Torrance California. Compared to the Becket design, the subject property (747 W. Duarte Rd) is a rather low-style example of a New Formalism building associated with Henniwinkel Construction company. There is no additional information available to suggest anyone employed by Henniwinkel associated with the construction of the subject property was considered a master builder. The building is a rather modest example of the style and does not exhibit quality of design through distinctive features. Character-defining features of the style include monumental size of the building must be three stories or higher, repeating arches, round openings, large screens of perforated cast stone, or metal or concrete grilles over expanses of glass, subterranean or above-grade parking lot, and smooth wall surfaces. The subject property is not monumental in size and does not feature high-style characteristics specific to SurveyLA evaluation guidelines. Therefore, the subject property is not significant in the area of architecture and is not an excellent example of New Formalism in the City. Upon inspection of the site, the property located at 735 W. Duarte Rd (next door) is an excellent example of the style in the City and would serve as a better reference for New Formalism-style buildings in the City. The subject property is not eligible for listing in the National Register pursuant to Criterion C.

Criterion D

Criterion D is not considered in this report as it generally applies to archaeological resources.

***B10. Significance:** (*Continued from Continuation Sheet page* 7)

CALIFORNIA REGISTER OF HISTORICAL RESOURCES

The California Register eligibility criteria mirror those of the National Register. Therefore, the subject property is also not eligible for listing in the California Register.

CITY OF ARCADIA HISTORIC LANDMARK

Similarly, the City of Arcadia Historic Landmark criteria are similar to the National Register and California Register criteria. Therefore, the subject property is not eligible for designation as a Historic Landmark.

1. ***It is associated with events that have made a significant contribution to the broad patterns of Arcadia's or California's history;***

The establishment of Crocker Citizens National Bank in the City of Arcadia, 1966 is not found to be associated with post-World War II development in the City between 1945 and 1970. Crocker Citizens National Bank is not found to be associated with Commercial Development in the City between 1945 and 1970. Based on a review of local and regional newspaper articles between the establishment of the bank in 1966 and acquisition by Wells Fargo in 1986, there is no information available to suggest that the bank is associated with any event/pattern of events that have made a significant contribution to the broad patterns of Arcadia or California's History.

Duarte Rd is mentioned in the 2016 Arcadia Citywide Historic Context as an auto-centered corridor that underwent large and small-scale commercial development. The construction of the subject property (747 W. Duarte Rd) did not merit a mention in the Citywide Historic Context. Based on a review of the Citywide Historic Context, Home Savings and Loan (1960; now Chase Bank), created by the noted designer Millard Sheets, at 60 E. Huntington Drive and the Pacific Savings and Loan (1964; now Citibank) at 41 E. Live Oak Avenue, merited a mention.

The majority of the surrounding buildings located on the north side of Duarte Rd were constructed between 1960 and 2011. There is not a cohesive collection of architectural styles that would suggest the section of Duarte Rd between Baldwin and S. Golden West Avenue is closely associated with commercial development. Additionally, retail establishments associated with commercial development are substantially altered and therefore do not appear to be historically significant.

2. ***It is associated with the lives of persons important to local or California history;***

The subject property is not found to be associated with the lives of persons of historic significance.

3. ***It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of master, or possesses high artistic values.***

The subject property is a modest New Formalism-style commercial bank building. Based on the building permit record, the building has not been substantially altered beyond routine maintenance.

Original Crocker Citizens National Bank signage was removed in 1986 and replaced with Wells Fargo signage at that time. Wells Fargo signs were removed, and a monument style-sign was erected for Universal Bank in the mid-1990s. The building is designed by Balch, Hutchason, and Perkins; and constructed by Henniwinkel Construction Company. Balch, Hutchason, and Perkins was a Los Angeles based architecture firm that designed various commercial and institutional buildings in the Los Angeles area. Their body of work includes Wilson Elementary School in Tulare, California (1954) and Pacoima Junior High School (1955). There is no information available to suggest that Balch, Hutchason, and Perkins are master architects based on a lack of awards and press coverage.

***B10. Significance:** (*Continued from Continuation Sheet page 8*)

Based on a review of local and regional newspapers, the architects do not appear to have been associated with projects that merit national, state, or local recognition. Therefore, the subject property (747 W. Duarte Rd) is not the work of a master architect. Henniwinkel Construction Company appears to be associated with numerous construction projects in the Los Angeles area, including other Crocker Citizens National Bank Locations between the mid- to late-1960s. According to information pertaining to the construction of Crocker Citizens National Banks, Henniwinkel is associated with the construction of a branch at the Welton Becket-designed Bullocks Fashion Square (Torrance Ca.). Compared to the Becket design, the subject property (747 W. Duarte Rd) is a rather low-style example of a New Formalism building associated with Henniwinkel construction. There is no additional information available to suggest anyone employed by Henniwinkel associated with the construction of the subject property is considered a master builder. The building is a rather modest example of the style and does not contain outstanding character-defining features. Character-defining features of the style include monumental size of the building that must be three stories or higher, repeating arches, round openings, large screens of perforated cast stone, or metal or concrete grilles over expanses of glass, subterranean or above grade parking lot, and smooth wall surfaces. The subject property is not monumental in size and does exhibit quality of design through distinctive features. Therefore, the subject property is not significant in the area of architecture and is not an excellent example of New Formalism in the City. Upon inspection of the site, the property located at 735 W. Duarte Rd (next door) is an excellent example of the style in the City and would serve as a better reference for New Formalism-style buildings in the City. Therefore, the subject property does not appear to be significant in the area of architecture and is not an excellent example of New Formalism in the City.

CITY OF ARCADIA HISTORIC DISTRICT

Neighboring buildings reflect an incoherent variety of dates of construction and styles of architecture. Therefore, the subject property would not contribute to a potential Historic District. The City of Arcadia does not have a current list of potentially eligible properties that would make up a historic district.

***B12. References:** (*Continued from Building, Structure, and Object Record page 2*)

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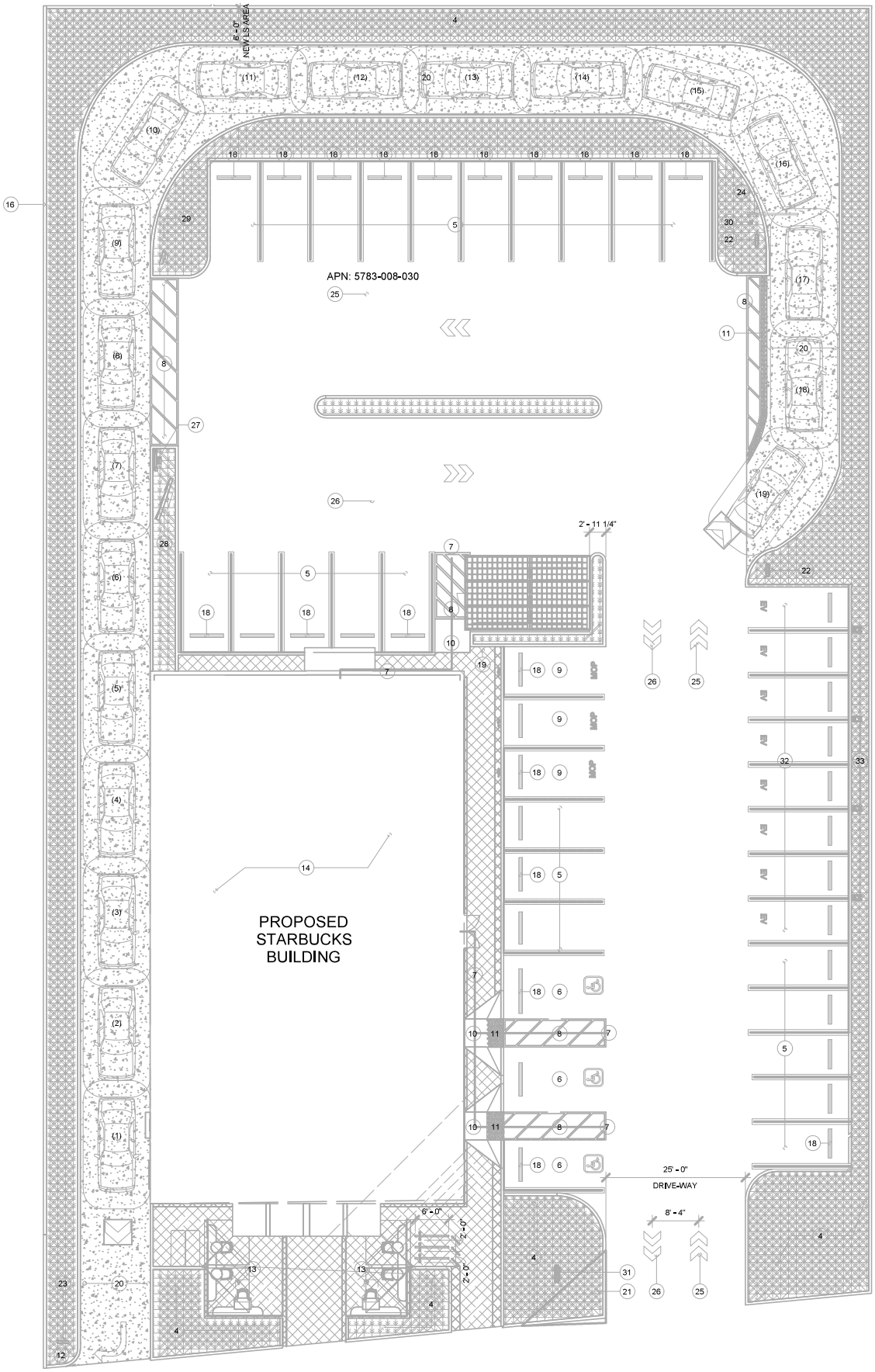
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Attachment No. 5

Traffic Analysis and Parking Analysis


APN: 5783-008-030
PROPOSED
STARBUCKS
BUILDING
25' - 0"
DRIVE-WAY
8' - 4"
6' - 0"
2' - 11 1/4"
NEW LS AREA
EV
MCP

747 W. DUARTE ROAD STARBUCKS PROJECT
TRAFFIC IMPACT ANALYSIS
City of Arcadia, California

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Justin Tucker, P.E.
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February 22, 2023

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1.0 Introduction

1.1 Purpose of Report and Study Objectives

The purpose of this traffic impact analysis and report is to evaluate and assess the proposed 747 W. Duarte Road Starbucks Project (hereinafter referred to as "project") from a traffic and circulation perspective. Furthermore, this analysis will determine whether the proposed project will significantly impact the environment.

This study has been conducted pursuant to the *City of Arcadia Transportation Study Guidelines for Vehicles Miles Traveled and Level of Service Assessment*, dated August 2020, and the California Environmental Quality Act (CEQA). This study evaluates the potential traffic and environmental impacts associated with the proposed project in accordance with the thresholds of significance.

This study is prepared in accordance with the scope of work that has been approved by the City of Arcadia staff, which is contained in Appendix A.

1.2 Site Location & Project Description

The proposed project is located at 747 W. Duarte Road in the City of Arcadia, CA. The project site is currently occupied by a 6,294 square-foot (SF) Universal Bank with a drive-through lane, which is no longer in operation.

The proposed project consists of converting the existing Universal Bank building into a 5,273 SF Starbucks with a drive-through facility that proposes to provide storage for up to nineteen (19) vehicles. As part of the conversion from the existing Universal Bank into a Starbucks, the existing mezzanine / 2nd floor area will be demolished resulting in a smaller gross floor area as compared to the existing building (i.e., 6,294 SF to 5,273 SF). The project proposes to provide thirty-seven (37) on-site parking spaces.

It should be noted that although the proposed Starbucks building is 5,273 SF, a considerable portion of this building is proposed to be ancillary and is not expected to generate any traffic. In an effort to not demolish an existing building with unique architecture in the City of Arcadia, Starbucks is proposing to re-use the existing ground floor square footage although the building is considerably larger than it otherwise would be from ground-up construction. 1,256 SF of the overall 5,273 SF will be compromised of the existing bank safe that is too expensive to remove and will be unused, a mechanical room that is typically located on the roof, and other hallways/workrooms that can only be accessed by employees and that will typically not be utilized during daily operations. As

such, the remaining 4,017 SF has been assumed as the "usable" building area for the proposed Starbucks.

Access to the site is currently provided and is proposed to continue to be provided via the following two (2) unsignalized driveways located along W. Duarte Road:

- Full-access unsignalized driveway (i.e., Easterly Project Access)
- Outbound right-turn only unsignalized driveway serving exclusively the drive-through lane exit (i.e., Westerly Project Access)

The project is planned to open in 2024 and will be evaluated in one single phase. The project site location map is shown in Exhibit 1-1. Exhibit 1-2 shows the proposed project's site plan.

1.3 Traffic Study Area & Analysis Scenarios

Exhibit 1-1 illustrates the project site location map and traffic analysis study area.

The study area included in this analysis has been determined based on existing and future transportation facilities within the vicinity of the site where the project may contribute a significant amount of traffic.

The study area consists of the following four (4) intersections listed below. All key study intersections are located within the City of Arcadia.

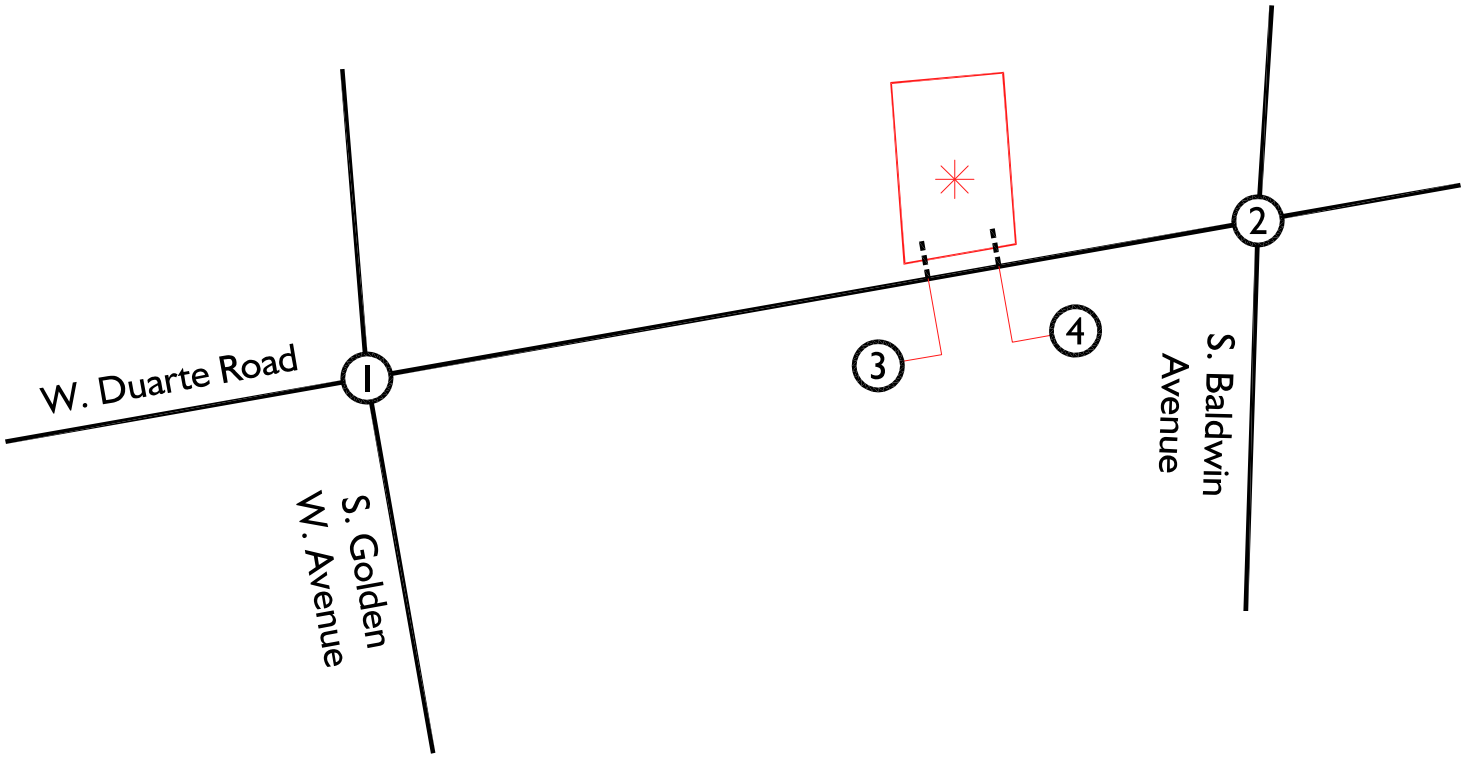
1. South Golden West Avenue (N-S) at West Duarte Road (E-W)
2. South Baldwin Avenue (N-S) at West Duarte Road (E-W)
3. Project Access No. 1 (N-S) at West Duarte Road (E-W)
4. Project Access No. 2 (N-S) at West Duarte Road (E-W)

The analysis evaluates traffic conditions of the study area under the following scenarios during the weekday AM (7:00 AM to 9:00 AM) and weekday PM (4:00 PM to 6:00 PM) peak hour conditions:

- Existing Conditions;
- Project Opening Year (2024) Without Project Conditions; and
- Project Opening Year (2024) With Project Conditions.

Exhibit 1-1

Location Map



Legend:

① = Study Area Intersection

✳ = Project Site

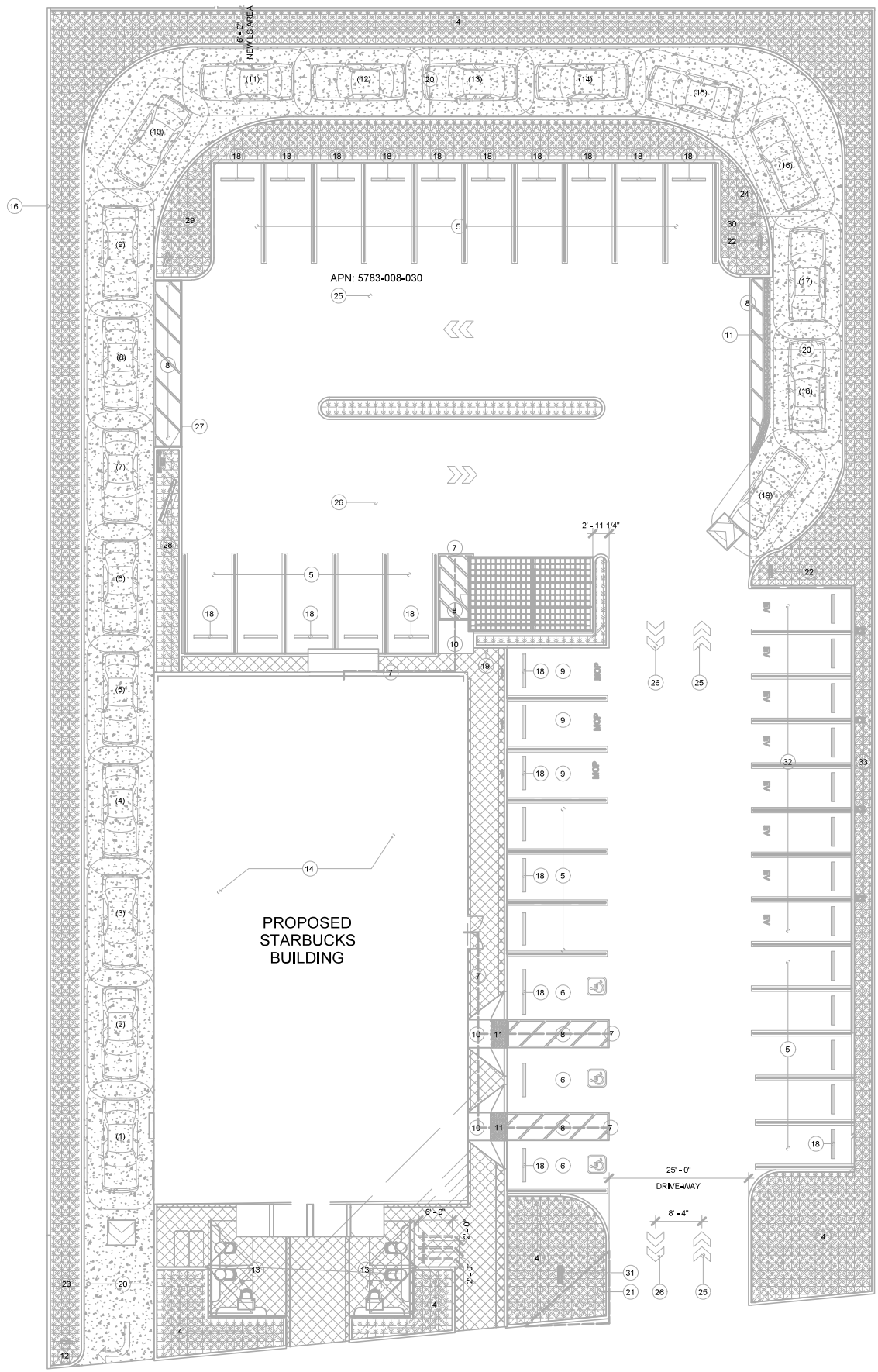
— = Project Site Boundary

- - - = Project Access Driveway

N

Exhibit 1-2

Site Plan



2.0 Analysis Methodology

This section of the report presents the methodologies used to perform the traffic analyses summarized in this report in accordance with the City of Arcadia requirements. This section also discusses the agency-established appliable performance criteria and thresholds of significance for the study facilities.

2.1 Study Intersection Peak Hour Level of Service Analysis Methodology

In accordance with the *City of Arcadia Transportation Study Guidelines for Vehicles Miles Traveled and Level of Service Assessment*, the Highway Capacity Manual Sixth Edition (HCM 6) and Intersection Capacity Utilization (ICU) methodologies are utilized as the technical guides in the evaluation of traffic operations.

Signalized Study Intersections

The methodology used to assess the operation of signalized study area intersections is the Intersection Capacity Utilization (ICU) methodology. To calculate the ICU, the volume of traffic using the intersection is compared with the capacity of the intersection. ICU is usually expressed as a ratio. This ratio represents the portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

Table 2-1 shows the level of service criteria based on the ICU methodology.

Table 2-1
ICU Intersection LOS & V/C Ranges

LOS	Signalized Intersection LOS Criteria (V/C)
A	≤ 0.600
B	> 0.600 and ≤ 0.700
C	> 0.700 and ≤ 0.800
D	> 0.800 and ≤ 0.900
E	> 0.900 and ≤ 1.000
F	> 1.000

Unsignalized Study Intersections

The methodology used to assess the operation of signalized study area intersections is the Highway Capacity Manual Sixth Edition (HCM 6) methodology. The HCM defines level of service as a qualitative measure that describes operational conditions within a traffic stream, generally in terms of factors such as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The criteria used to evaluate LOS (Level of Service) conditions vary based on the type of roadway and whether the traffic flow is considered interrupted or uninterrupted.

The definitions of level of service for interrupted flow (flow regulated by the existence of traffic control devices) are:

- **LOS A** (Free Flow / Insignificant Delays) describes traffic operations in which progression is exceptionally favorable or the cycle length is extremely short. Generally, LOS A operations for signalized intersections tend to result in most vehicles arriving during the green phase and traveling through the intersection without stopping.

- **LOS B** (Stable Operation / Minimal Delays) describes traffic operations in which progression slightly diminishes but is still considered highly favorable and the cycle length is short. Vehicles stop more often causing a marginal increase in average delay.

- **LOS C** (Stable Operation / Acceptable Delays) describes traffic operations in which progression is favorable and the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Many vehicles still pass through the intersection but a significant number of vehicles are stopping. Average delay is fair.

- **LOS D** (Approaching Unstable / Tolerable Delays) describes traffic operations in which progression is ineffective and/or cycle length is long. A considerable amount of vehicles stop and individual cycle failures are noticeable. Average delay is adequate.

- **LOS E** (Unstable Operation / Significant Delays) describes traffic operations in which progression is unfavorable and the cycle length is exceedingly long. Individual cycle failures are frequent. Average delay is high.

- **LOS F** (Forced Flow / Excessive Delays) describes traffic operations in which progression is extremely poor and the cycle length is extremely long. Most cycles fail to clear the queue. Average delay is vast.

For intersections with stop control on the minor approach only, the calculation of level of service is dependent on the occurrence of gaps occurring in the free-flow traffic movement of the major street, and the level of service is determined based on the worst individual movement on the stop-controlled minor approach or movements sharing a single lane on the stop-controlled minor approach.

Table 2-2 shows the level of service criteria based on the HCM methodology.

Table 2-2
HCM Intersection LOS & Delay Ranges

LOS	Average Control Delay Per Vehicle (Seconds) Unsignalized
A	0.00 - 10.00
B	10.01 - 15.00
C	15.01 - 25.00
D	25.01 - 35.00
E	35.01 - 50.00
F	>50.00

2.1.1 Analysis Parameters

In this report, the intersection levels of service have been evaluated utilizing the ICU and HCM 6 methodology via the PTV Vistro analysis software. All analysis parameters utilized in this analysis are in accordance with the City of Arcadia guidelines.

The following parameters have been utilized in determining the LOS of signalized study intersections:

- A minimum clearance interval of 0.10 seconds of green time.
- Lane capacities of 1,800 vehicles per hour per lane for through and turn lanes
- Lane capacities of 3,240 vehicles per hour for dual turn lanes

For unsignalized intersection, existing peak hour factors have been calculated based on the manual turning movement counts collected at the study area intersections. A PHF of 0.95 have been used for future conditions.

2.2 LOS Performance Criteria & Thresholds for Requiring LOS Improvements

Any intersection operating at a LOS grade worse than the acceptable condition is considered deficient. Signalized study intersections will require improvements if one of the following conditions is met:

- LOS C – Project V/C increase of 0.04 or more
- LOS D – Project V/C increase of 0.02 or more
- LOS E/F – Project V/C increase of 0.01 or more

Unsignalized study intersections will require improvements if both of the following conditions are met:

- The addition of project traffic to an intersection results in the degradation of overall intersection operations from acceptable operations to unacceptable operations; and
- The intersection meets peak hour signal warrants either caused by project volumes, or project volumes are added at an intersection that meets the peak hour signal warrants in the baseline scenario(s). Peak hour signal warrants should be determined based on the latest California Manual on Uniform Traffic Control Devices (CA MUTCD).

3.0 Existing Conditions & Circulation System

3.1 Existing Traffic Controls & Intersection Geometrics

Exhibit 3-1 identifies the existing roadway conditions within the study area. The number of through traffic lanes for existing roadway conditions and the existing intersection controls has been identified. The type of traffic control and the number of lanes at an intersection are key inputs for the calculation of level of service.

3.2 Existing Traffic Volumes

Existing conditions intersection level of service calculations are based upon manual peak period turning movement counts which have been collected in September 2022 during a typical weekday. The weekday AM and PM peak hour traffic volumes were determined by counting the two-hour peak period between 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, respectively, and using the highest hour within each two-hour peak period.

Existing weekday AM and PM peak hour traffic volumes for the key study intersections are shown in Exhibit 3-2.

The traffic count worksheets are included in Appendix B.

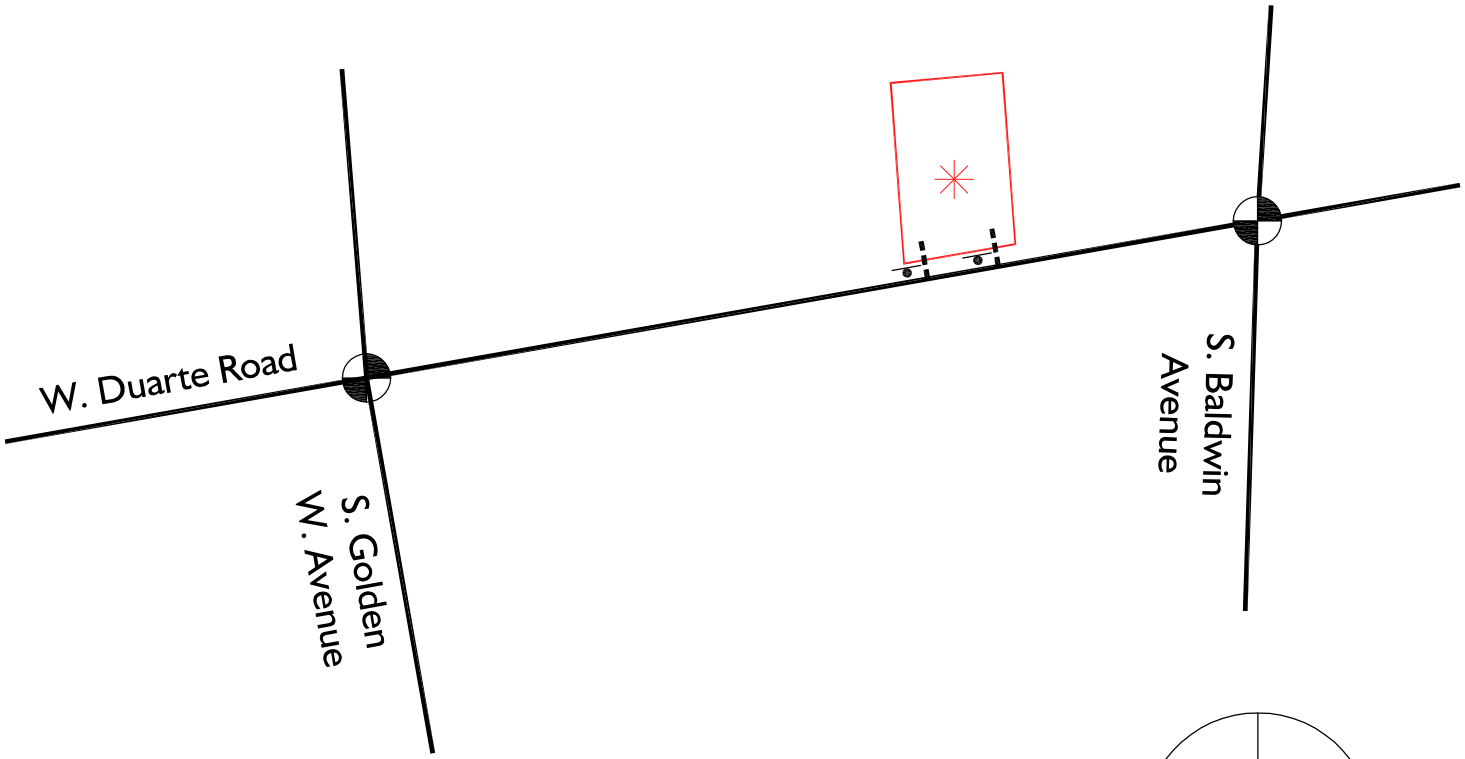
3.3 City of Arcadia General Plan

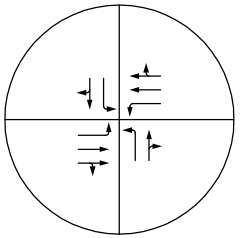
The City of Arcadia Roadway Plan is shown in Exhibit 3-3.

The City of Arcadia Typical Roadway Cross-Sections are shown in Exhibit 3-4.

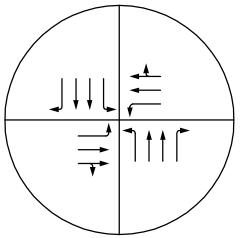
Exhibit 3-1

Existing Traffic Controls & Intersection Geometrics

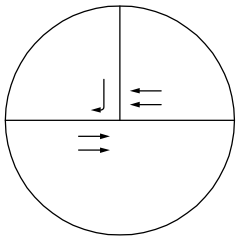




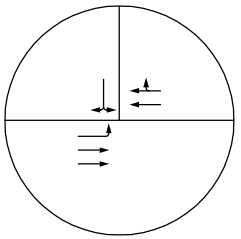
1. S. Golden West Avenue (NS) at W. Duarte Road (EW)



2. S. Baldwin Avenue (NS) at W. Duarte Road (EW)



3. Project Access 1 (NS) at W. Duarte Road (EW)



4. Project Access 2 (NS) at W. Duarte Road (EW)

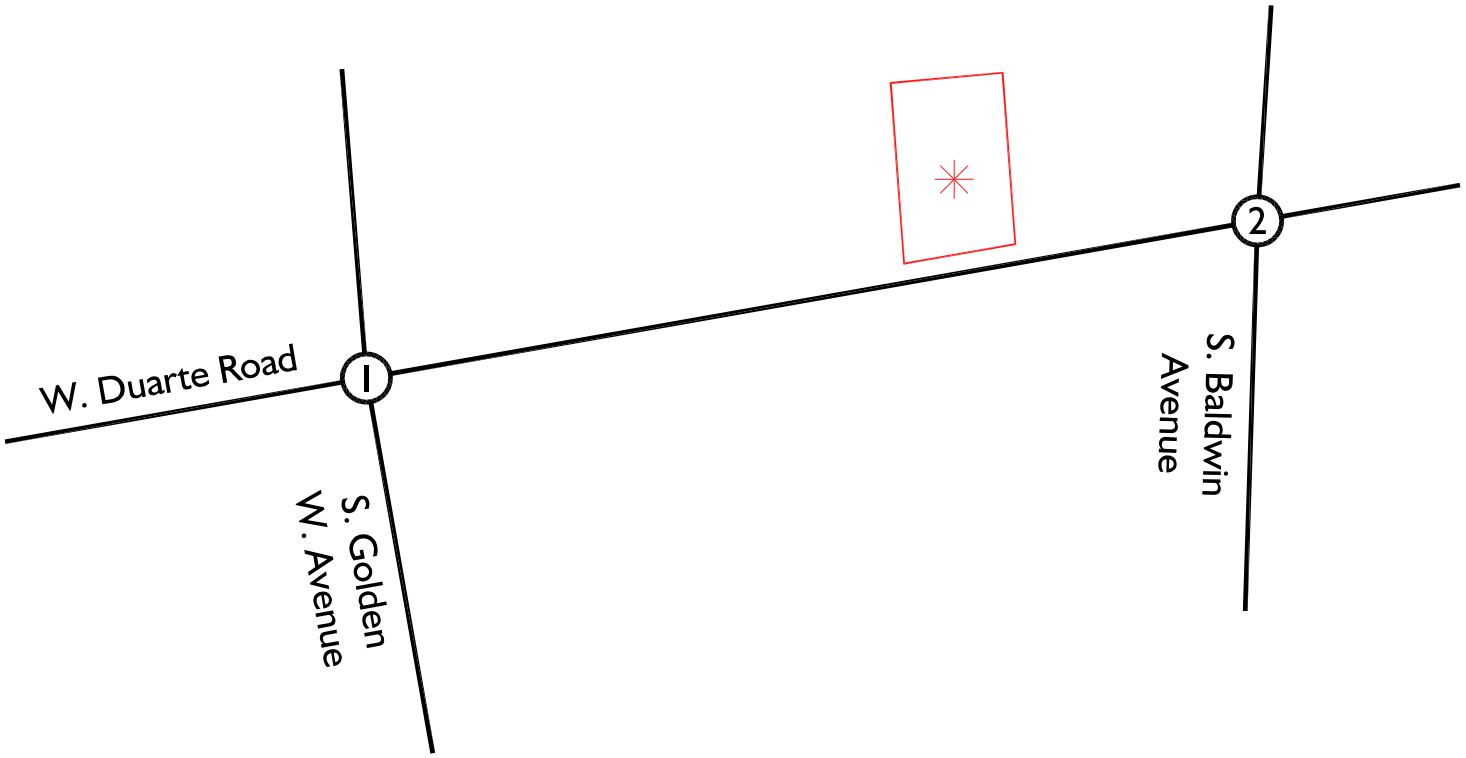
Legend:

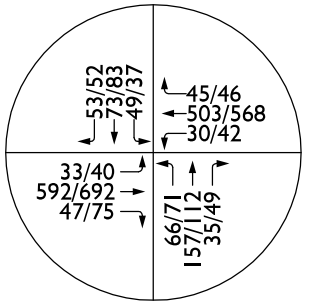
- = Traffic Signal
- = Stop Sign
- = Project Site
- = Project Site Boundary
- = Project Access Driveway

N

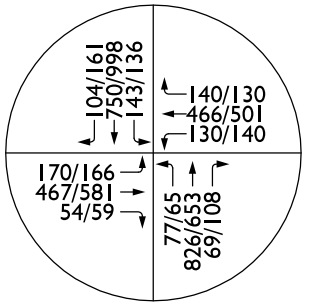
Exhibit 3-2

Existing Conditions Traffic Volumes





1. S. Golden West Avenue (NS) at W. Duarte Road (EW)



2. S. Baldwin Avenue (NS) at W. Duarte Road (EW)

Legend:

10/20 = AM/PM Peak Hour Volumes

(1) = Study Area Intersection

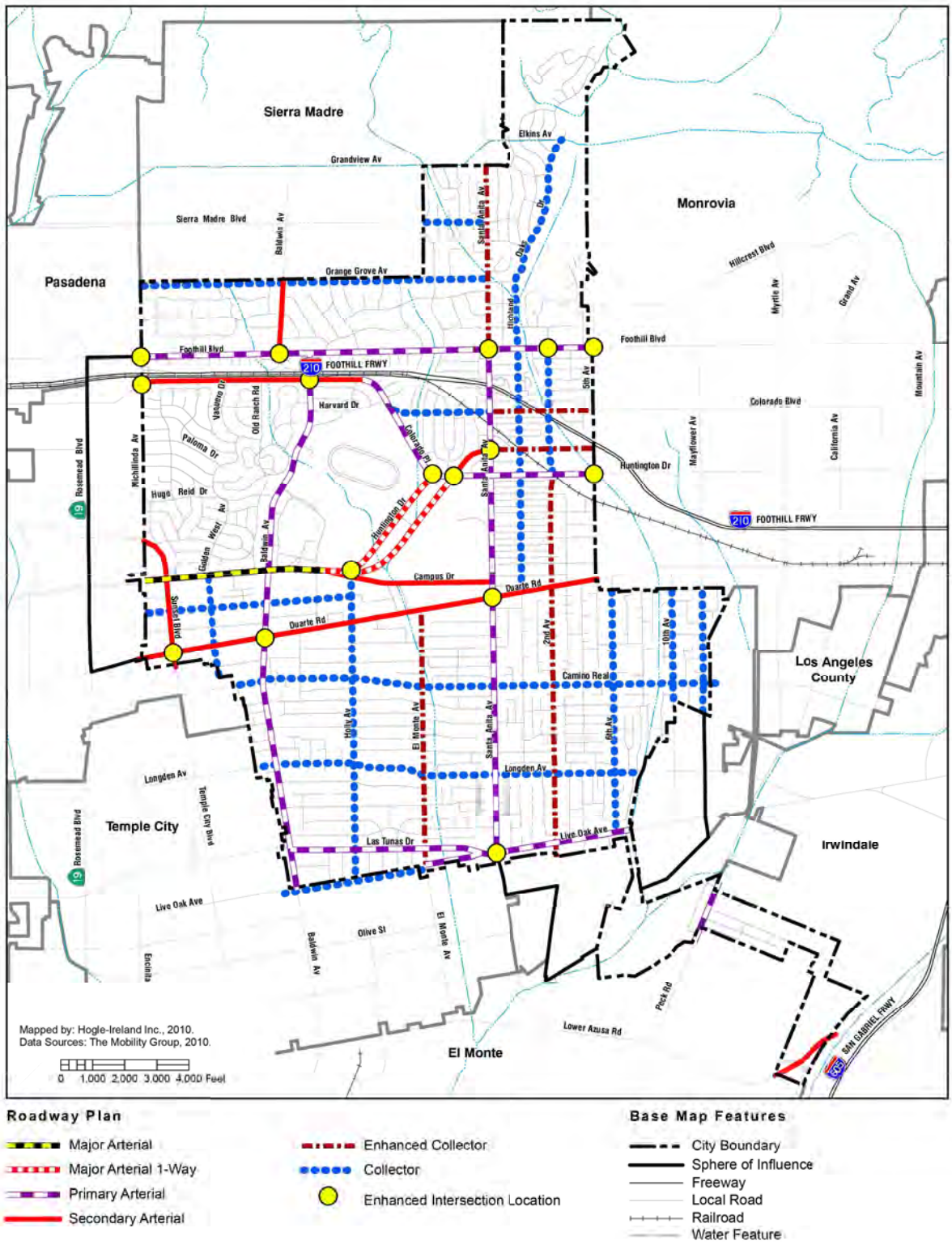
✳ = Project Site

— = Project Site Boundary

N

Exhibit 3-3

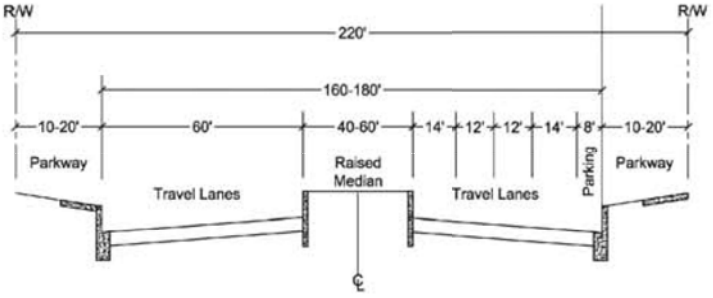
City of Arcadia Roadway Plan



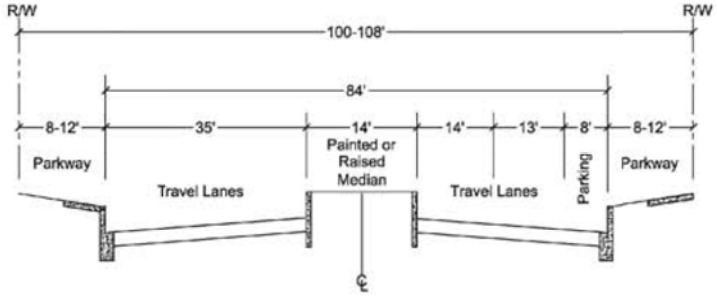
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Exhibit 3-4

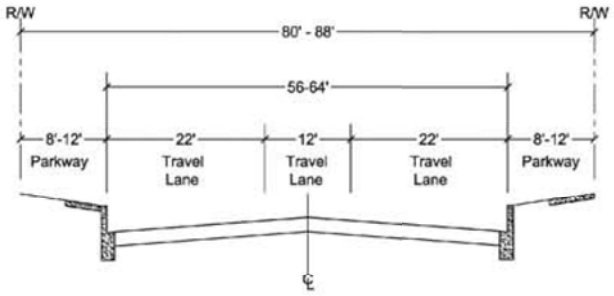
City of Arcadia Typical Roadway Cross Sections



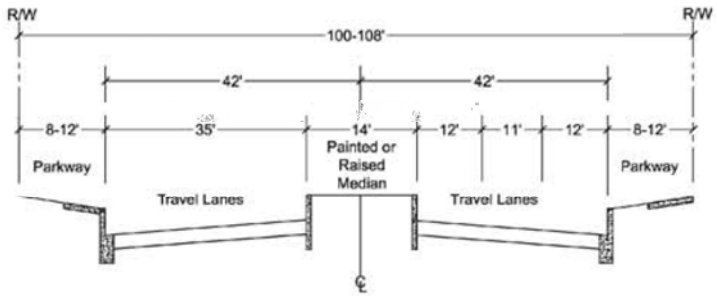
MAJOR ARTERIAL
NTS



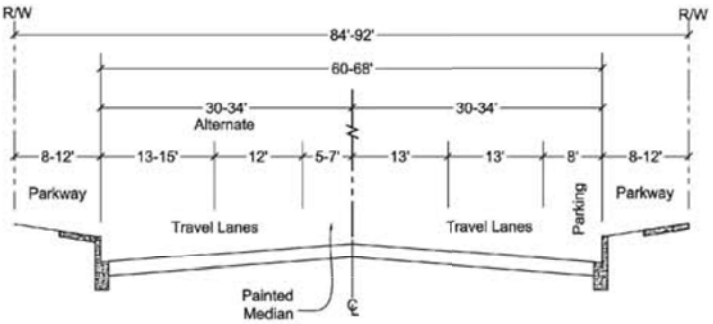
PRIMARY ARTERIAL
NTS



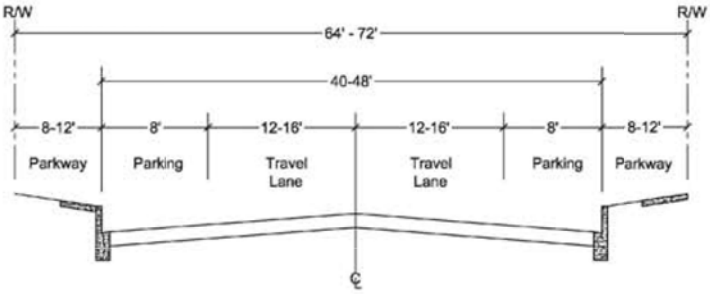
MAJOR ARTERIAL - MODIFIED ONE WAY
NTS



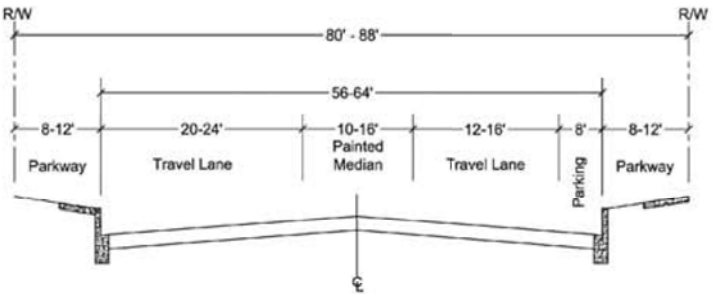
PRIMARY ARTERIAL - MODIFIED FOR 6 TRAVEL LANES
NTS



SECONDARY ARTERIAL
NTS



COLLECTOR
NTS



SECONDARY ARTERIAL - MODIFIED FOR 2 TRAVEL LANES
NTS

4.0 Projected & Future Traffic Volumes

This section of the report provides a discussion on methodologies utilized to derive future traffic volumes for the study area.

4.1 Project Traffic Conditions

4.1.1 Project Trip Generation

Trip generation represents the amount of traffic that is attracted and produced by a development. The trip generation for the proposed project is based on the specific land uses that have been planned for the development.

Trip generation rates for the proposed development are shown in Table 4-1 and are from the *Institute of Transportation Engineers (ITE) Trip Generation Manual* (11th Edition, 2021). This publication provides a comprehensive evaluation of trip generation rates for a variety of land uses.

The project site is currently occupied by a 6,294 square-foot (SF) Universal Bank with a drive-through lane, which is no longer in operation.

The proposed project consists of converting the existing Universal Bank building into a 5,273 SF Starbucks with a drive-through facility. 1,256 SF of the overall 5,273 SF will compromise of an existing bank safe that is too expensive to be removed and will be unused, a mechanical room that is typically located on the roof, and other hallways/workrooms that can only be accessed by employees and will typically not be utilized during daily operations.

ITE Land Use 912: Drive-in Bank trip rates are most appropriate for the entitled land use.

ITE Land Use 937: Coffee/Donut Shop w/ Drive Through and ITE Land Use 151: Mini Warehouse trip rates are the most appropriate for the proposed project.

Table 4-1 shows the trip generation rates utilized for the trip generation analysis of the proposed project and existing entitled land uses.

Utilizing the trip generation rates from Table 4-1, Table 4-2 summarizes the daily and peak hour trip generation for weekday conditions for the proposed project and the entitled land use.

Table 4-1
ITE Trip Generation Rates[1]

Land Use	ITE Code	Units[2]	AM			PM			Daily
			In	Out	Total	In	Out	Total	
Mini-Warehouse	151	TSF	59%	41%	0.09	47%	53%	0.15	1.45
Drive-In Bank	912	TSF	58%	42%	9.95	50%	50%	21.01	100.35
Coffee/Donut Shop with Drive-Through Window	937	TSF	51%	49%	85.88	50%	50%	38.99	533.57

[1] Source: *ITE Trip Generation Manual* (11th Edition, 2021).

[2] TSF = Thousand Square Feet.

Table 4-2
Project Trip Generation[1]

Land Use (ITE Code)	Quantity	Units[2]	AM			PM			Daily
			In	Out	Total	In	Out	Total	
Proposed Project Trip Generation Forecast									
Proposed Starbucks (937)	4.017	TSF	176	169	345	78	78	156	2,143
Pass-By Trip Reduction[3]			-88	-85	-173	-39	-39	-78	-1,071
Sub-Total			88	85	173	39	39	78	1,072
Proposed Ancillary Storage Area (151)	1.256	TSF	0	0	0	0	0	0	2
[A] Proposed Project Trip Generation Forecast Sub-Total			**88**	**85**	**173**	**39**	**39**	**78**	**1,074**
Existing Entitled Land Use Trip Generation Forecast									
Universal Bank with Drive-Through (912)	6.294	TSF	36	26	62	66	66	132	632
Pass-By Trip Reduction[4]			-10	-8	-18	-23	-23	-46	-63
[B] Existing Entitled Land Use Trip Generation Forecast Sub-Total			**26**	**18**	**44**	**43**	**43**	**86**	**569**
Total Net Trip Generation Forecast [A] - [B]			***62***	***67***	***129***	***-4***	***-4***	***-8***	***505***

[1] Source: *ITE Trip Generation Manual* (11th Edition, 2021).

[2] TSF = Thousand Square Feet.

[3] The *ITE Trip Generation Manual* (11th Edition, 2021) does not provide pass-by reduction for ITE Land Use 937. However, the *ITE Trip Generation Manual* does provide pass-by reductions for ITE Land Use 938: Coffee/Donut with Drive-Through and No Indoor Seating (90% AM Peak Hour). As such, a conservative pass-by reduction of 50% has been assumed during the daily, AM peak hour, and PM peak hour.

[4] Source: ITE Trip Generation Manual (11th Edition, 2021). Pass-by reductions for ITE Land Use 912: Drive-In Bank consist of the following: 29% AM Peak Hour, 35% PM Peak Hour, and 10% Daily (estimated).

It should be noted that the total net trip generation includes adjustments for pass-by per the *ITE Trip Generation Manual* (11th Edition). These pass-by reductions account for trips that are already present in everyday traffic on the adjacent streets (i.e., W. Duarte Road) and will stop by the project site as they pass by on their way to another destination. The pass-by reduction factors used are summarized in the footnotes of Table 4-2.

As shown at the bottom of Table 4-2, a comparison of the trips generated by the existing entitled land use to the trips generated by the proposed project shows that the project is forecast to generate approximately 505 greater net daily trips which include approximately 129 greater net AM peak hour net trips and approximately 8 fewer net PM peak hour net trips. **This traffic study assesses the potential impact of these net additional trips. It should also be noted that the entitled trips (i.e., 569 daily trips, 44 AM peak hour trips and 86 PM peak hour trips) are included as part of the Project Opening Year (2024) background traffic forecast since the bank was not in operation at the time of the traffic counts.**

4.1.2 Project Trip Distribution

Trip distribution represents the directional orientation of traffic to and from the project site. Trip distribution is heavily influenced by the geographical location of the site and the proximity to the regional freeway system. The directional orientation of traffic was determined by evaluating existing and proposed land uses and highways within the study area.

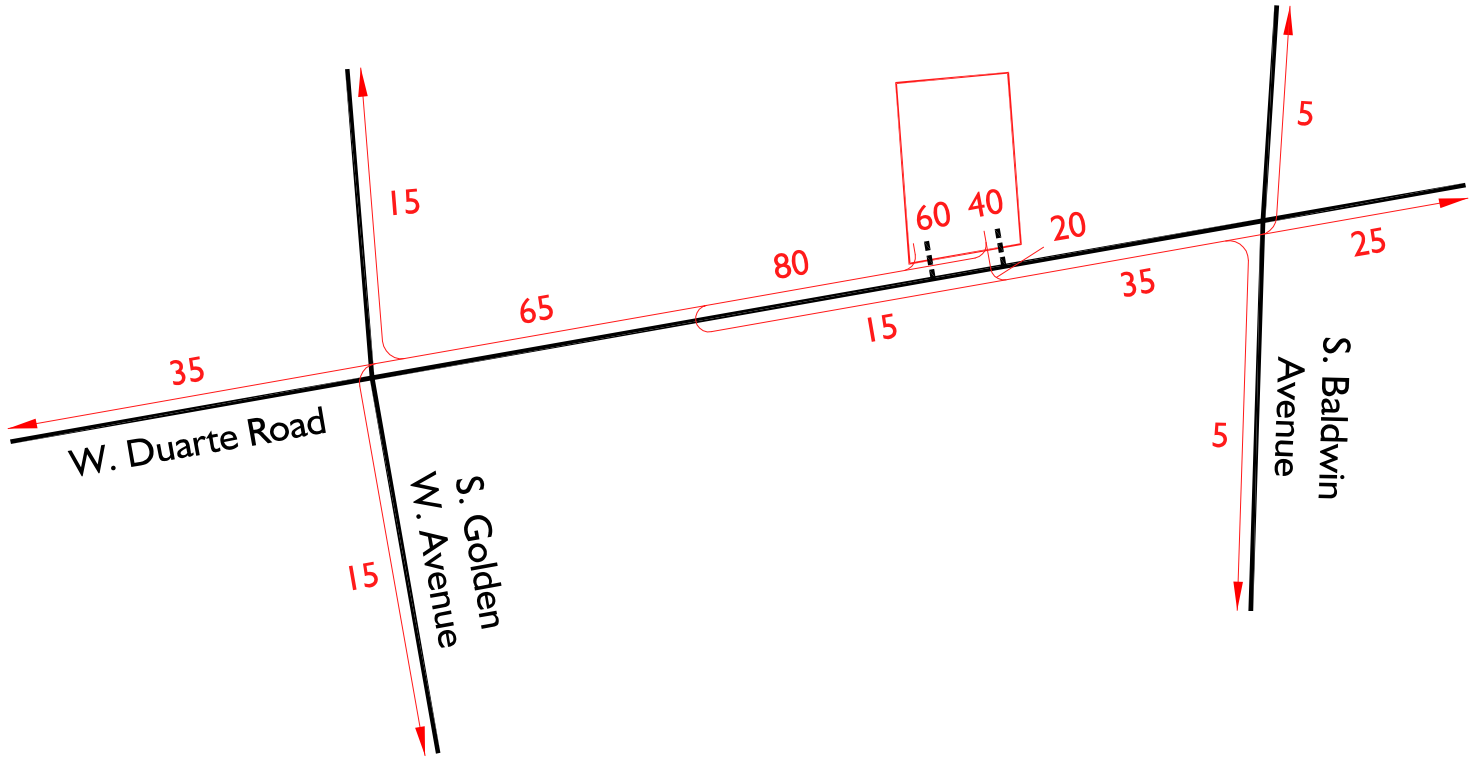
The outbound and inbound project trip distributions for the proposed project have been developed and are shown in Exhibit 4-1 and Exhibit 4-2, respectively.

4.1.3 Modal Split

Modal split denotes the proportion of traffic generated by a project that would use any of the transportation modes, namely buses, cars, bicycles, motorcycles, trains, carpools, etc. The traffic-reducing potential of public transit and other modes is significant. However, the traffic projections in this study are conservative as modal split reductions to the traffic volumes via the use of public transit and alternative transportation are not applied to the projections. With the implementation of transit services and the provision of alternative transportation ideas and incentives, the automobile traffic demand can be reduced significantly.

Exhibit 4-1

Outbound Project Trip Distribution



Legend:

10 = Percent from Project

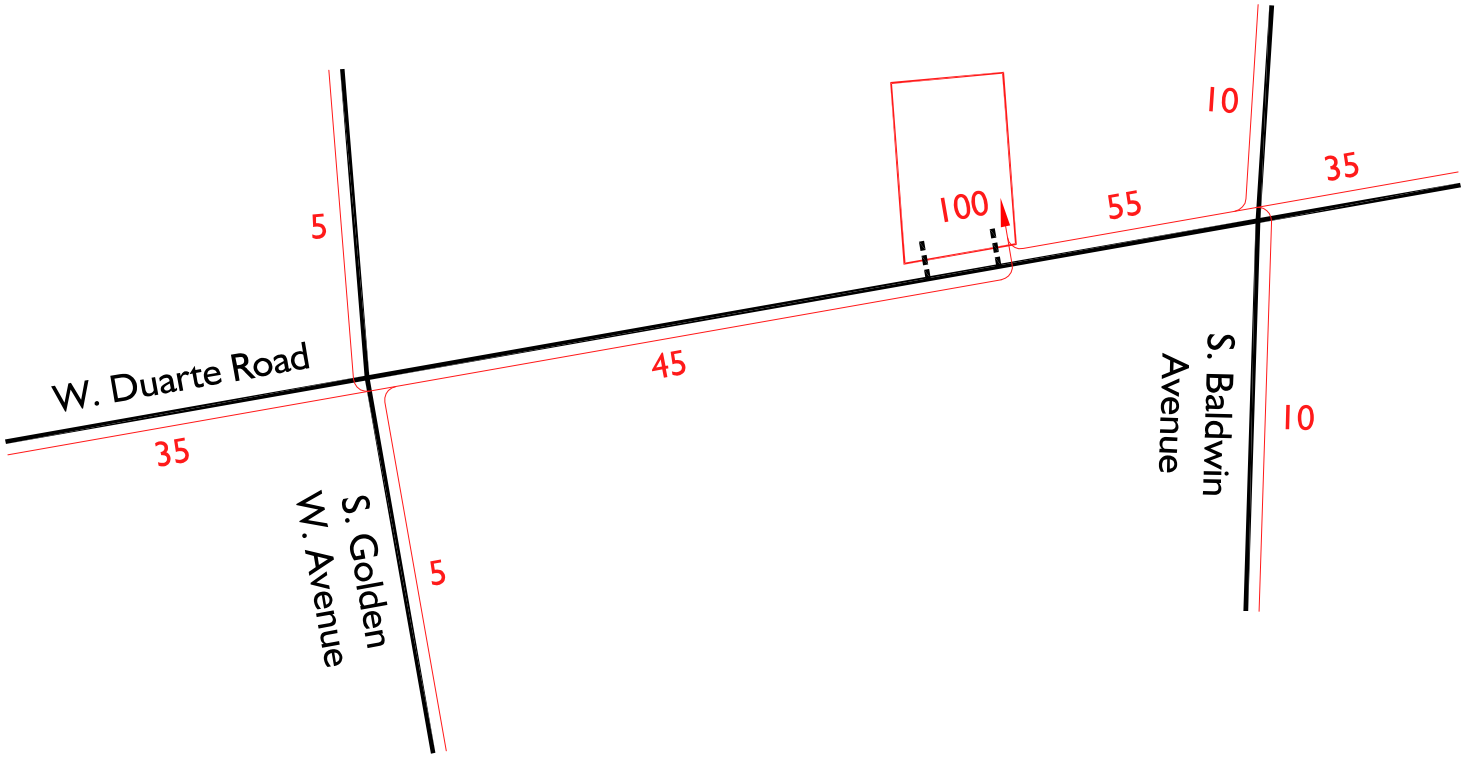
= Project Access Driveway

= Project Site Boundary

N

Exhibit 4-2

Inbound Project Trip Distribution



Legend:

10 = Percent from Project

= Project Site Boundary

= Project Access Driveway

183

N

RK engineering group, inc.

4.1.4 Project Traffic Volumes/Assignment

The assignment of project traffic to the adjoining roadway system is based upon the project's trip generation, trip distribution, and arterial highway and local street systems that would be in place by the time of initial occupancy of the site.

Project traffic volumes are shown in Exhibit 4-3.

4.2 Background Traffic

4.2.1 Method of Projection

To assess future conditions, project traffic is combined with existing traffic and area-wide growth. As directed by City staff, to account for area-wide/ambient growth in the study area, an annual growth rate of two percent (2%) per year has been applied to the existing (2022) traffic volumes over a 2-year period to Opening Year 2024 conditions (i.e., 4% total growth).

4.2.2 Cumulative Projects Traffic

Information on future projects in the vicinity of the study area has been provided by the City of Arcadia staff respectively for inclusion in this analysis and is shown in Table 4-3.

Table 4-3 shows the land uses, and daily and peak hour trip generation for the nearby cumulative projects provided by the City of Arcadia.

A location map of the cumulative projects is shown in Exhibit 4-4.

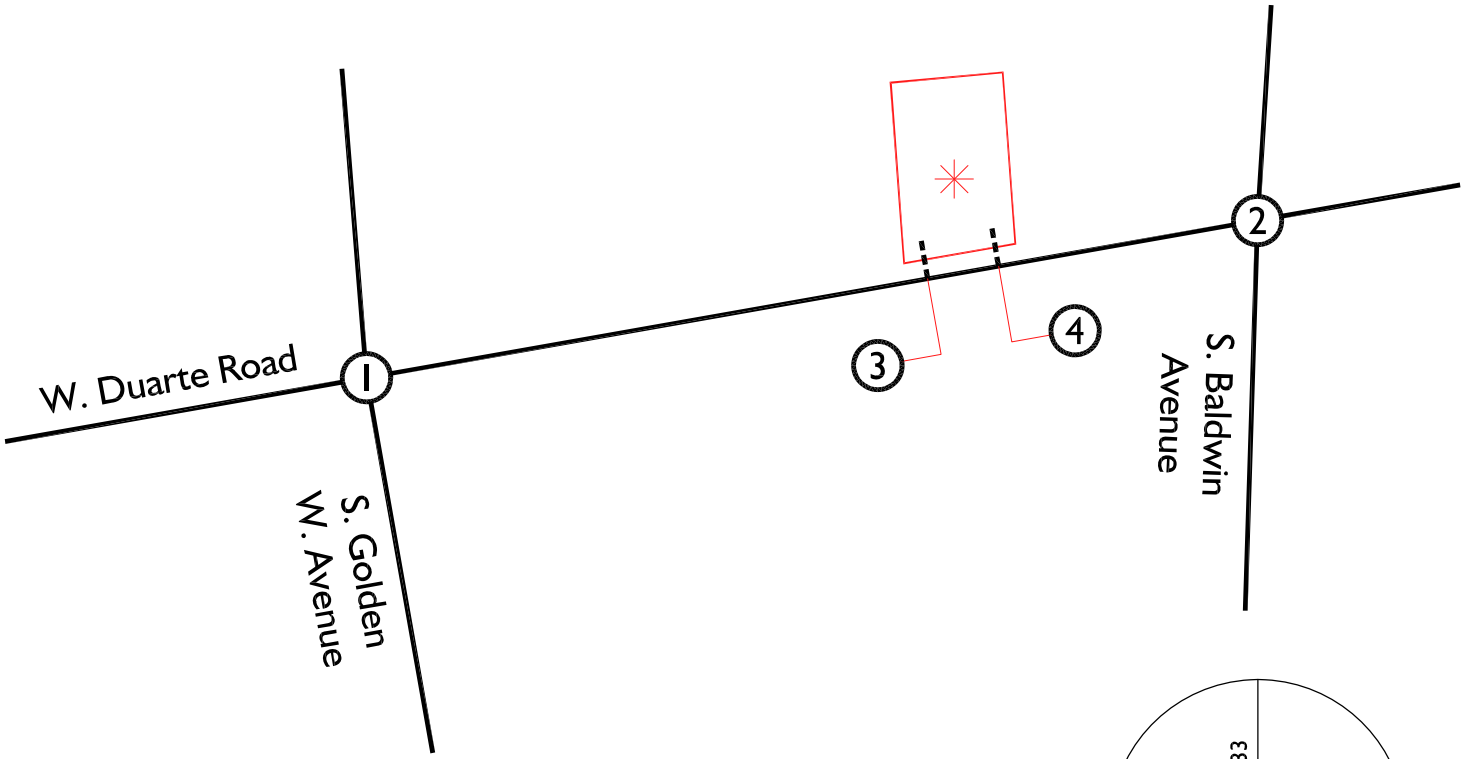
Cumulative projects traffic volumes are shown in Exhibit 4-5.

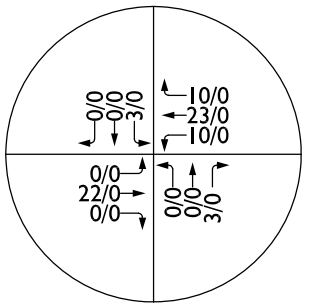
In reality, some of the cumulative projects may be downsized, may have already been partially constructed, or may not be developed by project opening year 2024. In addition, many of the related projects have been or will be subject to a variety of mitigation measures that will reduce the potential environmental impacts associated with those projects. However, those mitigation measures have not been taken into account in projecting the environmental impact of the related projects.

Therefore, the cumulative analyses set forth below are conservative and could result in greater impacts than anticipated. Additionally, the analysis utilizes a growth rate of two percent (2%) per year for project opening year (2024) conditions, which would already capture and account for most projects in the area. The growth rate methodology is considered conservative since it is applied to all movements in all the study intersections.

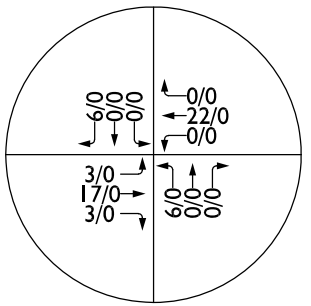
Exhibit 4-3

Project Traffic Volumes

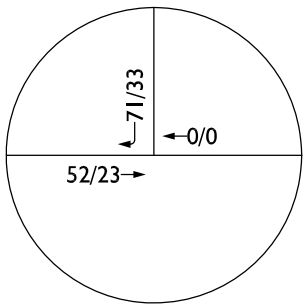




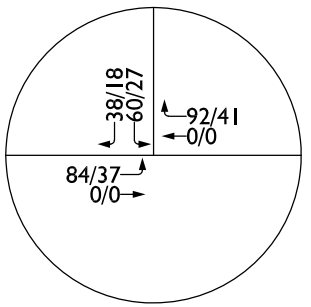
1. S. Golden West Avenue (NS) at W. Duarte Road (EW)



2. S. Baldwin Avenue (NS) at W. Duarte Road (EW)



3. Project Access 1 (NS) at W. Duarte Road (EW)



4. Project Access 2 (NS) at W. Duarte Road (EW)

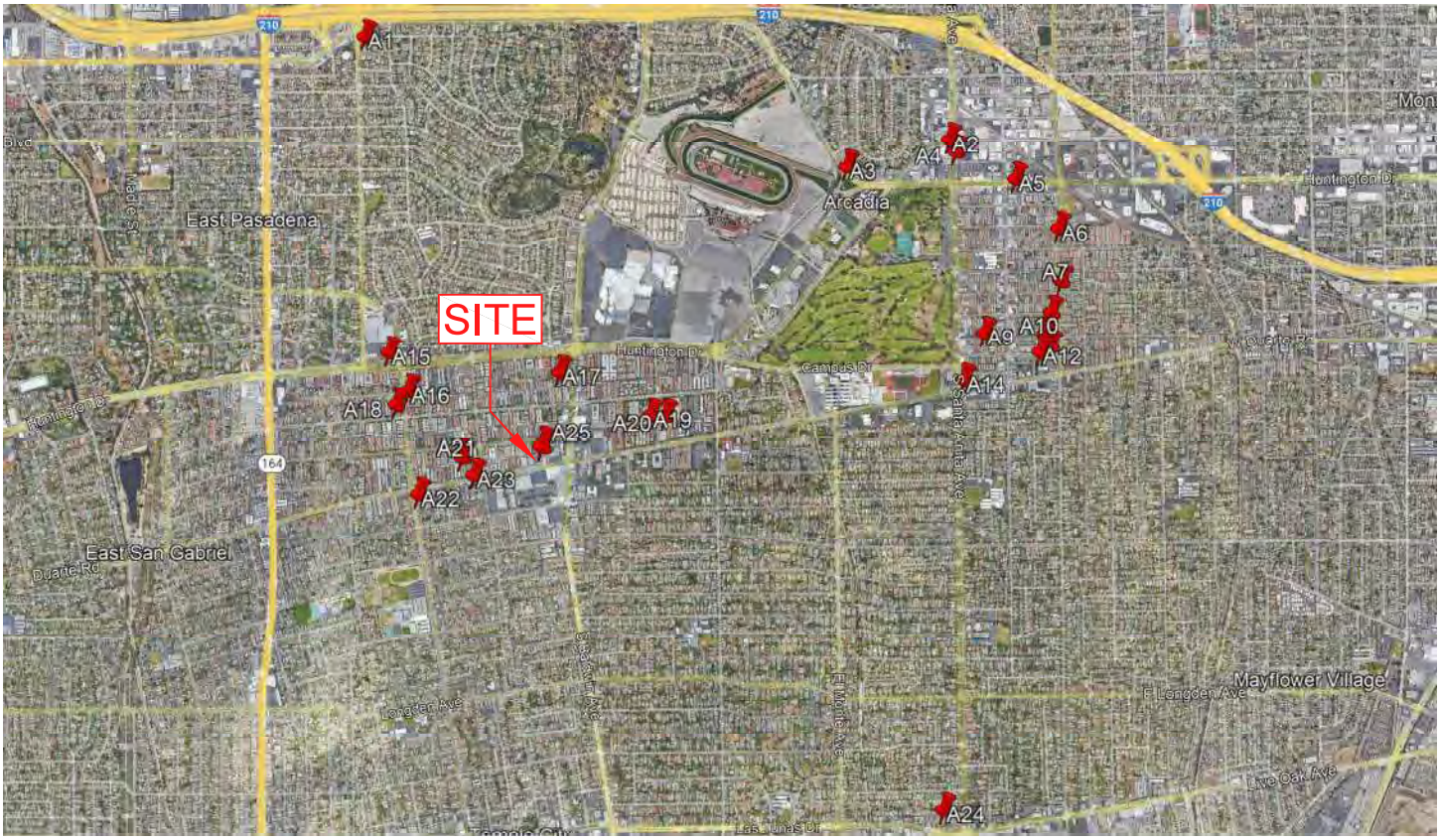
Legend:

10/20 = AM/PM Peak Hour Volumes
① = Study Area Intersection
✳ = Project Site
— = Project Site Boundary
--- = Project Access Driveway

185
N

Exhibit 4-4

Cumulative Projects Location Map



NOTE: See report for full list of cumulative projects and traffic analysis zones (TAZ).

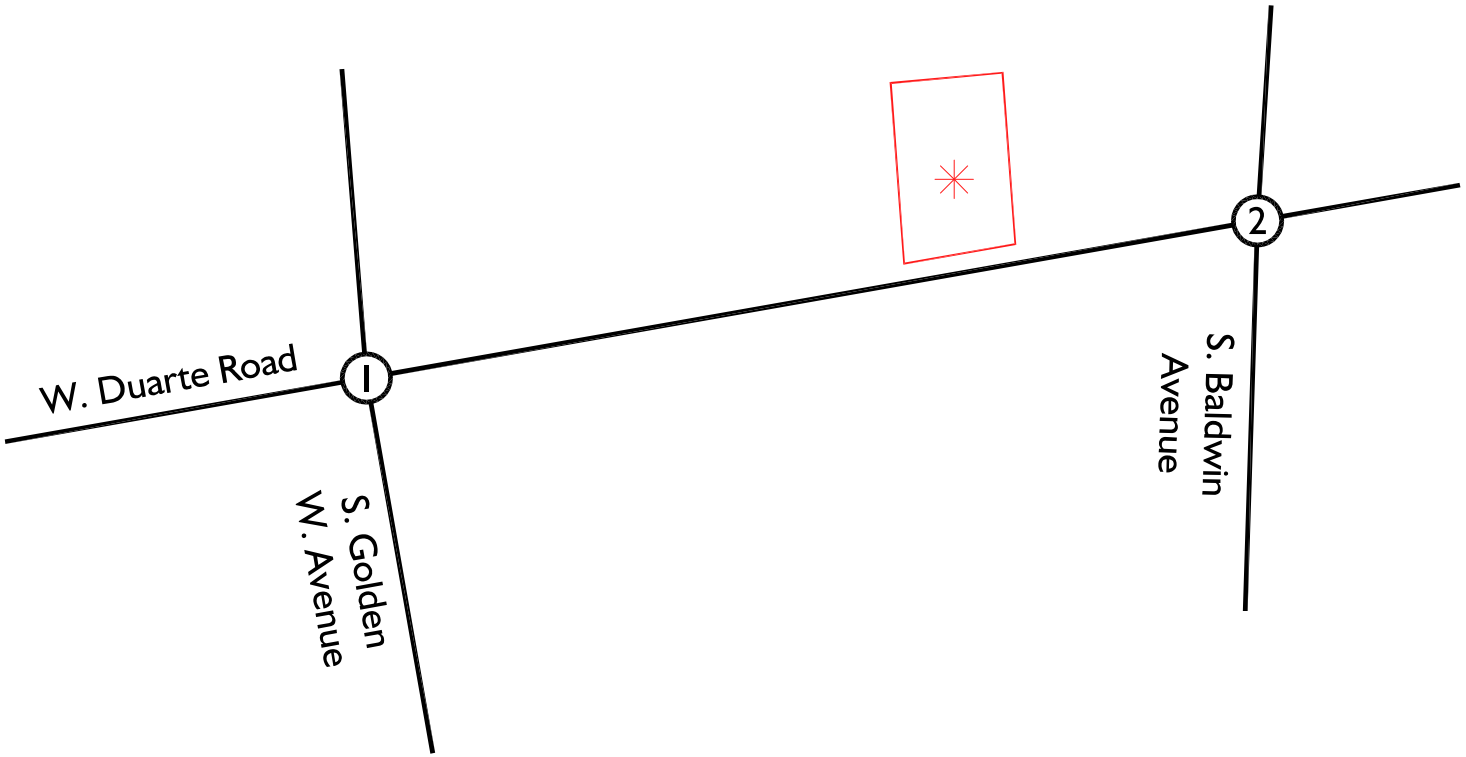
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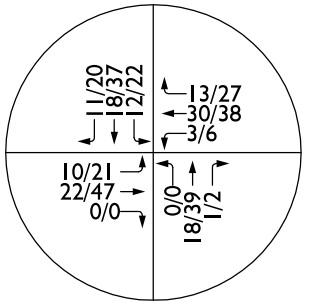
= City of Arcadia Cumulative Project

N

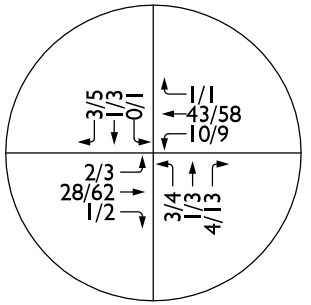
Exhibit 4-5

Cumulative Projects Traffic Volumes





1. S. Golden West Avenue (NS) at W. Duarte Road (EW)



2. S. Baldwin Avenue (NS) at W. Duarte Road (EW)

Legend:

10/20 = AM/PM Peak Hour Volumes

(1) = Study Area Intersection

✳ = Project Site

— = Project Site Boundary

N

Table 4-3
Cumulative Projects Trip Generation[1]

ID No.	Jurisdiction	Project Name / Case Number	Land Use	Quantity	Units[2]	Weekday						
						AM Peak Hour			PM Peak Hour			Daily
						In	Out	Total	In	Out	Total	
TAZ 1												
A1	**City of Arcadia**	1150 W. Colorado Boulevard, Arcadia, CA	Assisted Living Facility	80	BEDS	9	6	15	7	12	19	208
					TAZ 1 Total	**9**	**6**	**15**	**7**	**12**	**19**	**208**
TAZ 2												
A2	**City of Arcadia**	205 N. Santa Anita, Arcadia, CA	Multifamily Housing (Low-Rise)	108	DU	10	33	43	35	20	55	728
			Strip Retail Plaza	7.110	TSF	10	7	17	23	23	46	387
A4	**City of Arcadia**	150 N. Santa Anita Avenue, Arcadia, CA	Multifamily Housing (Low-Rise)	319	DU	31	97	128	102	60	162	2,150
A5	**City of Arcadia**	117 E. Huntington Drive, Arcadia, CA	Multifamily Housing (Low-Rise)	139	DU	13	42	55	45	26	71	937
			Strip Retail Plaza	10.200	TSF	14	10	24	34	34	68	555
A6	**City of Arcadia**	200 S. 2nd Avenue, Arcadia, CA	Multifamily Housing (Low-Rise)	4	DU	0	1	1	1	1	2	27
A7	**City of Arcadia**	414 S. 2nd Avenue, Arcadia, CA	Multifamily Housing (Low-Rise)	6	DU	1	2	3	2	1	3	40
A8	**City of Arcadia**	525 S. 2nd Avenue, Arcadia, CA	Multifamily Housing (Low-Rise)	2	DU	0	1	1	1	0	1	13
A9	**City of Arcadia**	43 Genoa Street, Arcadia, CA	Multifamily Housing (Low-Rise)	4	DU	0	1	1	1	1	2	27
A10	**City of Arcadia**	157 - 159 Genoa, Arcadia, CA	Multifamily Housing (Low-Rise)	4	DU	0	1	1	1	1	2	27
A11	**City of Arcadia**	709 S. 2nd Avenue, Arcadia, CA	Multifamily Housing (Low-Rise)	3	DU	0	1	1	1	1	2	20
A12	**City of Arcadia**	147 Alice Street, Arcadia, CA	Multifamily Housing (Low-Rise)	3	DU	0	1	1	1	1	2	20
A13	**City of Arcadia**	161 Alice Street, Arcadia, CA	Multifamily Housing (Low-Rise)	3	DU	0	1	1	1	1	2	20
A14	**City of Arcadia**	920 S. Santa Anita Avenue, Arcadia, CA	Multifamily Housing (Low-Rise)	6	DU	1	2	3	2	1	3	40
					TAZ 2 Total	**80**	**200**	**280**	**250**	**171**	**421**	**4,991**
TAZ 3												
A3	**City of Arcadia**	125 W. Huntington Drive, Arcadia, CA	Hotel	165	RM	43	33	76	50	48	98	1,318
					TAZ 3 Total	**43**	**33**	**76**	**50**	**48**	**98**	**1,318**
TAZ 4												
A15	**City of Arcadia**	1101 W. Huntington Drive, Arcadia, CA	Multifamily Housing (Low-Rise)	278	DU	27	85	112	89	52	141	1,874
			Shopping Plaza	67.462	TSF	148	90	238	292	317	609	6,374
A16	**City of Arcadia**	826 - 830 Sunset Boulevard, Arcadia, CA	Multifamily Housing (Low-Rise)	8	DU	1	2	3	3	2	5	54
A18	**City of Arcadia**	903 Sunset Boulevard, Arcadia, CA	Multifamily Housing (Low-Rise)	4	DU	0	1	1	1	1	2	27
					TAZ 4 Total	**176**	**178**	**354**	**385**	**372**	**757**	**8,329**
TAZ 5												
A17	**City of Arcadia**	837 - 845 S. Baldwin Avenue, Arcadia, CA	Strip Retail Plaza	8.001	TSF	11	8	19	26	26	52	436
					TAZ 5 Total	**11**	**8**	**19**	**26**	**26**	**52**	**436**
TAZ 6												
A19	**City of Arcadia**	1025 La Cadena Avenue, Arcadia, CA	Multifamily Housing (Low-Rise)	4	DU	0	1	1	1	1	2	27
A20	**City of Arcadia**	1022 La Cadena Avenue, Arcadia, CA	Multifamily Housing (Low-Rise)	10	DU	1	3	4	3	2	5	67
					TAZ 6 Total	**1**	**4**	**5**	**4**	**3**	**7**	**94**
TAZ 7												
A21	**City of Arcadia**	918 Arcadia Avenue, Arcadia, CA	Multifamily Housing (Low-Rise)	9	DU	1	3	4	3	2	5	61
A23	**City of Arcadia**	901 W Duarte Road, Arcadia, CA	Multifamily Housing (Low-Rise)	13	DU	1	4	5	4	2	6	88
					TAZ 7 Total	**2**	**7**	**9**	**7**	**4**	**11**	**149**
TAZ 8												
A22	**City of Arcadia**	1038 W. Duarte Road, Arcadia, CA	Multifamily Housing (Low-Rise)	4	DU	0	1	1	1	1	2	27
					TAZ 8 Total	**0**	**1**	**1**	**1**	**1**	**2**	**27**
TAZ 9												
A24	**City of Arcadia**	2607 S. Santa Anita, Arcadia, CA	Multifamily Housing (Low-Rise)	33	DU	3	10	13	11	6	17	222
					TAZ 9 Total	**3**	**10**	**13**	**11**	**6**	**17**	**222**
TAZ 10												
A25	**City of Arcadia**	Entitled Univeral Bank[3]	Drive-in Bank	6.294	TSF	26	18	44	43	43	86	569
					TAZ 10 Total	**26**	**18**	**44**	**43**	**43**	**86**	**569**
					Total Cumulative Projects Trip Generation	***351***	***465***	***816***	***784***	***686***	***1,470***	***16,343***

[1] Cumulative Projects information provided by City of Claremont & City of La Verne staff.

[2] DU = Dwelling Units; and
TSF = Thousand Square Feet.

4.3 Project Opening Year (2024) Without Project Conditions Traffic Volumes

Project Opening Year (2024) Without Project Conditions traffic volumes consist of two (2) years of annual growth on top of existing (2022) traffic volumes at two percent (2%) per year (i.e., 4% total growth) plus traffic generated by the cumulative projects.

Project Opening Year (2024) Without Project Conditions traffic volumes for weekday AM and PM peak hours are shown in Exhibit 4-6.

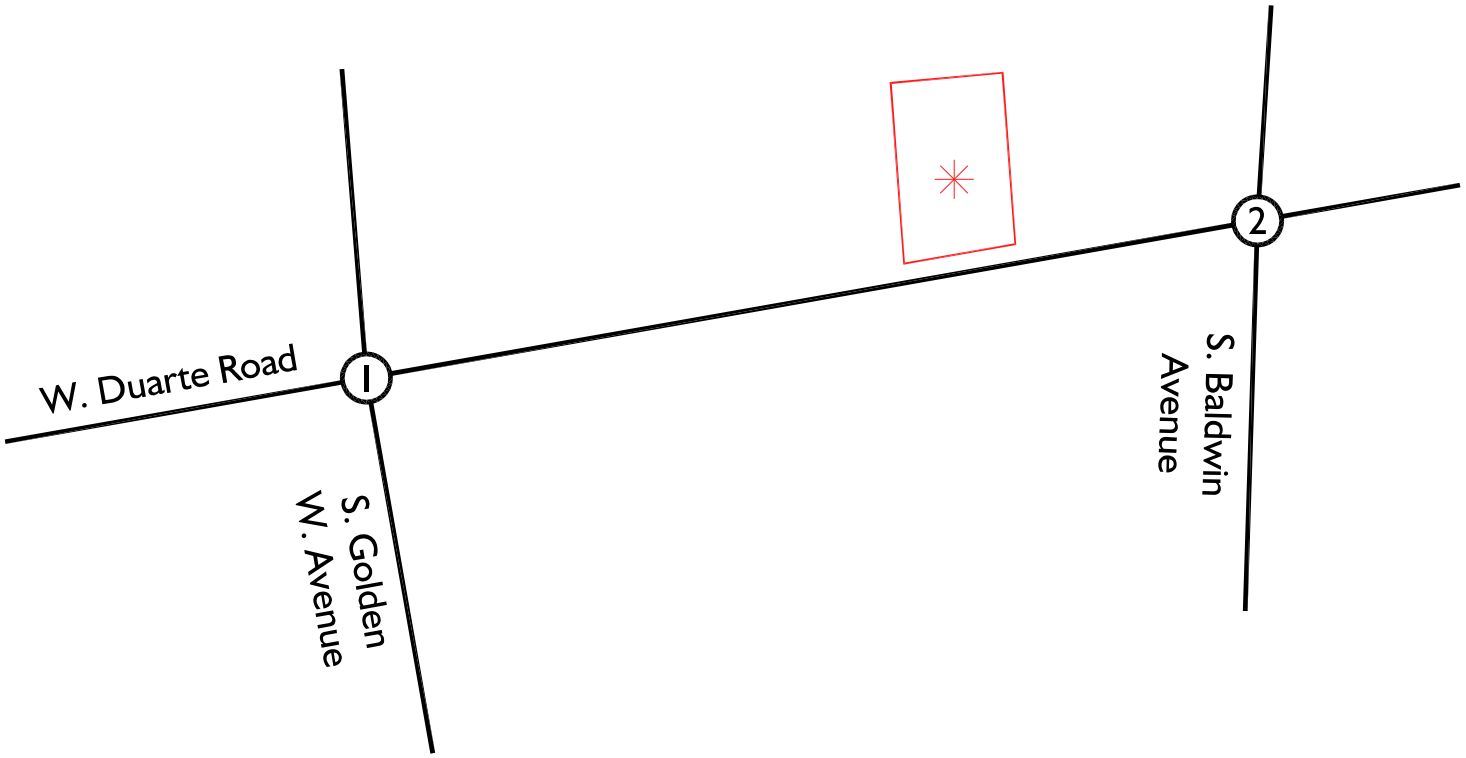
4.4 Project Opening Year (2024) With Project Conditions Traffic Volumes

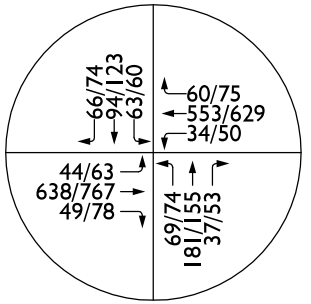
Project Opening Year (2024) With Project Conditions traffic volumes consist of two (2) years of annual growth on top of existing (2022) traffic volumes at two percent (2%) per year (i.e., 4% total growth), plus traffic generated by the cumulative projects and traffic generated by the proposed project.

Project Opening Year (2024) With Project Conditions traffic volumes for weekday AM and PM peak hours are shown in Exhibit 4-7.

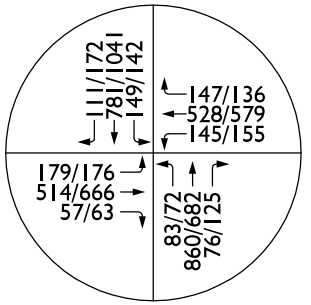
Exhibit 4-6

Project Opening Year (2024) Without Project Conditions Traffic Volumes





1. S. Golden West Avenue (NS) at W. Duarte Road (EW)



2. S. Baldwin Avenue (NS) at W. Duarte Road (EW)

Legend:

10/20 = AM/PM Peak Hour Volumes

(1) = Study Area Intersection

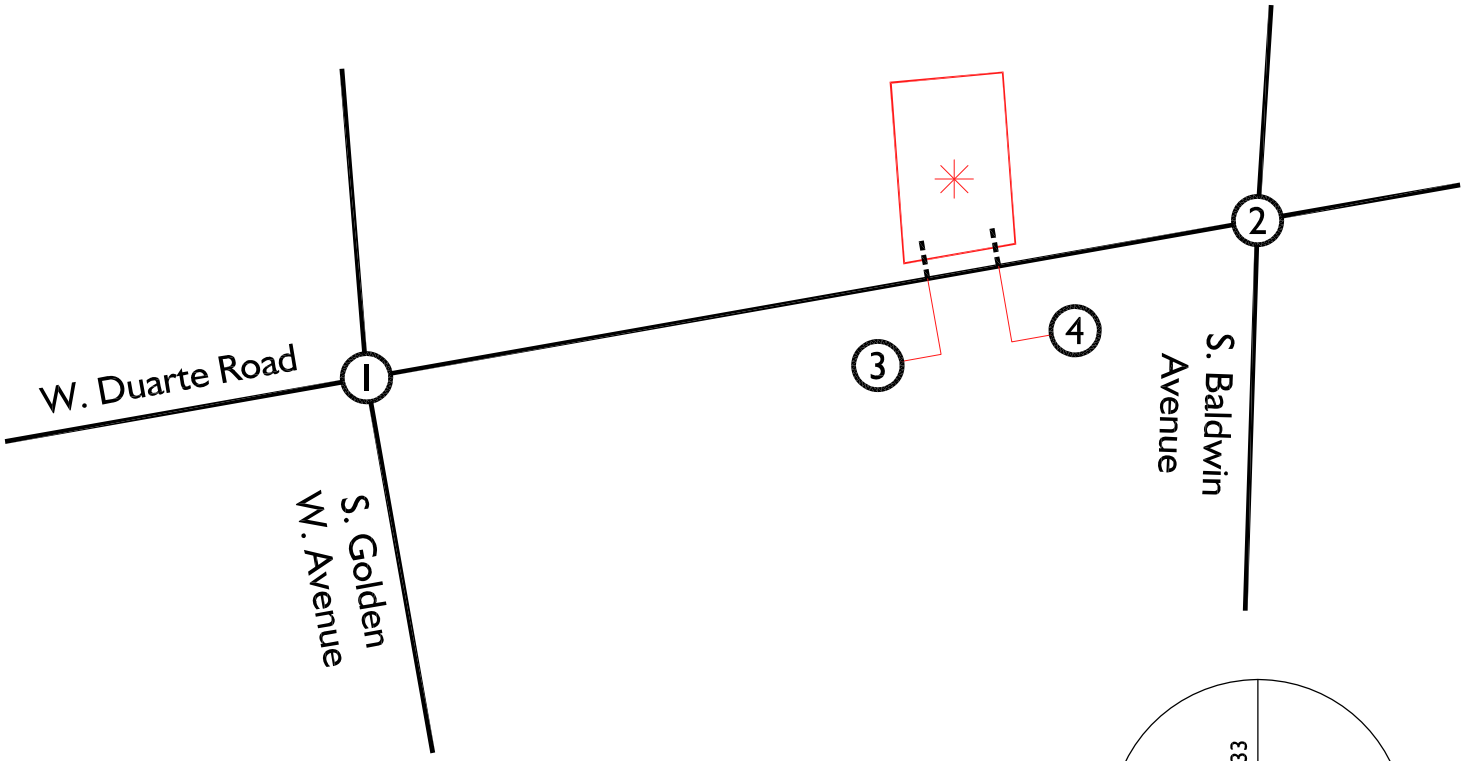
✳ = Project Site

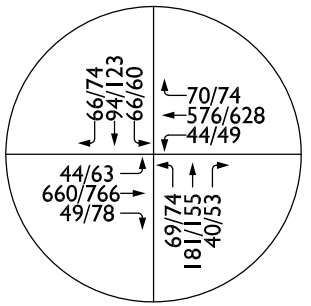
— = Project Site Boundary

N

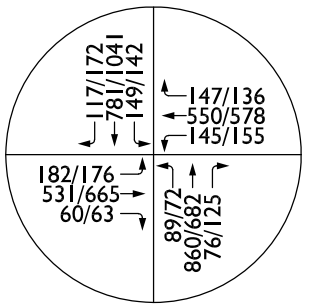
Exhibit 4-7

Project Opening Year (2024) With Project Conditions Traffic Volumes

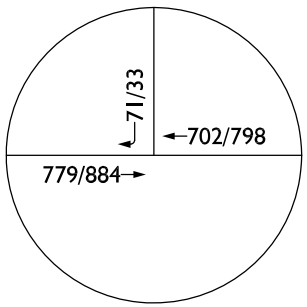




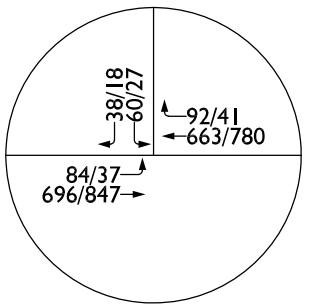
1. S. Golden West Avenue (NS) at W. Duarte Road (EW)



2. S. Baldwin Avenue (NS) at W. Duarte Road (EW)



3. Project Access 1 (NS) at W. Duarte Road (EW)



4. Project Access 2 (NS) at W. Duarte Road (EW)

Legend:

10/20 = AM/PM Peak Hour Volumes
(1) = Study Area Intersection
✳ = Project Site
— = Project Site Boundary
- - - = Project Access Driveway

N

5.0 Study Intersection Peak Hour LOS Analysis

This section of the report provides a discussion on the study intersection peak hour LOS analysis and findings.

The minimum acceptable LOS thresholds for each study intersection are detailed in Section 2.2 of this report. Furthermore, operational improvements shall be identified for the study area intersections in which the LOS performance criteria discussed in Section 2.2 of this report are met.

5.1 Existing Conditions Level of Service

Existing Conditions LOS calculations for the two (2) existing off-site study intersections are shown in Table 5-1 and are based on the existing traffic volumes shown in Exhibit 3-2 and the existing lane geometry shown in Exhibit 3-1.

As shown in Table 5-1, both existing off-site study intersections are currently operating at an acceptable LOS (D or better) during the AM and PM peak hours under Existing Conditions.

Detailed LOS analysis worksheets for Existing Conditions are included in Appendix C.

5.2 Project Opening Year (2024) Without Project Conditions Level of Service

Project Opening Year (2024) Without Project Conditions LOS calculations for the two (2) off-site study intersections are shown in Table 5-2 and are based on the Project Opening Year (2024) Without Project Conditions traffic volumes shown in Exhibit 4-6 and the existing lane geometry shown in Exhibit 3-1.

As shown in Table 5-2, both off-site study intersections are forecast to continue to operate at an acceptable LOS (D or better) during the AM and PM peak hours under Project Opening Year (2024) Without Project Conditions.

Detailed LOS analysis worksheets for Project Opening Year (2024) Without Project Conditions are included in Appendix D.

Table 5-1
Study Intersection LOS Analysis Summary
Existing Conditions

Study Intersection	Traffic Control[1]	Methodology	Acceptable LOS	Delay (sec/veh)[2,3]		V/C Ratio[2,3]		Level of Service	
				AM	PM	AM	PM	AM	PM
1. South Golden West Avenue (N-S) at West Duarte Road (E-W)	TS	ICU	D	- -	- -	0.428	0.451	A	A
2. South Baldwin Avenue (N-S) at West Duarte Road (E-W)	TS	ICU	D	- -	- -	0.672	0.681	B	B
3. Project Access 1 (N-S) at West Duarte Road (E-W)	CSS	HCM 6	D	No Traffic Under Existing Conditions					
4. Project Access 2 (N-S) at West Duarte Road (E-W)	CSS	HCM 6	D	No Traffic Under Existing Conditions					

[1] TS = Traffic Signal
CSS = Cross-Street Stop

[2] Deficient operation shown in **Bold**.

[3] ICU and HCM Analysis Software: PTV Vistro, Version 2022.
Volume to Capacity Ratio (V/C) is calculated utilizing the Intersection Capacity Utilization methodology for signalized intersections.
Per the Highway Capacity Manual 6th Edition, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown for intersections with cross-street stop control.

Table 5-2
Study Intersection LOS Analysis Summary
Project Opening Year (2024) Conditions

Study Intersection	Traffic Control[1]	Methodology	Acceptable LOS	Without Project						With Project									
				Delay (sec/veh)[2,3]		V/C Ratio[2,3]		Level of Service		Delay (sec/veh)[2,3]		V/C Ratio[2,3]		Increase in Delay or V/C		Level of Service		Requires LOS Improvement?	
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1. South Golden West Avenue (N-S) at West Duarte Road (E-W)	TS	ICU	D	- -	- -	0.466	0.513	A	A	- -	- -	0.481	0.512	0.015	-0.001	A	A	No	No
2. South Baldwin Avenue (N-S) at West Duarte Road (E-W)	TS	ICU	D	- -	- -	0.709	0.726	C	C	- -	- -	0.716	0.725	0.007	-0.001	C	C	No	No
3. Project Access 1 (N-S) at West Duarte Road (E-W)	CSS	HCM 6	D	No Traffic Under Existing Conditions						11.5	11.6	- -	- -	--	--	B	B	No	No
4. Project Access 2 (N-S) at West Duarte Road (E-W)	CSS	HCM 6	D	No Traffic Under Existing Conditions						19.0	16.9	- -	- -	--	--	C	C	No	No

[1] TS = Traffic Signal
CSS = Cross-Street Stop

[2] Deficient operation shown in **Bold**.

[3] ICU and HCM Analysis Software: PTV Vistro, Version 2022.
Volume to Capacity Ratio (V/C) is calculated utilizing the Intersection Capacity Utilization methodology for signalized intersections.
Per the Highway Capacity Manual 6th Edition, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown for intersections with cross-street stop control.

5.3 Project Opening Year (2024) With Project Conditions Level of Service

Project Opening Year (2024) With Project Conditions LOS calculations for the four (4) study intersections are also shown in Table 5-2 and are based on the Project Opening Year (2024) With Project Conditions traffic volumes shown in Exhibit 4-7 and the existing lane geometry shown in Exhibit 3-1.

As shown in Table 5-2, all four (4) study intersections are forecast to continue to operate at an acceptable LOS (D or better) during the AM and PM peak hours under Project Opening Year (2024) With Project Conditions.

Detailed LOS analysis worksheets for Project Opening Year (2024) With Project Conditions are included in Appendix E.

6.0 CEQA Vehicle Miles Traveled (VMT) Analysis

The following section provides a discussion of the vehicle miles traveled (VMT) analysis and findings.

The proposed project is subject to a VMT analysis and will adhere to the methodologies and practices described in the *City of Arcadia Transportation Study Guidelines for Vehicles Miles Traveled and Level of Service Assessment*, dated August 2020. As per the City of Arcadia traffic study guidelines, there are three types of screening criteria that may be applied to effectively screen projects from project-level assessment. These screening steps are summarized below.

Step 1: Transit Priority Area (TPA) Screening

Projects located within a TPA may be presumed to have a less than significant impact absent substantial evidence to the contrary. This presumption may not be appropriate if the project:

1. Has a Floor Area Ratio (FAR) of less than 0.75;

2. Includes more parking for use by residents, customers, or employees of the project than required by the City;

3. Is inconsistent with applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Southern California Association of Governments (SCAG); or

4. Replaces affordable residential units with a smaller number of moderate or high-income residential units.

Utilizing the SGVCOG VMT Evaluation Tool, the proposed project is located within a TPA. However, the project's FAR is less than 0.75 and therefore the Transit Priority Area Screening Criteria is not met.

Step 2: Low VMT Area Screening

Residential and office projects located within a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary.

Since the proposed project's land use is for commercial use, the Low VMT Area Screening Criteria is not applicable.

Step 3: Project Type Screening

Some projects have been identified as having the presumption of a less than significant impact. The following uses can be presumed to have a less than significant impact absent substantial evidence to the contrary as their uses are local serving in nature:

- Local-serving K-12 schools
- Local parks
- Day care centers
- Local-serving retail uses less than 50,000 square feet, including:
    - Gas stations
    - Banks
    - Restaurants
    - Shopping Center
- Local-serving hotels (e.g., non-destination hotels)
- Local-serving assembly uses (places of worship, community organizations)
- Community institutions (public libraries, fire stations, local government)
- Affordable, supportive, or transitional housing
- Assisted living facilities
- Senior housing (as defined by HUD)
- Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS
- Student housing projects on or adjacent to a college campus
- Other local-serving uses as approved by the City Traffic Engineer
- Projects generating less than a net 110 daily vehicle trips
    - This generally corresponds to the following "typical" development potentials:
        - 11 single family housing units
        - 16 multi-family, condominiums, or townhouse housing units
        - 10,000 sq.ft. of office
        - 15,000 sq. ft. of light industrial
        - 63,000 sq. ft. of warehousing
        - 79,000 sq. ft. of high cube transload and short-term storage warehouse.

Local serving retail projects with a total square footage less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. Local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel. Any project that uses the designation of "local-serving" should be able to demonstrate that its users (employees, customers, visitors) would be existing within the community. The project would not generate new "demand" for the project land uses but would meet the existing demand that would shorten the distance existing residents, employees, customers, or visitors would need to travel.

As previously discussed, the proposed project consists of converting the existing Universal Bank building into a 5,273 SF Starbucks, which is less than the 50,000 SF threshold. Therefore, the project may be presumed to result in a less than significant impact to VMT under CEQA. As such, no further VMT analysis is required.

7.0 Drive-Through Queuing Analysis

This section of this report examines the adequacy of the proposed drive-through facility storage.

7.1 Drive-Through Circulation

As previously stated, access to the site is currently provided and is proposed to continue to be provided via the following two (2) unsignalized driveways located along W. Duarte Road:

- Full-access unsignalized driveway (i.e., Easterly Project Access)
- Outbound right-turn only unsignalized driveway serving exclusively the drive-through lane exit (i.e., Westerly Project Access)

Based on the project site plan, the drive-through entrance is located near the northeast corner of the site and can only be accessed from the easterly project access point. Vehicles entering the drive-through entrance travel in a counterclockwise direction along the northern and western boundaries of the site. Vehicles will then exit utilizing the outbound right-turn only unsignalized driveway (i.e., Westerly Project Access) onto West Duarte Road.

The drive-through aisle is approximately 396 feet in length, providing a queuing capacity of approximately nineteen (19) vehicles. Furthermore, additional stacking of approximately 136 feet (i.e., approximately 6 vehicles) may be provided in the internal drive aisle before backing into Duarte Road.

7.2 Drive-Through Queuing Analysis

RK has previously collected drive-through queuing data at four (4) Starbucks sites that share similar characteristics to the proposed project such as being located along a major arterial (i.e., 4 lanes divided or greater) and within close proximity to high employment/residential areas. The four (4) Starbucks sites are identified below:

- Starbucks No. 1: 6580 Irvine Center Drive, Irvine, CA
- Starbucks No.2: 28391 Marguerite Parkway, Mission Viejo, CA
- Starbucks No. 3: 450 East 17th Street, Costa Mesa, CA
- Starbucks No. 4: 20790 Lake Forest Drive, Lake Forest, CA

These drive-through observations were originally conducted during one typical weekday in 2013 from 7:00 AM to 9:00 AM in 1-minute intervals. The results from these drive-through observations are shown in Table 8-1.

In Table 7-1, the 95th percentile queue is calculated for each site and represents the maximum amount of vehicles stacked from the pickup window to the back of the queue 95 percent of the time or less. The 95th percentile is typically considered the design queue for which the site should be designed to accommodate traffic.

Historical (2013) Observed Starbucks Queuing Data is provided in Appendix F.

Based on the maximum 95th percentile queue of eighteen (18) vehicles, the proposed drive-through facility storage of nineteen (19) vehicles is expected to provide adequate storage.

In an effort to validate the Year 2013 historical drive-through observations, the City of Arcadia has requested that new drive-through observations be conducted. New 2022 drive-through observations have been conducted at the following locations:

- Starbucks No. 3: 450 East 17th Street, Costa Mesa, CA
    - This location was recounted to determine if there has been any growth in the drive-through queue lengths from Year 2013 to Year 2022.
- Starbucks No. 5: 6850 Rosemead Boulevard, San Gabriel, CA 91775
    - This location was selected for observation since this site is located in close proximity to the proposed project in order to validate the 2013 data from a geographic standpoint since the four sample sites are all located in Orange County.

These new drive-through observations were conducted Friday, October 14th, 2022, from 7:00 AM to 9:00 AM in 1-minute intervals. The results of the new drive-through observations are shown in Table 8-2.

As shown in Table 7-2, the 95th percentile queue of eighteen (18) vehicles and eleven (11) vehicles were observed at the Costa Mesa Starbucks (Site No. 3) and the San Gabriel Starbucks (Site No. 5), respectively.

Table 7-1
Historical (Year 2013) Observed Starbucks Queuing Data

Observed Car Wash Locations	Peak Hour Average Queue (Vehicles)	Peak Hour Maximum Queue (Vehicles)	Peak Hour 95th Percetile Queue (Vehicles)
1. 6580 Irvine Center Drive, Irvine, CA[1]	12	16	15
2. 28391 Marguerite Parkway, Mission Viejo, CA[1]	10	19	16
3. 450 East 17th Street, Costa Mesa, CA[1]	11	22	18
4. 20790 Lake Forest Drive, Lake Forest, CA[2]	8	13	13

[1] Weekday observed traffic counts were conducted on Friday, April 26th, 2013.

[2] Weekday observed traffic counts were conducted on Friday, May 6th, 2013.

Table 7-2
Existing (Year 2022) Observed Starbucks Queuing Data

Observed Car Wash Locations	Peak Hour Average Queue (Vehicles)	Peak Hour Maximum Queue (Vehicles)	Peak Hour 95th Percetile Queue (Vehicles)
3. 450 East 17th Street, Costa Mesa, CA[1]	12	22	18
5. 6850 Rosemead Boulevard, Rosemead, CA[1]	9	13	11

[1] Weekday observed traffic counts were conducted on Friday, October 14th, 2022.

These results indicate that the historical 2013 drive-through data continues to provide a conservative estimate and that there is no justification that the drive-through queues have grown from 2013 to present day or that higher queues are observed at Starbucks locations in closer proximity to the project site. In reality, the 95th percentile queue of eighteen (18) vehicles is likely overstated for the proposed Arcadia site and will likely experience a 95th percentile queue closer to that of the San Gabriel site (i.e., eleven vehicles).

Existing (2022) Observed Starbucks Queuing Data is provided in Appendix G.

8.0 Findings, Conclusions & Recommendations

The purpose of this traffic impact analysis and report is to evaluate and assess the proposed 747 W. Duarte Road Starbucks Project (hereinafter referred to as "project") from a traffic and circulation perspective. Furthermore, this analysis will determine whether the proposed project will significantly impact the environment.

This study is prepared in accordance with the scope of work that has been approved by City of Arcadia staff, which is contained in Appendix A.

8.1 Site Location & Project Description

The proposed project is located at 747 W. Duarte Road in the City of Arcadia, CA. The project site is currently occupied by a 6,294 square-foot (SF) Universal Bank with a drive-through lane, which is no longer in operation.

The proposed project consists of converting the existing Universal Bank building into a 5,273 SF Starbucks with a drive-through facility that proposes to provide storage for up to nineteen (19) vehicles. As part of the conversion from the existing Universal Bank into a Starbucks, the existing mezzanine / 2nd floor area will be demolished resulting in a smaller gross floor area as compared to the existing building (i.e., 6,294 SF to 5,273 SF). The project proposes to provide thirty-seven (37) on-site parking spaces.

It should be noted that although the proposed Starbucks building is 5,273 SF, a considerable portion of this building is proposed to be ancillary and is not expected to generate any traffic. In an effort to not demolish an existing building with unique architecture in the City of Arcadia, Starbucks is proposing to re-use the existing ground floor square footage although the building is considerably larger than it otherwise would be from ground-up construction. 1,256 SF of the overall 5,273 SF will be compromised of the existing bank safe that is too expensive to remove and will be unused, a mechanical room that is typically located on the roof, and other hallways/workrooms that can only be accessed by employees and that will typically not be utilized during daily operations. As such, the remaining 4,017 SF has been assumed as the "usable" building area for the proposed Starbucks.

Access to the site is currently provided and is proposed to continue to be provided via the following two (2) unsignalized driveways located along W. Duarte Road:

- Full-access unsignalized driveway (i.e., Easterly Project Access)
- Outbound right-turn only unsignalized driveway serving exclusively the drive-through lane exit (i.e., Westerly Project Access)

8.2 Project Trip Generation

The existing entitled land use is estimated to generate approximately 569 weekday daily trips which include 44 weekday AM peak hour trips and 86 weekday PM peak hour trips.

The proposed project is forecast to generate approximately 1,074 weekday daily trips which include 173 weekday AM peak hour trips and 78 weekday PM peak hour trips.

Hence, the project is forecast to generate approximately 505 greater net daily trips which include approximately 129 greater net AM peak hour net trips and approximately 8 fewer net PM peak hour net trips.

8.3 Study Intersections Level of Service Analysis Summary

All study intersections are currently operating at or are forecast to operate at an acceptable level of service (LOS D or better) for all study analysis scenarios.

8.4 CEQA Vehicle Miles Traveled (VMT) Analysis Summary

Local serving retail projects with a total square footage less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. Local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel. Any project that uses the designation of "local-serving" should be able to demonstrate that its users (employees, customers, visitors) would be existing within the community. The project would not generate new "demand" for the project land uses but would meet the existing demand that would shorten the distance existing residents, employees, customers, or visitors would need to travel.

As previously discussed, the proposed project consists of converting the existing Universal Bank building into a 5,273 SF Starbucks, which is less than the 50,000 SF threshold. Therefore, the project may be presumed to result in a less than significant impact to VMT under CEQA. As such, no further VMT analysis is required.

8.5 Drive-Through Queuing Analysis Summary

Based on the project site plan, the drive-through entrance is located near the northeast corner of the site and can only be accessed from the easterly project access point. Vehicles entering the drive-through entrance travel in a counterclockwise direction along the northern and western boundaries of the site. Vehicles will then exit utilizing the outbound right-turn only unsignalized driveway (i.e., Westerly Project Access) onto West Duarte Road.

The drive-through aisle is approximately 396 feet in length, providing a queuing capacity of approximately nineteen (19) vehicles. Furthermore, additional stacking of approximately 136 feet (i.e., approximately 6 vehicles) may be provided in the internal drive aisle before backing into Duarte Road.

RK has previously collected drive-through queuing data at four (4) Starbucks sites that share similar characteristics to the proposed project such as being located along a major arterial (i.e., 4 lanes divided or greater) and within close proximity to high employment/residential areas. The four (4) Starbucks sites are identified below:

- Starbucks No. 1: 6580 Irvine Center Drive, Irvine, CA
- Starbucks No.2: 28391 Marguerite Parkway, Mission Viejo, CA
- Starbucks No. 3: 450 East 17th Street, Costa Mesa, CA
- Starbucks No. 4: 20790 Lake Forest Drive, Lake Forest, CA

These drive-through observations were originally conducted during one typical weekday in 2013 from 7:00 AM to 9:00 AM in 1-minute intervals. The results from these drive-through observations are shown in Table 7-1.

Based on the maximum 95th percentile queue of eighteen (18) vehicles, the proposed drive-through facility storage of nineteen (19) vehicles is expected to provide adequate storage.

In an effort to validate the Year 2013 historical drive-through observations, the City of Arcadia has requested that new drive-through observations be conducted. New 2022 drive-through observations have been conducted at the following locations:

- Starbucks No. 3: 450 East 17th Street, Costa Mesa, CA
    - This location was recounted to determine if there has been any growth in the drive-through queue lengths from Year 2013 to Year 2022.
- Starbucks No. 5: 6850 Rosemead Boulevard, San Gabriel, CA 91775
    - This location was selected for observation since this site is located in close proximity to the proposed project in order to validate the 2013 data from a geographic standpoint since the four sample sites are all located in Orange County.

These new drive-through observations were conducted Friday, October 14th, 2022, from 7:00 AM to 9:00 AM in 1-minute intervals. The results of the new drive-through observations are shown in Table 7-2.

As shown in Table 7-2, the 95th percentile queue of eighteen (18) vehicles and eleven (11) vehicles were observed at the Costa Mesa Starbucks (Site No. 3) and the San Gabriel Starbucks (Site No. 5), respectively.

These results indicate that the historical 2013 drive-through data continues to provide a conservative estimate and that there is no justification that the drive-through queues have grown from 2013 to present day or that higher queues are observed at Starbucks locations in closer proximity to the project site. In reality, the 95th percentile queue of eighteen (18) vehicles is likely overstated for the proposed Arcadia site and will likely experience a 95th percentile queue closer to that of the San Gabriel site (i.e., eleven vehicles).

Appendices

Appendix A

Scope of Work

747 W. Duarte Road Starbucks Project
Traffic Impact & Drive-Through Queuing Study
Scoping Agreement

October 11, 2022

The following provides information on the proposed project, summarizes the analysis scope, parameters, and assumptions for review and approval, and also includes a request for information on items related to the study.

A. Project Description: The proposed Starbucks Project (hereinafter referred to as project) is located at 747 W. Duarte Road in the City of Arcadia, CA. The project site is currently occupied by a 6,294 square-foot (SF) Universal Bank with a drive-through lane, which is no longer in operation.

The proposed project consists of converting the existing Universal Bank building into a 4,758 SF Starbucks with a drive-through facility that proposes to provide storage for up to nineteen (19) vehicles. As part of the conversion from the existing Universal Bank into a Starbucks, the existing mezzanine / 2nd floor area will be demolished resulting in a smaller gross floor area as compared to the existing building (i.e., 6,294 SF to 4,758 SF). The project proposes to provide thirty-eight (38) parking spaces.

It should be noted that although the proposed Starbucks building is 4,758 SF, a considerable portion of this building is proposed to be ancillary and is not expected to generate any traffic. In an effort to not demolish an existing building with unique architecture in the City of Arcadia, Starbucks is proposing to re-use the existing ground floor square footage although the building is significantly oversized for their proposed use. Hence, the resulting Starbucks building is considerably larger than it otherwise would be from ground-up construction. 1,187 SF of the overall 4,758 SF will be comprised of the existing bank safe that is too expensive to remove and will be unused, a mechanical room that is typically located on the roof, and other hallways/workrooms that can only be accessed by employees and that will typically not be utilized during daily operations. As such, the remaining 3,571 SF has been assumed as the "usable" building area for the proposed Starbucks.

Access to the site is currently provided and is proposed to continue to be provided via the following two (2) unsignalized driveways located along W. Duarte Road:

- Full-access unsignalized driveway (i.e., Easterly Project Access)

- Outbound right-turn only unsignalized driveway serving exclusively the drive-through lane exit (i.e., Westerly Project Access)

The project is planned to open in 2024 and will be evaluated in one (1) single phase.

Exhibit A shows the location map of the proposed project. Exhibit B shows the proposed site plan.

B. Project Trip Generation: Trip generation represents the amount of traffic that is attracted and produced by a development.

Trip generation is typically estimated based on the trip generation rates from the latest *Institute of Transportation Engineers (ITE) Trip Generation Manual.* The latest and most recent version (11th Edition, 2021) of the ITE Manual has been utilized for this scoping agreement. This publication provides a comprehensive evaluation of trip generation rates for a variety of land uses.

Table 1 shows the ITE trip generation rates utilized for the trip generation analysis of the proposed project and existing entitled land uses.

Table 1
ITE Trip Generation Rates[1]

Land Use	Units[2]	ITE Code	AM			PM			Daily
			In	Out	Total	In	Out	Total	
Mini-Warehouse	TSF	151	59%	41%	0.09	47%	53%	0.15	1.45
Drive-In Bank	TSF	912	58%	42%	9.95	50%	50%	21.01	100.35
Coffee/Donut Shop with Drive-Through Window	TSF	937	51%	49%	85.88	50%	50%	38.99	533.57

[1] Source: *ITE Trip Generation Manual* (2021, 11th Edition)

[2] TSF = Thousand Square Feet

Table 2 shows the trip generation for the proposed project and the entitled land use utilizing the trip generation rates shown in Table 1.

It should be noted that the total net trip generation includes adjustments for pass-by per the *ITE Trip Generation Manual* (11th Edition). These pass-by reductions account for trips that are already present in everyday traffic on the adjacent streets (i.e., W. Duarte Road)

and will stop by the project site as they pass by on their way to another destination. The pass-by reduction factors used are summarized in the footnotes of Table 2.

Table 2
Proposed Project Trip Generation[1]

Land Use (ITE Code)	Quantity	Units[2]	AM			PM			Daily
			In	Out	Total	In	Out	Total	
PROPOSED PROJECT TRIP GENERATION FORECAST									
Proposed Starbucks (937)	3.571	TSF	156	150	306	70	70	140	1,905
Pass-By Trip Reduction[3]			-78	-75	-153	-35	-35	-70	-952
Subtotal			78	75	153	35	35	70	953
Proposed Ancillary Storage Area (151)	1.187	TSF	0	0	0	0	0	0	2
[A] Proposed Project Trip Generation Forecast Subtotal			78	75	153	35	35	70	955
EXISTING ENTITLED LAND USE TRIP GENERATION FORECAST									
Universal Bank with Drive-Through (912)	6.294	TSF	36	26	62	66	66	132	632
Pass-By Trip Reduction[4]			-10	-8	-18	-23	-23	-46	-63
[B] Existing Entitled Land Use Trip Generation Forecast Subtotal			26	18	44	43	43	86	569
Total Net Trip Generation Forecast [A] – [B]			**52**	**57**	**109**	**-8**	**-8**	**-16**	**386**

[1] Source: *ITE Trip Generation Manual* (2021, 11th Edition)

[2] TSF = Thousand Square Feet

[3] The *ITE Trip Generation Manual* (2021, 11th Edition) does not provide pass-by reductions for ITE Land Use 937. However, the *ITE Trip Generation Manual* does provide pass-by reductions for ITE Land Use 938: Coffee/Donut with Drive-Through and No Indoor Seating (90% AM Peak Hour, 98% PM Peak Hour). As such, a conservative pass-by reduction of 50% has been assumed during the daily, AM peak hour, and PM peak hour.

[4] Source: *ITE Trip Generation Manual* (2021, 11th Edition). Pass-by reductions for ITE Land Use 912: Drive-In Bank consist of the following: 29% AM Peak Hour, 35% PM Peak Hour, and 10% daily (estimated).

As shown at the bottom of Table 2, a comparison of the trips generated by the existing entitled land use to the trips generated by the proposed project shows that the project is forecast to generate approximately 386 greater net daily trips which include approximately 109 greater net AM peak hour net trips and approximately 16 fewer net PM peak hour net trips. **The traffic study will assess the potential impact of these net additional trips. It should be noted that the entitled trips (i.e., 569 daily trips, 44 AM peak hour trips and 86 PM peak hour trips) will be included as part of the Project Opening Year (2024) background traffic forecast since the bank will not be in operation at the time of the traffic counts.**

C. Project Trip Distribution: Exhibit C-1 shows the project's outbound trip distribution pattern and Exhibit C-2 shows the project's inbound trip distribution pattern.

D. Study Intersections: The analysis will evaluate the following two (2) study intersections which are all located in the City of Arcadia:

1. S. Golden West Avenue (N/S) at W. Duarte Road (E/W); and

2. S. Baldwin Avenue (N/S) at W. Duarte Road (E/W).

The two project access driveways will also be analyzed.

E. Analysis Scenarios: The analysis will evaluate traffic conditions for the following scenarios during the weekday AM (7:00 AM to 9:00 AM) and weekday PM (4:00 PM to 6:00 PM):

- Existing Conditions;
- Project Opening Year (2024) Without Project Conditions; and
- Project Opening Year (2024) With Project Conditions.

F. Traffic Analysis Parameters: The analysis will utilize the following parameters:

- Vistro 2022 analysis software and the Highway Capacity Manual 6th Editions (HCM 6) methodology. Signalized intersections will also be analyzed via the Intersection Capacity Utilization (ICU) methodology to determine the project's V/C increase.
- Optimized signal timing (if applicable).
- Analysis parameters as detailed in the *City of Arcadia Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment*, dated August 2020.

G. Existing Traffic Counts: The analysis will utilize new traffic counts. The counts will not be collected by vehicle classification.

- AM peak period counts will be collected during one typical weekday from 7:00 AM to 9:00 AM.

- PM peak period counts will be collected during one typical weekday from 4:00 PM to 6:00 PM.

H. Forecast Opening Year (2024) Conditions Traffic Volumes: Opening Year (2024) background traffic volumes will be derived by applying an annual growth rate of two percent (2%) per year to existing traffic volumes (i.e., 4% total growth) and adding traffic from any cumulative developments located within one mile of the project site.

I. Performance Criteria: The acceptable LOS for intersections in the City is D or better as established in the City's General Plan. LOS E is considered acceptable at intersections adjacent to freeway ramps; adjacent to Santa Anita Park during the racing season; and in areas designed as Downtown, Baldwin Avenue, and Live Oak Avenue commercial and mixed-used districts.

J. Threshold for Requiring LOS Improvements:

Any intersection operating at an LOS grade worse than the acceptable condition is considered deficient. Signalized intersections will require improvements if one of the following conditions is met:

- LOS C - Project V/C increase 0.04 or more
- LOS D - Project V/C increase 0.02 or more
- LOS E/F - Project V/C increase 0.01 or more

Unsignalized intersections will require improvements if both of the following conditions are met:

- The addition of project traffic to an intersection results in the degradation of overall intersection operations from acceptable operations to unacceptable operations; and
- The intersection meets peak hour signal warrants either caused by project volumes, or project volumes are added at an intersection that meets peak hour signal warrants in the baseline scenario(s). Peak hour signal warrants should be determined based on the latest California Manual on Uniform Traffic Control Devices (CA MUTCD).

K. Drive-Through Queuing Analysis: To confirm the adequacy of the proposed drive-through facility storage, which consists of nineteen (19) vehicles, RK will utilize previously collected drive-through queuing data observed at the following four (4) similar Starbucks sites:

- Starbucks No. 1: 6580 Irvine Center Drive, Irvine, CA
- Starbucks No. 2: 28391 Marguerite Parkway, Mission Viejo, CA
- Starbucks No. 3: 405 E. 17th Street, Costa Mesa, CA
- Starbucks No. 4: 20790 Lake Forest Drive, Lake Forest, CA

These four (4) Starbucks sample sites share similar characteristics to the proposed project such as being located along a major arterial (i.e., 4 lanes divided or greater) and are located within close proximity to high employment/residential areas.

These drive-through observations were originally conducted during one typical weekday in 2013 from 7:00 AM to 9:00 AM in 1-minute intervals. The results from these drive-through observations will be tabulated and compared against the storage of the proposed drive-through facility (i.e., 19 vehicles) to determine if adequate storage is provided and ensure the queue will not extend back onto the public roadway.

Table 4 shows the results of the observed queueing surveys. The 95th percentile queue is calculated for each site and represents the maximum amount of vehicles stacked behind the car wash tunnel 95 percent of the time or less. The 95th percentile is typically considered the design queue for which the site should be designed to accommodate traffic. Based on the combined 95th percentile expected queue of 16 vehicles, the proposed drive-through facility storage of nineteen (19) vehicles is expected to provide adequate storage.

RK has utilized these four (4) sample sites in preparation of traffic studies for other Starbucks projects in various jurisdictions.

TABLE 4

Observed Starbucks Queuing

Observed Car Wash Location	Peak Hour Average Queue (Vehicles)	Peak Hour Maximum Queue (Vehicles)	Peak Hour 95th Percentile Queue (Vehicles)
Starbucks #1 (6580 Irvine Center Drive)[1]	12	16	15
Starbucks #2 (28391 Marguerite Parkway)[1]	10	19	16
Starbucks #3 (405 E. 17th Street)[1]	11	22	18
Starbucks #4 (20790 Lake Forest Drive)[2]	8	13	13
Combined	**10**	**22**	**16**

[1] Weekday observed traffic counts were conducted on Friday, April 26th, 2013.

[2] Weekday observed traffic counts were conducted on Monday, May 6th, 2013.

As directed by City staff, RK will conduct new drive-through observations at the following Starbucks locations in order to validate the historical 2013 drive-through observations listed above:

- Starbucks No. 3: 405 E. 17th Street, Costa Mesa, CA
  - This location will be recounted in order to confirm there has been no growth in drive-through queueing from 2013 to present
- Starbucks No. 5: 6850 Rosemead Boulevard, San Gabriel, CA 91775
  - This is a new location that will be included since it is located in close proximity to the project site

These new drive-through observations will be conducted on Friday, October 14th, 2022 from 7:00 AM to 9:00 AM in 1-minute intervals.

L. VMT Analysis: In accordance with the *City of Arcadia Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment*, dated August 2020, there are three types of screening that lead agencies can apply to effectively screen projects from project-level assessment.

Based on Type 3: Project Type Screening, local serving retail projects that are less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. As previously discussed, the proposed project consists of converting the existing Universal Bank building into a 4,758 SF Starbucks, which is less

than the 50,000 SF threshold. Therefore, the project may be presumed to result in a less than significant impact to VMT under CEQA. As such, the project will be screened out from additional VMT analysis.

M. Request for Information: Please provide information on the following for use in the traffic study:

- Information on cumulative projects within one-mile of the project site that need to be included in the traffic analysis (location, land use type(s), and land use quantities); and

- Information on future roadway and circulation system modifications/improvements that are planned within the study area and would potentially affect the analysis.

If you have any questions, or would like further review, please call us at (949) 474-0809.

Sincerely,

RK ENGINEERING GROUP, INC.



Justin Tucker, P.E.
Principal Engineer

Attachments

Approved by:

_____

City of Arcadia

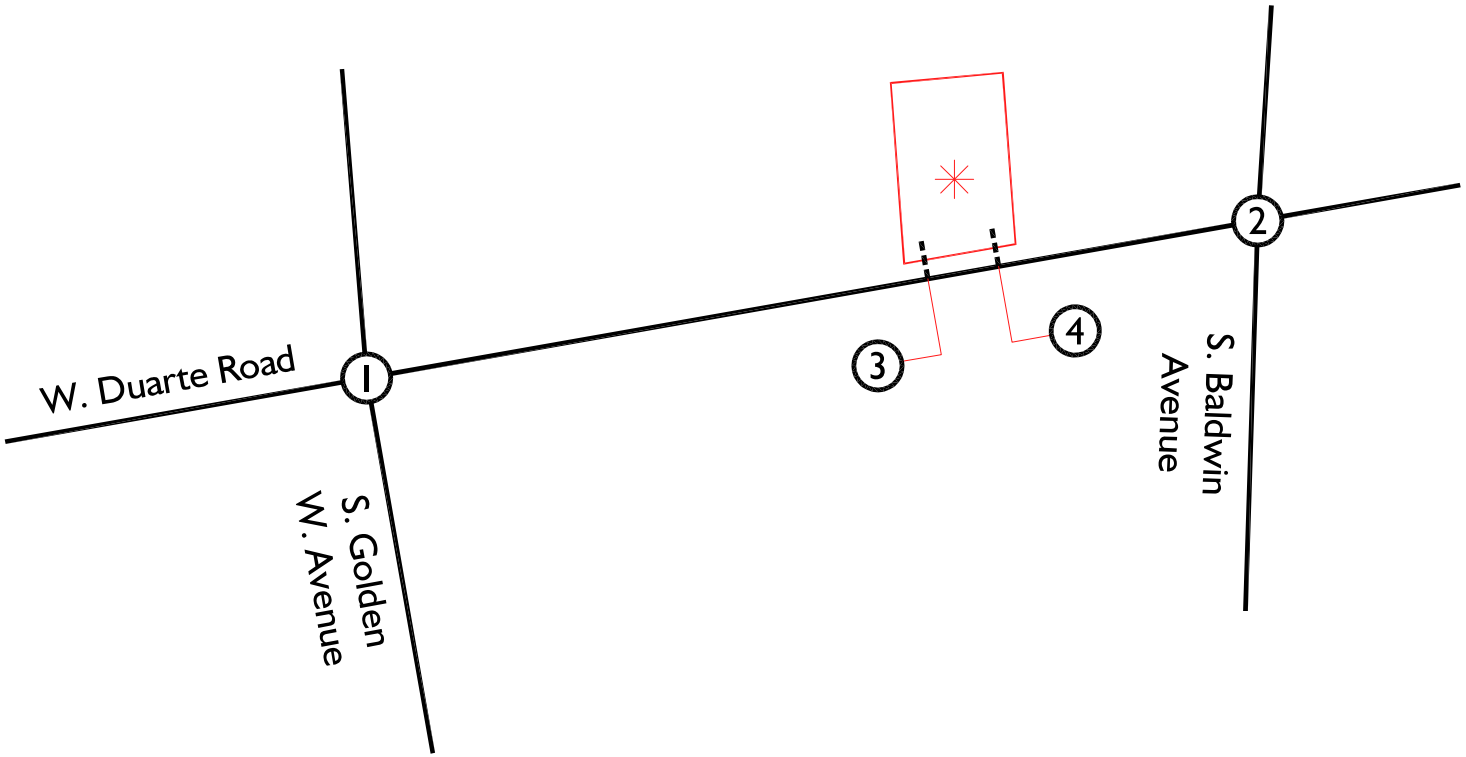
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Date

Attachments

Exhibit A

Location Map



Legend:

1 = Study Area Intersection

= Project Site

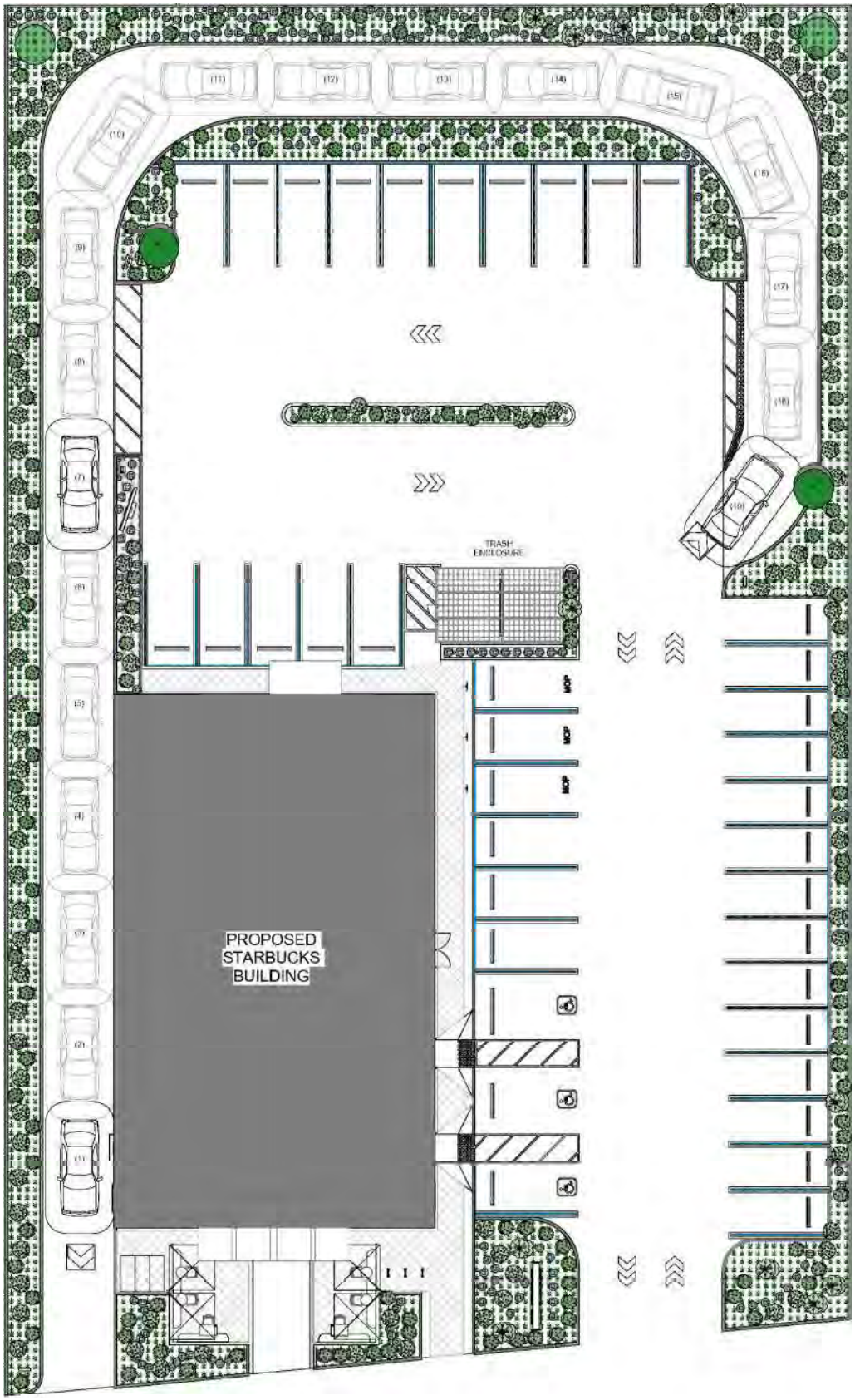
= Project Access Driveway

= Project Site Boundary

219

N

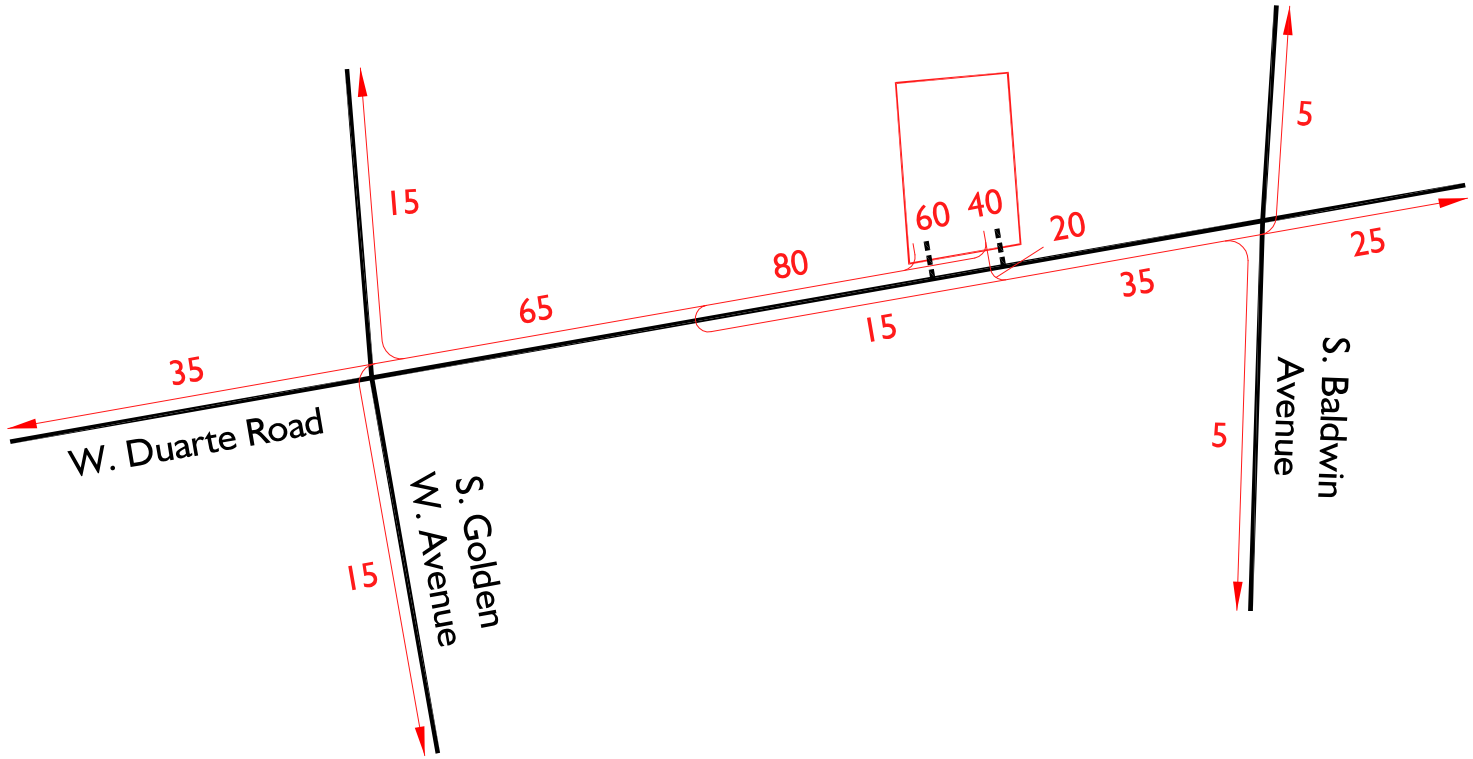
Exhibit B
Site Plan



N

Exhibit C-1

Outbound Project Trip Distribution



Legend:

10 = Percent from Project

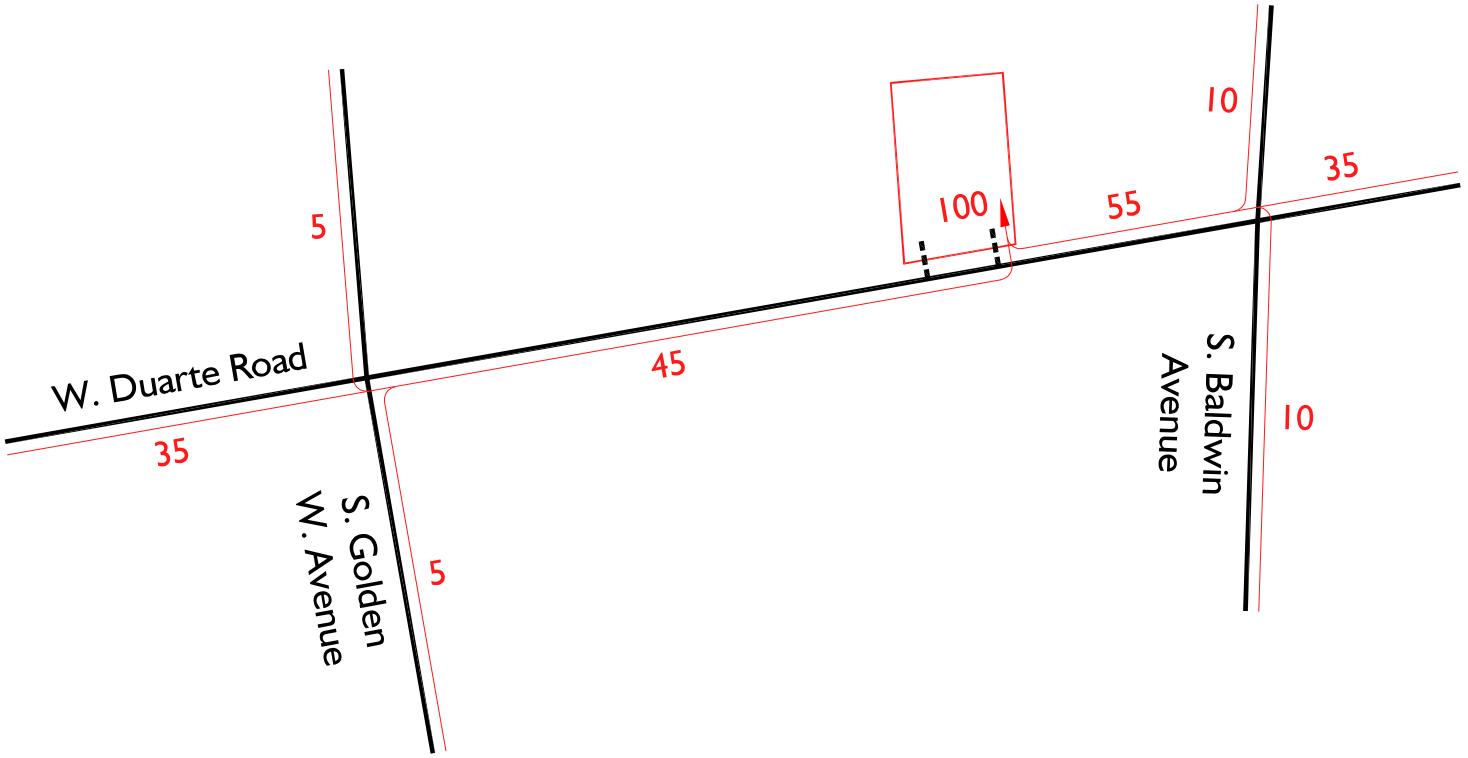
= Project Access Driveway

= Project Site Boundary

N

Exhibit C-2

Inbound Project Trip Distribution



Legend:

10 = Percent from Project

= Project Access Driveway

= Project Site Boundary

N

Appendix B

Traffic Count Worksheets

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Arcadia
N/S: Golden West Avenue
E/W: Duarte Road
Weather: Clear

File Name : 02_ARC_GW_Duarte AM
Site Code : 10522824
Start Date : 9/21/2022
Page No : 1

Groups Printed- Total Volume

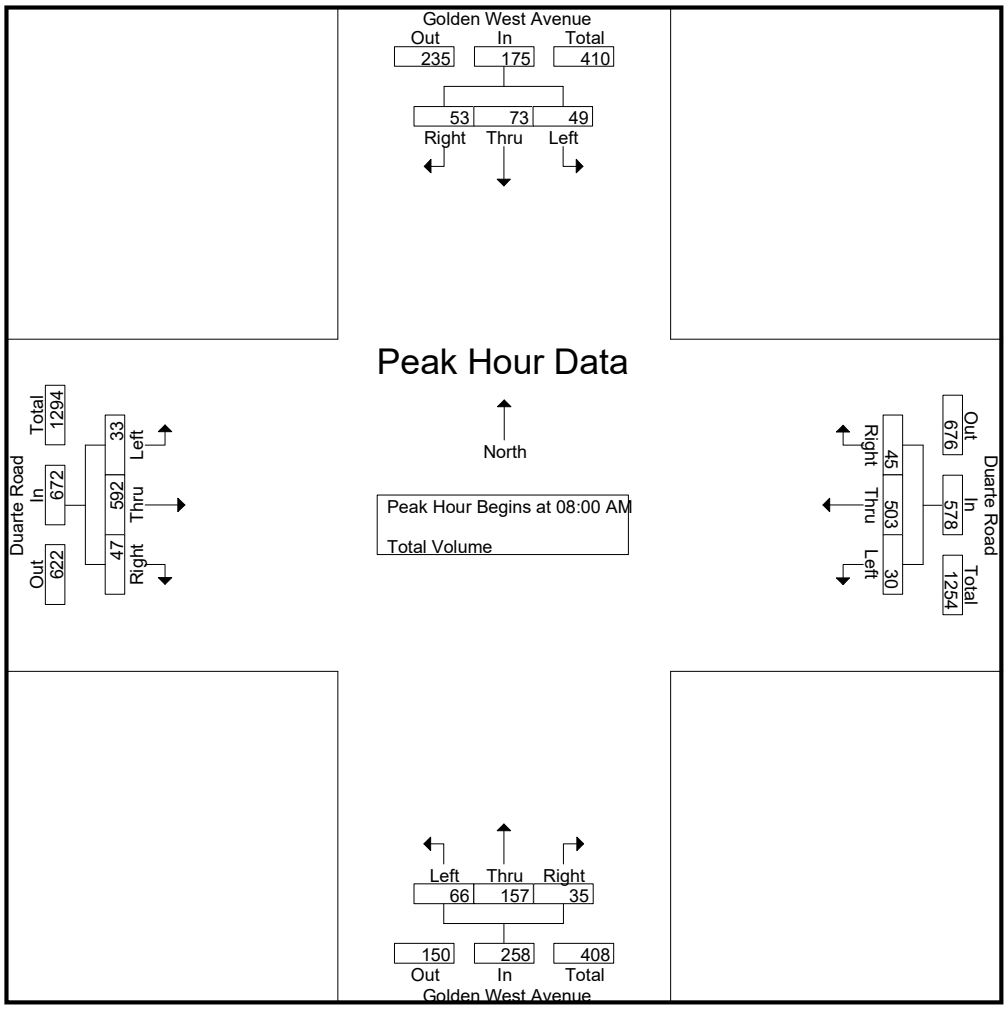
	Golden West Avenue Southbound				Duarte Road Westbound				Golden West Avenue Northbound				Duarte Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	4	12	21	3	91	5	99	5	3	6	14	2	55	2	59	193
07:15 AM	2	4	13	19	2	101	6	109	8	11	4	23	2	60	3	65	216
07:30 AM	4	7	5	16	3	131	10	144	9	10	7	26	7	84	6	97	283
07:45 AM	14	22	14	50	3	131	4	138	16	28	9	53	10	144	7	161	402
Total	25	37	44	106	11	454	25	490	38	52	26	116	21	343	18	382	1094
08:00 AM	13	25	12	50	9	125	10	144	16	40	8	64	7	135	19	161	419
08:15 AM	9	18	13	40	7	133	12	152	20	52	9	81	10	123	11	144	417
08:30 AM	17	17	11	45	8	118	7	133	17	32	7	56	9	155	7	171	405
08:45 AM	10	13	17	40	6	127	16	149	13	33	11	57	7	179	10	196	442
Total	49	73	53	175	30	503	45	578	66	157	35	258	33	592	47	672	1683
Grand Total	74	110	97	281	41	957	70	1068	104	209	61	374	54	935	65	1054	2777
Apprch %	26.3	39.1	34.5		3.8	89.6	6.6		27.8	55.9	16.3		5.1	88.7	6.2		
Total %	2.7	4	3.5	10.1	1.5	34.5	2.5	38.5	3.7	7.5	2.2	13.5	1.9	33.7	2.3	38	

	Golden West Avenue Southbound				Duarte Road Westbound				Golden West Avenue Northbound				Duarte Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	13	**25**	12	**50**	**9**	125	10	144	16	40	8	64	7	135	**19**	161	419
08:15 AM	9	18	13	40	7	**133**	12	**152**	**20**	**52**	9	**81**	**10**	123	11	144	417
08:30 AM	**17**	17	11	45	8	118	7	133	17	32	7	56	9	155	7	171	405
08:45 AM	10	13	**17**	40	6	127	**16**	149	13	33	**11**	57	7	**179**	10	**196**	**442**
Total Volume	49	73	53	175	30	503	45	578	66	157	35	258	33	592	47	672	1683
% App. Total	28	41.7	30.3		5.2	87	7.8		25.6	60.9	13.6		4.9	88.1	7		
PHF	.721	.730	.779	.875	.833	.945	.703	.951	.825	.755	.795	.796	.825	.827	.618	.857	.952

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Arcadia
N/S: Golden West Avenue
E/W: Duarte Road
Weather: Clear

File Name : 02_ARC_GW_Duarte AM
Site Code : 10522824
Start Date : 9/21/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:30 AM				08:00 AM				08:00 AM			
+0 mins.	14	22	**14**	**50**	3	131	10	144	16	40	8	64	7	135	**19**	161
+15 mins.	13	**25**	12	50	3	131	4	138	**20**	**52**	9	**81**	**10**	123	11	144
+30 mins.	9	18	13	40	**9**	125	10	144	17	32	7	56	9	155	7	171
+45 mins.	**17**	17	11	45	7	**133**	**12**	**152**	13	33	**11**	57	7	**179**	10	**196**
Total Volume	53	82	50	185	22	520	36	578	66	157	35	258	33	592	47	672
% App. Total	28.6	44.3	27		3.8	90	6.2		25.6	60.9	13.6		4.9	88.1	7	
PHF	.779	.820	.893	.925	.611	.977	.750	.951	.825	.755	.795	.796	.825	.827	.618	.857

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Corona, CA 92878
(951)268-6268

City of Arcadia
N/S: Golden West Avenue
E/W: Duarte Road
Weather: Clear

File Name : 02_ARC_GW_Duarte PM
Site Code : 10522824
Start Date : 9/21/2022
Page No : 1

Groups Printed- Total Volume

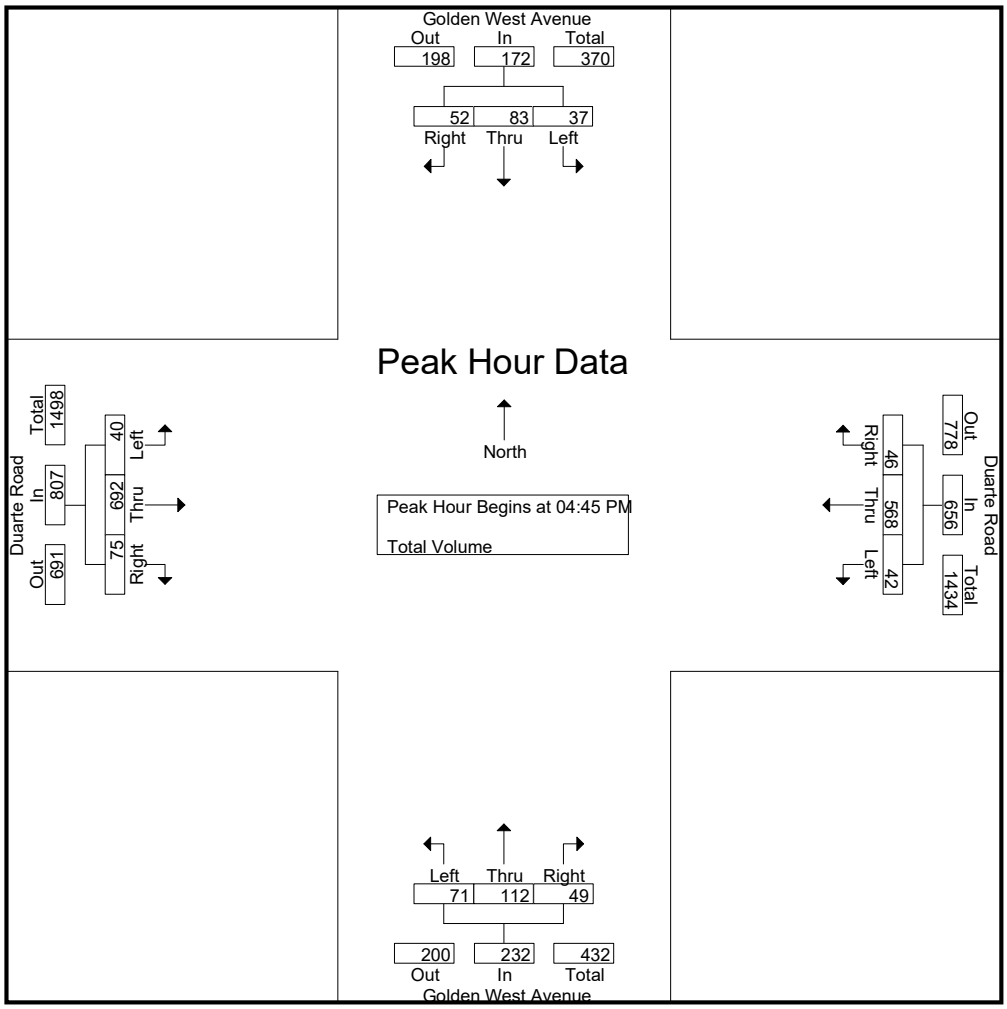
	Golden West Avenue Southbound				Duarte Road Westbound				Golden West Avenue Northbound				Duarte Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	10	22	13	45	12	132	9	153	26	25	9	60	5	164	15	184	442
04:15 PM	7	11	9	27	11	112	15	138	16	12	24	52	6	159	17	182	399
04:30 PM	16	24	9	49	20	125	11	156	14	24	13	51	7	151	17	175	431
04:45 PM	8	23	10	41	17	133	17	167	16	28	13	57	5	163	16	184	449
Total	41	80	41	162	60	502	52	614	72	89	59	220	23	637	65	725	1721
05:00 PM	8	22	16	46	5	164	8	177	23	33	9	65	12	169	22	203	491
05:15 PM	9	19	10	38	11	132	9	152	20	21	6	47	8	177	18	203	440
05:30 PM	12	19	16	47	9	139	12	160	12	30	21	63	15	183	19	217	487
05:45 PM	9	27	14	50	8	98	14	120	19	23	9	51	14	195	16	225	446
Total	38	87	56	181	33	533	43	609	74	107	45	226	49	724	75	848	1864
Grand Total	79	167	97	343	93	1035	95	1223	146	196	104	446	72	1361	140	1573	3585
Apprch %	23	48.7	28.3		7.6	84.6	7.8		32.7	43.9	23.3		4.6	86.5	8.9		
Total %	2.2	4.7	2.7	9.6	2.6	28.9	2.6	34.1	4.1	5.5	2.9	12.4	2	38	3.9	43.9	

	Golden West Avenue Southbound				Duarte Road Westbound				Golden West Avenue Northbound				Duarte Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	8	**23**	10	41	**17**	133	**17**	167	16	28	13	57	5	163	16	184	449
05:00 PM	8	22	**16**	46	5	**164**	8	**177**	**23**	**33**	9	**65**	12	169	**22**	203	**491**
05:15 PM	9	19	10	38	11	132	9	152	20	21	6	47	8	177	18	203	440
05:30 PM	**12**	19	16	**47**	9	139	12	160	12	30	**21**	63	**15**	**183**	19	**217**	487
Total Volume	37	83	52	172	42	568	46	656	71	112	49	232	40	692	75	807	1867
% App. Total	21.5	48.3	30.2		6.4	86.6	7		30.6	48.3	21.1		5	85.7	9.3		
PHF	.771	.902	.813	.915	.618	.866	.676	.927	.772	.848	.583	.892	.667	.945	.852	.930	.951

Counts Unlimited, Inc.
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City of Arcadia
N/S: Golden West Avenue
E/W: Duarte Road
Weather: Clear

File Name : 02_ARC_GW_Duarte PM
Site Code : 10522824
Start Date : 9/21/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				04:45 PM				05:00 PM			
+0 mins.	8	22	**16**	46	**17**	133	**17**	167	16	28	13	57	12	169	**22**	203
+15 mins.	9	19	10	38	5	**164**	8	**177**	**23**	**33**	9	**65**	8	177	18	203
+30 mins.	**12**	19	16	47	11	132	9	152	20	21	6	47	**15**	183	19	217
+45 mins.	9	**27**	14	**50**	9	139	12	160	12	30	**21**	63	14	**195**	16	**225**
Total Volume	38	87	56	181	42	568	46	656	71	112	49	232	49	724	75	848
% App. Total	21	48.1	30.9		6.4	86.6	7		30.6	48.3	21.1		5.8	85.4	8.8	
PHF	.792	.806	.875	.905	.618	.866	.676	.927	.772	.848	.583	.892	.817	.928	.852	.942

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Arcadia
N/S: Baldwin Avenue
E/W: Duarte Road
Weather: Clear

File Name : 03_ARC_Bald_Duarte AM
Site Code : 10522824
Start Date : 9/21/2022
Page No : 1

Groups Printed- Total Volume

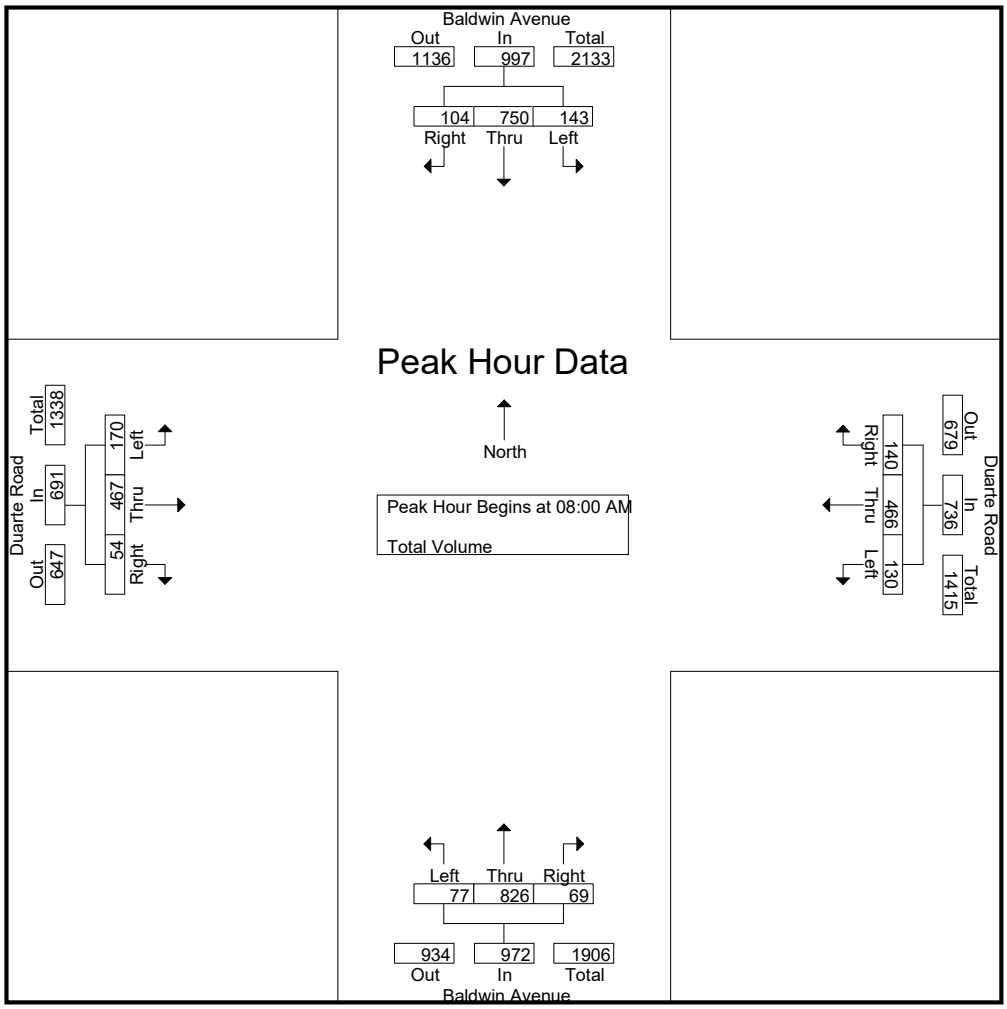
	Baldwin Avenue Southbound				Duarte Road Westbound				Baldwin Avenue Northbound				Duarte Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	13	66	9	88	9	79	11	99	9	171	5	185	21	41	6	68	440
07:15 AM	13	110	18	141	9	84	19	112	10	236	17	263	11	43	5	59	575
07:30 AM	26	100	13	139	20	112	28	160	11	230	13	254	33	77	5	115	668
07:45 AM	37	150	18	205	20	115	16	151	11	269	14	294	34	91	14	139	789
Total	89	426	58	573	58	390	74	522	41	906	49	996	99	252	30	381	2472
08:00 AM	48	218	26	292	33	117	31	181	14	226	15	255	43	118	24	185	913
08:15 AM	28	193	35	256	24	116	42	182	20	261	11	292	42	83	9	134	864
08:30 AM	27	164	21	212	35	117	30	182	20	184	25	229	40	133	13	186	809
08:45 AM	40	175	22	237	38	116	37	191	23	155	18	196	45	133	8	186	810
Total	143	750	104	997	130	466	140	736	77	826	69	972	170	467	54	691	3396
Grand Total	232	1176	162	1570	188	856	214	1258	118	1732	118	1968	269	719	84	1072	5868
Apprch %	14.8	74.9	10.3		14.9	68	17		6	88	6		25.1	67.1	7.8		
Total %	4	20	2.8	26.8	3.2	14.6	3.6	21.4	2	29.5	2	33.5	4.6	12.3	1.4	18.3	

	Baldwin Avenue Southbound				Duarte Road Westbound				Baldwin Avenue Northbound				Duarte Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**48**	**218**	26	**292**	33	**117**	31	181	14	226	15	255	43	118	**24**	185	**913**
08:15 AM	28	193	**35**	256	24	116	**42**	182	20	**261**	11	**292**	42	83	9	134	864
08:30 AM	27	164	21	212	35	117	30	182	20	184	**25**	229	40	**133**	13	**186**	809
08:45 AM	40	175	22	237	**38**	116	37	**191**	**23**	155	18	196	**45**	133	8	186	810
Total Volume	143	750	104	997	130	466	140	736	77	826	69	972	170	467	54	691	3396
% App. Total	14.3	75.2	10.4		17.7	63.3	19		7.9	85	7.1		24.6	67.6	7.8		
PHF	.745	.860	.743	.854	.855	.996	.833	.963	.837	.791	.690	.832	.944	.878	.563	.929	.930

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City of Arcadia
N/S: Baldwin Avenue
E/W: Duarte Road
Weather: Clear

File Name : 03_ARC_Bald_Duarte AM
Site Code : 10522824
Start Date : 9/21/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				07:30 AM				08:00 AM			
+0 mins.	**48**	**218**	26	**292**	33	**117**	31	181	11	230	13	254	43	118	**24**	185
+15 mins.	28	193	**35**	256	24	116	**42**	182	11	**269**	14	**294**	42	83	9	134
+30 mins.	27	164	21	212	35	117	30	182	14	226	**15**	255	40	**133**	13	**186**
+45 mins.	40	175	22	237	**38**	116	37	**191**	**20**	261	11	292	**45**	133	8	186
Total Volume	143	750	104	997	130	466	140	736	56	986	53	1095	170	467	54	691
% App. Total	14.3	75.2	10.4		17.7	63.3	19		5.1	90	4.8		24.6	67.6	7.8	
PHF	.745	.860	.743	.854	.855	.996	.833	.963	.700	.916	.883	.931	.944	.878	.563	.929

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City of Arcadia
N/S: Baldwin Avenue
E/W: Duarte Road
Weather: Clear

File Name : 03_ARC_Bald_Duarte PM
Site Code : 10522824
Start Date : 9/21/2022
Page No : 1

Groups Printed- Total Volume

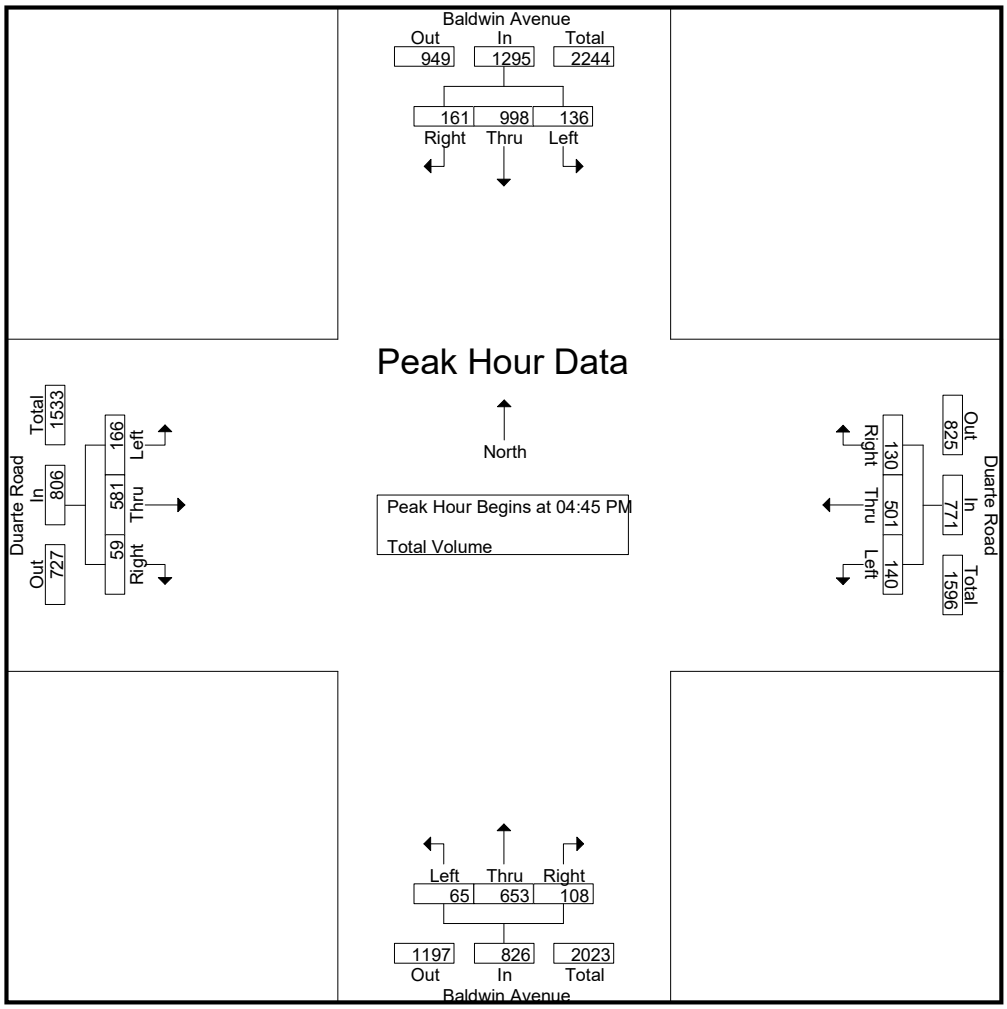
	Baldwin Avenue Southbound				Duarte Road Westbound				Baldwin Avenue Northbound				Duarte Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	37	184	36	257	31	111	35	177	20	143	21	184	37	145	14	196	814
04:15 PM	41	252	44	337	35	104	25	164	29	183	34	246	44	143	15	202	949
04:30 PM	37	203	48	288	43	114	43	200	25	161	33	219	48	146	17	211	918
04:45 PM	36	231	47	314	34	113	36	183	15	189	26	230	45	138	16	199	926
Total	151	870	175	1196	143	442	139	724	89	676	114	879	174	572	62	808	3607
05:00 PM	32	235	28	295	37	141	28	206	13	161	25	199	42	142	16	200	900
05:15 PM	37	270	41	348	33	131	26	190	19	149	30	198	37	137	13	187	923
05:30 PM	31	262	45	338	36	116	40	192	18	154	27	199	42	164	14	220	949
05:45 PM	42	254	38	334	32	95	29	156	8	179	32	219	40	158	19	217	926
Total	142	1021	152	1315	138	483	123	744	58	643	114	815	161	601	62	824	3698
Grand Total	293	1891	327	2511	281	925	262	1468	147	1319	228	1694	335	1173	124	1632	7305
Apprch %	11.7	75.3	13		19.1	63	17.8		8.7	77.9	13.5		20.5	71.9	7.6		
Total %	4	25.9	4.5	34.4	3.8	12.7	3.6	20.1	2	18.1	3.1	23.2	4.6	16.1	1.7	22.3	

	Baldwin Avenue Southbound				Duarte Road Westbound				Baldwin Avenue Northbound				Duarte Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	36	231	**47**	314	34	113	36	183	15	**189**	26	**230**	**45**	138	**16**	199	926
05:00 PM	32	235	28	295	**37**	**141**	28	**206**	13	161	25	199	42	142	16	200	900
05:15 PM	**37**	**270**	41	**348**	33	131	26	190	**19**	149	**30**	198	37	137	13	187	923
05:30 PM	31	262	45	338	36	116	**40**	192	18	154	27	199	42	**164**	14	**220**	**949**
Total Volume	136	998	161	1295	140	501	130	771	65	653	108	826	166	581	59	806	3698
% App. Total	10.5	77.1	12.4		18.2	65	16.9		7.9	79.1	13.1		20.6	72.1	7.3		
PHF	.919	.924	.856	.930	.946	.888	.813	.936	.855	.864	.900	.898	.922	.886	.922	.916	.974

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City of Arcadia
N/S: Baldwin Avenue
E/W: Duarte Road
Weather: Clear

File Name : 03_ARC_Bald_Duarte PM
Site Code : 10522824
Start Date : 9/21/2022
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				04:15 PM				05:00 PM			
+0 mins.	32	235	28	295	**43**	114	**43**	200	**29**	183	**34**	**246**	**42**	142	16	200
+15 mins.	37	**270**	41	**348**	34	113	36	183	25	161	33	219	37	137	13	187
+30 mins.	31	262	**45**	338	37	**141**	28	**206**	15	**189**	26	230	42	**164**	14	**220**
+45 mins.	**42**	254	38	334	33	131	26	190	13	161	25	199	40	158	**19**	217
Total Volume	142	1021	152	1315	147	499	133	779	82	694	118	894	161	601	62	824
% App. Total	10.8	77.6	11.6		18.9	64.1	17.1		9.2	77.6	13.2		19.5	72.9	7.5	
PHF	.845	.945	.844	.945	.855	.885	.773	.945	.707	.918	.868	.909	.958	.916	.816	.936

Appendix C

Existing Conditions
LOS Analysis Worksheets

Intersection Level Of Service Report
Intersection 1: South Golden West Avenue (N-S) at West Duarte Road (E-W)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.428

Intersection Setup

Name	So Go			So Go			West Duarte Road			West Duarte Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	So Go			So Go			West Duarte Road			West Duarte Road		
Base Volume Input [veh/h]	66	157	35	49	73	53	33	592	47	30	503	45
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	66	157	35	49	73	53	33	592	47	30	503	45
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	39	9	12	18	13	8	148	12	8	126	11
Total Analysis Volume [veh/h]	66	157	35	49	73	53	33	592	47	30	503	45
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	ProtPer	Permis	Permis	ProtPer	Permis	Permis
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.11	0.11	0.03	0.07	0.07	0.02	0.18	0.18	0.02	0.15	0.15
Intersection LOS	A											
Intersection V/C	0.428											

Intersection Level Of Service Report
Intersection 2: South Baldwin Avenue (N-S) at West Duarte Road (E-W)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.672

Intersection Setup

Name	South Baldwin Avenue			South Baldwin Avenue			West Duarte Road			West Duarte Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Baldwin Avenue			South Baldwin Avenue			West Duarte Road			West Duarte Road		
Base Volume Input [veh/h]	77	826	69	143	750	104	170	467	54	130	466	140
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	826	69	143	750	104	170	467	54	130	466	140
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	207	17	36	188	26	43	117	14	33	117	35
Total Analysis Volume [veh/h]	77	826	69	143	750	104	170	467	54	130	466	140
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	ProtPer	Permis	Permis	ProtPer	Permis	Permis	ProtPer	Permis	Permis	ProtPer	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.23	0.04	0.08	0.21	0.06	0.09	0.14	0.14	0.07	0.17	0.17
Intersection LOS	B											
Intersection V/C	0.672											

Intersection Level Of Service Report
Intersection 1: South Golden West Avenue (N-S) at West Duarte Road (E-W)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.451

Intersection Setup

Name	So Go			So Go			West Duarte Road			West Duarte Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	So Go			So Go			West Duarte Road			West Duarte Road		
Base Volume Input [veh/h]	71	112	49	37	83	52	40	692	75	42	568	46
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	71	112	49	37	83	52	40	692	75	42	568	46
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	28	12	9	21	13	10	173	19	11	142	12
Total Analysis Volume [veh/h]	71	112	49	37	83	52	40	692	75	42	568	46
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	ProtPer	Permis	Permis	ProtPer	Permis	Permis
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.09	0.09	0.02	0.08	0.08	0.02	0.21	0.21	0.02	0.17	0.17
Intersection LOS	A											
Intersection V/C	0.451											

Intersection Level Of Service Report
Intersection 2: South Baldwin Avenue (N-S) at West Duarte Road (E-W)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.681

Intersection Setup

Name	South Baldwin Avenue			South Baldwin Avenue			West Duarte Road			West Duarte Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Baldwin Avenue			South Baldwin Avenue			West Duarte Road			West Duarte Road		
Base Volume Input [veh/h]	65	653	108	136	998	161	166	581	59	140	501	130
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	65	653	108	136	998	161	166	581	59	140	501	130
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	163	27	34	250	40	42	145	15	35	125	33
Total Analysis Volume [veh/h]	65	653	108	136	998	161	166	581	59	140	501	130
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	ProtPer	Permis	Permis	ProtPer	Permis	Permis	ProtPer	Permis	Permis	ProtPer	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.18	0.06	0.08	0.28	0.09	0.09	0.18	0.18	0.08	0.18	0.18
Intersection LOS	B											
Intersection V/C	0.681											

Appendix D

Project Opening Year (2024) Without Project Conditions
LOS Analysis Worksheets

Intersection Level Of Service Report
Intersection 1: South Golden West Avenue (N-S) at West Duarte Road (E-W)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.466

Intersection Setup

Name	So Go			So Go			West Duarte Road			West Duarte Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	So Go			So Go			West Duarte Road			West Duarte Road		
Base Volume Input [veh/h]	69	181	37	63	94	66	44	638	49	34	553	60
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	69	181	37	63	94	66	44	638	49	34	553	60
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	45	9	16	24	17	11	160	12	9	138	15
Total Analysis Volume [veh/h]	69	181	37	63	94	66	44	638	49	34	553	60
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	ProtPer	Permis	Permis	ProtPer	Permis	Permis
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.12	0.12	0.04	0.09	0.09	0.02	0.19	0.19	0.02	0.17	0.17
Intersection LOS	A											
Intersection V/C	0.466											

Intersection Level Of Service Report
Intersection 2: South Baldwin Avenue (N-S) at West Duarte Road (E-W)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.709

Intersection Setup

Name	South Baldwin Avenue			South Baldwin Avenue			West Duarte Road			West Duarte Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Baldwin Avenue			South Baldwin Avenue			West Duarte Road			West Duarte Road		
Base Volume Input [veh/h]	83	860	76	149	781	111	179	514	57	145	528	147
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	83	860	76	149	781	111	179	514	57	145	528	147
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	215	19	37	195	28	45	129	14	36	132	37
Total Analysis Volume [veh/h]	83	860	76	149	781	111	179	514	57	145	528	147
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	ProtPer	Permis	Permis	ProtPer	Permis	Permis	ProtPer	Permis	Permis	ProtPer	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.24	0.04	0.08	0.22	0.06	0.10	0.16	0.16	0.08	0.19	0.19
Intersection LOS	C											
Intersection V/C	0.709											

Intersection Level Of Service Report
Intersection 1: South Golden West Avenue (N-S) at West Duarte Road (E-W)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.513

Intersection Setup

Name	So Go			So Go			West Duarte Road			West Duarte Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	So Go			So Go			West Duarte Road			West Duarte Road		
Base Volume Input [veh/h]	74	155	53	60	123	74	63	767	78	50	629	75
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	74	155	53	60	123	74	63	767	78	50	629	75
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	39	13	15	31	19	16	192	20	13	157	19
Total Analysis Volume [veh/h]	74	155	53	60	123	74	63	767	78	50	629	75
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	ProtPer	Permis	Permis	ProtPer	Permis	Permis
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.12	0.12	0.03	0.11	0.11	0.04	0.23	0.23	0.03	0.20	0.20
Intersection LOS	A											
Intersection V/C	0.513											

Intersection Level Of Service Report
Intersection 2: South Baldwin Avenue (N-S) at West Duarte Road (E-W)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.726

Intersection Setup

Name	South Baldwin Avenue			South Baldwin Avenue			West Duarte Road			West Duarte Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Baldwin Avenue			South Baldwin Avenue			West Duarte Road			West Duarte Road		
Base Volume Input [veh/h]	72	682	125	142	1041	172	176	666	63	155	579	136
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	72	682	125	142	1041	172	176	666	63	155	579	136
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	171	31	36	260	43	44	167	16	39	145	34
Total Analysis Volume [veh/h]	72	682	125	142	1041	172	176	666	63	155	579	136
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	ProtPer	Permis	Permis	ProtPer	Permis	Permis	ProtPer	Permis	Permis	ProtPer	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.19	0.07	0.08	0.29	0.10	0.10	0.20	0.20	0.09	0.20	0.20
Intersection LOS	C											
Intersection V/C	0.726											

Appendix E

Project Opening Year (2024) With Project Conditions
LOS Analysis Worksheets

Intersection Level Of Service Report
Intersection 1: South Golden West Avenue (N-S) at West Duarte Road (E-W)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.481

Intersection Setup

Name	South Golden West Avenue			South Golden West Avenue			West Duarte Road			West Duarte Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Golden West Avenue			South Golden West Avenue			West Duarte Road			West Duarte Road		
Base Volume Input [veh/h]	69	181	40	66	94	66	44	660	49	44	576	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	69	181	40	66	94	66	44	660	49	44	576	70
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	45	10	17	24	17	11	165	12	11	144	18
Total Analysis Volume [veh/h]	69	181	40	66	94	66	44	660	49	44	576	70
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.12	0.12	0.04	0.09	0.09	0.02	0.20	0.20	0.02	0.18	0.18
Intersection LOS	A											
Intersection V/C	0.481											

Intersection Level Of Service Report
Intersection 2: South Baldwin Avenue (N-S) at West Duarte Road (E-W)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.716

Intersection Setup

Name	South Baldwin Avenue			South Baldwin Avenue			West Duarte Road			West Duarte Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Baldwin Avenue			South Baldwin Avenue			West Duarte Road			West Duarte Road		
Base Volume Input [veh/h]	89	860	76	149	781	117	182	531	60	145	550	147
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	89	860	76	149	781	117	182	531	60	145	550	147
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	215	19	37	195	29	46	133	15	36	138	37
Total Analysis Volume [veh/h]	89	860	76	149	781	117	182	531	60	145	550	147
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.24	0.04	0.08	0.22	0.07	0.10	0.16	0.16	0.08	0.19	0.19
Intersection LOS	C											
Intersection V/C	0.716											

Intersection Level Of Service Report
Intersection 3: Project Access 1 (N-S) at West Duarte Road (E-W)

Control Type:	Two-way stop	Delay (sec / veh):	11.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.119

Intersection Setup

Name	Project Access 1		West Duarte Road		West Duarte Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Access 1		West Duarte Road		West Duarte Road	
Base Volume Input [veh/h]	0	71	0	779	702	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	71	0	779	702	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	19	0	205	185	0
Total Analysis Volume [veh/h]	0	75	0	820	739	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.12	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	11.51	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	
95th-Percentile Queue Length [veh/ln]	0.00	0.40	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	10.12	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.51		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.53					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 4: Project Access 2 (N-S) at West Duarte Road (E-W)

Control Type:	Two-way stop	Delay (sec / veh):	21.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.220

Intersection Setup

Name	Project Access 2		West Duarte Road		West Duarte Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Access 2		West Duarte Road		West Duarte Road	
Base Volume Input [veh/h]	60	38	84	696	663	92
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	60	38	84	696	663	92
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	10	22	183	174	24
Total Analysis Volume [veh/h]	63	40	88	733	698	97
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.07	0.11	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	21.51	14.94	9.90	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.16	1.16	0.36	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	29.01	29.01	8.95	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	18.96		1.06		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	1.64					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1: South Golden West Avenue (N-S) at West Duarte Road (E-W)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.512

Intersection Setup

Name	South Golden West Avenue			South Golden West Avenue			West Duarte Road			West Duarte Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Golden West Avenue			South Golden West Avenue			West Duarte Road			West Duarte Road		
Base Volume Input [veh/h]	74	155	53	60	123	74	63	766	78	49	628	74
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	74	155	53	60	123	74	63	766	78	49	628	74
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	39	13	15	31	19	16	192	20	12	157	19
Total Analysis Volume [veh/h]	74	155	53	60	123	74	63	766	78	49	628	74
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.12	0.12	0.03	0.11	0.11	0.04	0.23	0.23	0.03	0.20	0.20
Intersection LOS	A											
Intersection V/C	0.512											

Intersection Level Of Service Report
Intersection 2: South Baldwin Avenue (N-S) at West Duarte Road (E-W)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.725

Intersection Setup

Name	South Baldwin Avenue			South Baldwin Avenue			West Duarte Road			West Duarte Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	South Baldwin Avenue			South Baldwin Avenue			West Duarte Road			West Duarte Road		
Base Volume Input [veh/h]	72	682	125	142	1041	172	176	665	63	155	578	136
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	72	682	125	142	1041	172	176	665	63	155	578	136
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	171	31	36	260	43	44	166	16	39	145	34
Total Analysis Volume [veh/h]	72	682	125	142	1041	172	176	665	63	155	578	136
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.19	0.07	0.08	0.29	0.10	0.10	0.20	0.20	0.09	0.20	0.20
Intersection LOS	C											
Intersection V/C	0.725											

Intersection Level Of Service Report
Intersection 3: Project Access 1 (N-S) at West Duarte Road (E-W)

Control Type:	Two-way stop	Delay (sec / veh):	11.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.060

Intersection Setup

Name	Project Access 1		West Duarte Road		West Duarte Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Access 1		West Duarte Road		West Duarte Road	
Base Volume Input [veh/h]	0	33	0	884	798	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	33	0	884	798	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	9	0	233	210	0
Total Analysis Volume [veh/h]	0	35	0	931	840	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.06	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	11.58	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	
95th-Percentile Queue Length [veh/ln]	0.00	0.19	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	4.79	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.58		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.22					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 4: Project Access 2 (N-S) at West Duarte Road (E-W)

Control Type:	Two-way stop	Delay (sec / veh):	19.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.101

Intersection Setup

Name	Project Access 2		West Duarte Road		West Duarte Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Access 2		West Duarte Road		West Duarte Road	
Base Volume Input [veh/h]	27	18	37	847	780	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	18	37	847	780	41
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	5	10	223	205	11
Total Analysis Volume [veh/h]	28	19	39	892	821	43
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.03	0.05	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	19.58	12.89	9.89	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.46	0.46	0.16	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	11.49	11.49	3.97	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	16.88		0.41		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.64					
Intersection LOS	C					

Appendix F

Historical (2013) Observed Starbucks Queuing Data

STARBUCKS QUEUING REPORT

Location: 6580 Irvine Center Dr.
Day: Friday
City: Irvine
Date: 4/26/2013
Project #: 0203-13-01
Performed By: Phillip Yang

Time	Number of Vehicles in Queue	Time	Number of Vehicles in Queue	Time	Number of Vehicles in Queue	Time	Number of Vehicles in Queue
7:00 AM	12	7:30 AM	9	8:00 AM	8	8:30 AM	14
7:01 AM	12	7:31 AM	8	8:01 AM	8	8:31 AM	12
7:02 AM	13	7:32 AM	7	8:02 AM	7	8:32 AM	12
7:03 AM	14	7:33 AM	10	8:03 AM	6	8:33 AM	12
7:04 AM	13	7:34 AM	10	8:04 AM	6	8:34 AM	11
7:05 AM	13	7:35 AM	10	8:05 AM	9	8:35 AM	12
7:06 AM	12	7:36 AM	9	8:06 AM	10	8:36 AM	13
7:07 AM	14	7:37 AM	9	8:07 AM	9	8:37 AM	13
7:08 AM	15	7:38 AM	9	8:08 AM	8	8:38 AM	12
7:09 AM	14	7:39 AM	9	8:09 AM	8	8:39 AM	13
7:10 AM	15	7:40 AM	7	8:10 AM	8	8:40 AM	12
7:11 AM	15	7:41 AM	8	8:11 AM	8	8:41 AM	13
7:12 AM	14	7:42 AM	10	8:12 AM	12	8:42 AM	13
7:13 AM	13	7:43 AM	10	8:13 AM	13	8:43 AM	13
7:14 AM	14	7:44 AM	9	8:14 AM	14	8:44 AM	12
7:15 AM	12	7:45 AM	11	8:15 AM	14	8:45 AM	13
7:16 AM	13	7:46 AM	10	8:16 AM	14	8:46 AM	13
7:17 AM	13	7:47 AM	10	8:17 AM	14	8:47 AM	12
7:18 AM	12	7:48 AM	13	8:18 AM	12	8:48 AM	11
7:19 AM	12	7:49 AM	13	8:19 AM	14	8:49 AM	14
7:20 AM	12	7:50 AM	11	8:20 AM	12	8:50 AM	13
7:21 AM	13	7:51 AM	10	8:21 AM	14	8:51 AM	12
7:22 AM	12	7:52 AM	11	8:22 AM	15	8:52 AM	14
7:23 AM	12	7:53 AM	10	8:23 AM	16	8:53 AM	14
7:24 AM	11	7:54 AM	9	8:24 AM	14	8:54 AM	13
7:25 AM	10	7:55 AM	9	8:25 AM	14	8:55 AM	13
7:26 AM	10	7:56 AM	10	8:26 AM	14	8:56 AM	14
7:27 AM	12	7:57 AM	9	8:27 AM	15	8:57 AM	15
7:28 AM	11	7:58 AM	7	8:28 AM	16	8:58 AM	14
7:29 AM	10	7:59 AM	7	8:29 AM	15	8:59 AM	14

Notes:

STARBUCKS QUEUING REPORT

Location: 28391 Marguerite Pkwy
Day: Friday
City: Mission Viejo
Date: 4/26/2013
Project #: 0203-13-01
Performed By: Akshar Mathur

Time	Number of Vehicles in Queue	Time	Number of Vehicles in Queue	Time	Number of Vehicles in Queue	Time	Number of Vehicles in Queue
7:00 AM	7	7:30 AM	6	8:00 AM	14	8:30 AM	13
7:01 AM	7	7:31 AM	6	8:01 AM	13	8:31 AM	12
7:02 AM	6	7:32 AM	5	8:02 AM	15	8:32 AM	13
7:03 AM	7	7:33 AM	7	8:03 AM	13	8:33 AM	13
7:04 AM	6	7:34 AM	7	8:04 AM	18	8:34 AM	16
7:05 AM	6	7:35 AM	6	8:05 AM	15	8:35 AM	15
7:06 AM	5	7:36 AM	5	8:06 AM	13	8:36 AM	14
7:07 AM	4	7:37 AM	9	8:07 AM	13	8:37 AM	13
7:08 AM	5	7:38 AM	8	8:08 AM	13	8:38 AM	13
7:09 AM	4	7:39 AM	4	8:09 AM	13	8:39 AM	12
7:10 AM	5	7:40 AM	3	8:10 AM	15	8:40 AM	15
7:11 AM	4	7:41 AM	4	8:11 AM	16	8:41 AM	16
7:12 AM	6	7:42 AM	5	8:12 AM	17	8:42 AM	14
7:13 AM	9	7:43 AM	4	8:13 AM	15	8:43 AM	15
7:14 AM	8	7:44 AM	5	8:14 AM	18	8:44 AM	13
7:15 AM	8	7:45 AM	4	8:15 AM	18	8:45 AM	14
7:16 AM	11	7:46 AM	6	8:16 AM	14	8:46 AM	14
7:17 AM	11	7:47 AM	5	8:17 AM	19	8:47 AM	13
7:18 AM	11	7:48 AM	4	8:18 AM	16	8:48 AM	12
7:19 AM	8	7:49 AM	5	8:19 AM	15	8:49 AM	13
7:20 AM	7	7:50 AM	6	8:20 AM	15	8:50 AM	12
7:21 AM	7	7:51 AM	6	8:21 AM	13	8:51 AM	11
7:22 AM	5	7:52 AM	3	8:22 AM	13	8:52 AM	11
7:23 AM	5	7:53 AM	4	8:23 AM	14	8:53 AM	11
7:24 AM	5	7:54 AM	5	8:24 AM	11	8:54 AM	11
7:25 AM	5	7:55 AM	10	8:25 AM	11	8:55 AM	10
7:26 AM	7	7:56 AM	11	8:26 AM	12	8:56 AM	11
7:27 AM	6	7:57 AM	9	8:27 AM	12	8:57 AM	9
7:28 AM	9	7:58 AM	11	8:28 AM	14	8:58 AM	9
7:29 AM	7	7:59 AM	13	8:29 AM	14	8:59 AM	7

Notes:

STARBUCKS QUEUING REPORT

Location: 450 E. 17th Street **Day:** Friday

City: Costa Mesa **Date:** 4/26/2013

Project #: 0203-13-01 **Performed By:** Tiffany

Time	Number of Vehicles in Queue	Time	Number of Vehicles in Queue	Time	Number of Vehicles in Queue	Time	Number of Vehicles in Queue
7:00 AM	10	7:30 AM	10	8:00 AM	7	8:30 AM	10
7:01 AM	11	7:31 AM	8	8:01 AM	8	8:31 AM	10
7:02 AM	10	7:32 AM	9	8:02 AM	11	8:32 AM	10
7:03 AM	8	7:33 AM	8	8:03 AM	12	8:33 AM	14
7:04 AM	8	7:34 AM	9	8:04 AM	16	8:34 AM	16
7:05 AM	8	7:35 AM	10	8:05 AM	17	8:35 AM	15
7:06 AM	8	7:36 AM	13	8:06 AM	18	8:36 AM	13
7:07 AM	10	7:37 AM	14	8:07 AM	20	8:37 AM	16
7:08 AM	10	7:38 AM	12	8:08 AM	22	8:38 AM	18
7:09 AM	9	7:39 AM	13	8:09 AM	20	8:39 AM	18
7:10 AM	10	7:40 AM	16	8:10 AM	18	8:40 AM	19
7:11 AM	10	7:41 AM	16	8:11 AM	16	8:41 AM	18
7:12 AM	9	7:42 AM	14	8:12 AM	16	8:42 AM	14
7:13 AM	10	7:43 AM	13	8:13 AM	14	8:43 AM	12
7:14 AM	9	7:44 AM	15	8:14 AM	13	8:44 AM	9
7:15 AM	9	7:45 AM	14	8:15 AM	13	8:45 AM	8
7:16 AM	9	7:46 AM	13	8:16 AM	12	8:46 AM	6
7:17 AM	10	7:47 AM	11	8:17 AM	9	8:47 AM	4
7:18 AM	10	7:48 AM	10	8:18 AM	10	8:48 AM	6
7:19 AM	12	7:49 AM	14	8:19 AM	8	8:49 AM	4
7:20 AM	13	7:50 AM	12	8:20 AM	7	8:50 AM	3
7:21 AM	14	7:51 AM	14	8:21 AM	11	8:51 AM	4
7:22 AM	16	7:52 AM	13	8:22 AM	11	8:52 AM	4
7:23 AM	16	7:53 AM	14	8:23 AM	12	8:53 AM	4
7:24 AM	14	7:54 AM	13	8:24 AM	15	8:54 AM	4
7:25 AM	13	7:55 AM	10	8:25 AM	15	8:55 AM	2
7:26 AM	11	7:56 AM	9	8:26 AM	14	8:56 AM	3
7:27 AM	11	7:57 AM	9	8:27 AM	11	8:57 AM	3
7:28 AM	8	7:58 AM	8	8:28 AM	13	8:58 AM	4
7:29 AM	7	7:59 AM	7	8:29 AM	12	8:59 AM	4

Notes: 4-5 cars can fit between pick-up and order stations. 22 vehicles at 8:08 were counted to the driveway.

STARBUCKS QUEUING REPORT

Location: 20790 Lake Forest Drive
Day: Monday
City: Lake Forest
Date: 5/6/2013
Project #: 0203-13-01
Performed By: Tiffany Giorano

Time	Number of Vehicles in Queue	Time	Number of Vehicles in Queue	Time	Number of Vehicles in Queue	Time	Number of Vehicles in Queue
7:00 AM	8	7:30 AM	5	8:00 AM	7	8:30 AM	12
7:01 AM	8	7:31 AM	4	8:01 AM	6	8:31 AM	12
7:02 AM	6	7:32 AM	4	8:02 AM	10	8:32 AM	13
7:03 AM	5	7:33 AM	4	8:03 AM	12	8:33 AM	13
7:04 AM	5	7:34 AM	5	8:04 AM	11	8:34 AM	13
7:05 AM	8	7:35 AM	7	8:05 AM	10	8:35 AM	12
7:06 AM	8	7:36 AM	10	8:06 AM	8	8:36 AM	12
7:07 AM	7	7:37 AM	9	8:07 AM	8	8:37 AM	13
7:08 AM	6	7:38 AM	9	8:08 AM	8	8:38 AM	13
7:09 AM	6	7:39 AM	6	8:09 AM	8	8:39 AM	13
7:10 AM	5	7:40 AM	4	8:10 AM	11	8:40 AM	12
7:11 AM	5	7:41 AM	2	8:11 AM	12	8:41 AM	12
7:12 AM	5	7:42 AM	1	8:12 AM	12	8:42 AM	11
7:13 AM	8	7:43 AM	3	8:13 AM	9	8:43 AM	11
7:14 AM	9	7:44 AM	3	8:14 AM	9	8:44 AM	12
7:15 AM	9	7:45 AM	2	8:15 AM	8	8:45 AM	12
7:16 AM	9	7:46 AM	3	8:16 AM	8	8:46 AM	11
7:17 AM	6	7:47 AM	4	8:17 AM	10	8:47 AM	11
7:18 AM	5	7:48 AM	5	8:18 AM	13	8:48 AM	11
7:19 AM	5	7:49 AM	4	8:19 AM	12	8:49 AM	12
7:20 AM	3	7:50 AM	5	8:20 AM	10	8:50 AM	13
7:21 AM	2	7:51 AM	3	8:21 AM	10	8:51 AM	12
7:22 AM	3	7:52 AM	2	8:22 AM	8	8:52 AM	11
7:23 AM	6	7:53 AM	3	8:23 AM	11	8:53 AM	13
7:24 AM	5	7:54 AM	3	8:24 AM	9	8:54 AM	12
7:25 AM	7	7:55 AM	4	8:25 AM	8	8:55 AM	13
7:26 AM	5	7:56 AM	6	8:26 AM	7	8:56 AM	12
7:27 AM	5	7:57 AM	7	8:27 AM	8	8:57 AM	11
7:28 AM	4	7:58 AM	8	8:28 AM	9	8:58 AM	10
7:29 AM	4	7:59 AM	9	8:29 AM	11	8:59 AM	10

Notes: Approx. 4 cars between order and pick-up window.

Appendix G

Existing (2022) Observed Starbucks Queuing Data

DRIVE THRU SURVEY

LOCATION: 450 E 17th St
CITY: Costa Mesa

DAY: Friday
DATE: 10/14/2022

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance into Street	**TOTAL**
7:00	3	4	0	**7**
7:05	5	3	0	**8**
7:10	5	4	0	**9**
7:15	4	4	1	**9**
7:20	2	5	2	**9**
7:25	5	4	4	**13**
7:30	4	4	5	**13**
7:35	3	4	3	**10**
7:40	3	5	5	**13**
7:45	3	5	3	**11**
7:50	2	5	3	**10**
7:55	5	4	0	**9**
8:00	2	5	3	**10**
8:05	3	5	1	**9**
8:10	4	5	6	**15**
8:15	2	5	4	**11**
8:20	4	4	6	**14**
8:25	2	5	5	**12**
8:30	4	5	5	**14**
8:35	4	4	5	**13**
8:40	2	5	3	**10**
8:45	3	4	4	**11**
8:50	3	4	3	**10**
8:55	3	4	0	**7**
9:00	1	4	0	**5**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

DRIVE THRU SURVEY

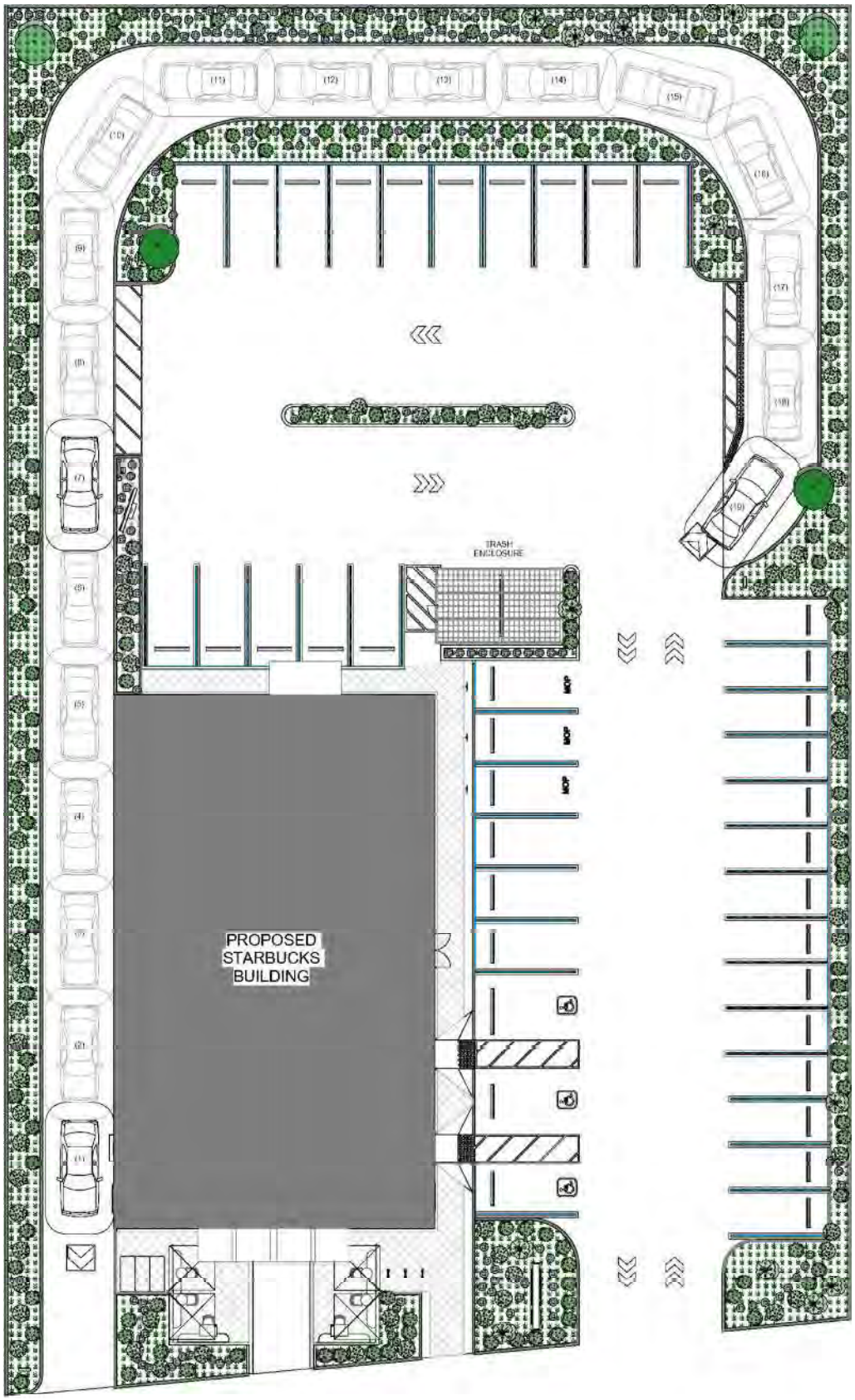
LOCATION: 6850 Rosemead Blvd
CITY: San Gabriel

DAY: Friday
DATE: 10/14/2022

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance into Street	**TOTAL**
7:00	3	3	1	**7**
7:05	4	3	2	**9**
7:10	4	3	1	**8**
7:15	3	3	2	**8**
7:20	4	3	1	**8**
7:25	4	3	3	**10**
7:30	4	2	3	**9**
7:35	4	3	4	**11**
7:40	4	2	1	**7**
7:45	4	3	4	**11**
7:50	4	3	0	**7**
7:55	4	1	0	**5**
8:00	4	3	1	**8**
8:05	4	3	1	**8**
8:10	4	3	4	**11**
8:15	4	3	5	**12**
8:20	4	3	6	**13**
8:25	3	3	3	**9**
8:30	4	3	3	**10**
8:35	3	3	1	**7**
8:40	4	3	3	**10**
8:45	4	3	3	**10**
8:50	3	2	0	**5**
8:55	3	2	0	**5**
9:00	3	2	0	**5**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

747 W. DUARTE ROAD STARBUCKS PROJECT
OFF-STREET PARKING ANALYSIS
City of Arcadia, California



February 22, 2023

Ms. Katie Rounds
KAIDENCE GROUP
5070 N. 40th Street, Suite 210
Phoenix, AZ 85018

Subject: 747 W. Duarte Road Starbucks Off-Street Parking Requirements, City of Arcadia, CA

Dear Ms. Rounds:

Introduction

RK ENGINEERING GROUP, INC. (RK) is pleased to provide this off-street parking analysis for the proposed 747 W. Duarte Road Starbucks Project. The purpose of this parking analysis is to determine the required number of required parking spaces for the proposed Starbucks Project per the City of Arcadia's Off-Street Parking Requirements.

Study Area

The proposed project is located at 747 W. Duarte Road, in the City of Arcadia, CA. The project site is currently occupied by a 6,294 gross square-foot Universal Bank with a drive-through lane, which is no longer in operation.

The proposed project consists of converting the existing Universal Bank building into a 5,273 gross square feet Starbucks with a drive-through facility that proposes to provide storage for up to nineteen (19) vehicles. As part of the conversion from the existing Universal Bank into a Starbucks, the existing mezzanine / 2nd floor area will be demolished resulting in a smaller gross floor area as compared to the existing building (i.e., 6,294 gross square feet to 5,273 gross square feet). Furthermore, although the proposed Starbucks building is 4,758 square feet, a considerable portion of this building is proposed to be ancillary (non-public area) and is not expected to generate a parking demand.

To avoid demolishing an existing historic building with unique architecture in the City of Arcadia, Starbucks is proposing to re-use the existing ground floor square footage although the building is significantly oversized for their proposed use. Hence, the resulting

Starbucks building is considerably larger than it otherwise would be from ground-up construction.

A total of 1,256 gross square feet of the overall 5,273 square feet will be comprised of the existing bank safe that will be unused, a mechanical room, and other hallways/workrooms that can only be accessed by employees and not open to public. As such, the remaining 4,017 square feet has been assumed as the "usable" open to public building area for the proposed Starbucks. The project proposes to provide thirty-seven (37) parking spaces.

The proposed project will also include a drive-thru that can accommodate up to nineteen (19) vehicles.

Exhibit A shows an aerial view of the study area. Exhibit B shows the proposed site plan.

Required Parking, City of Arcadia Table 1:

The City of Arcadia Municipal Code Section 9103.07.060 was utilized to determine the parking requirements for the project. Based on a review of Table 3-6, "Restaurant, Large" was selected to calculate the parking requirements. The parking requirements are "one (1) parking space per 100 square feet".

As identified in Table 1, based on the City of Arcadia Municipal Code, the proposed 4,017 gross square feet of Starbucks is required to provide a total of 40 parking spaces. Since the remaining 1,256 gross square feet of the building is not open to public and is only utilized by employees, it is not expected to generate a parking demand. Therefore, only the area open to the public is being utilized to determine the parking requirements for the project.

The proposed Starbucks is expected to provide a total of 37 parking spaces, since a total of 40 parking spaces are required, the project has a deficiency of three (3) parking spaces per the City of Arcadia's off-street parking requirements.

Table 1 identifies the parking requirements for the proposed project based on the City of Arcadia Municipal Code.

The City of Arcadia Municipal Code Section 9103.07.060 is included in Appendix A.

Parking Deficiency Mitigation

Based on the City of Arcadia Municipal Code, the project has a code parking deficiency of three (3) parking spaces. Based on the project's proximity to public transit and the proposed drive-through, the parking demand for the project can be reduced as outline below:

1. The project is located within a ½ mile (2,640') of three (3) bus stops with a frequency of 15-minute intervals during AM and PM peak hours.
    a. Baldwin / Duarte Bus Stop: 530' from Project Site
    b. Baldwin / Camino Real Bus Stop: 1,900' from Project Site
    c. Baldwin / Huntington Bus Stop: 1,900' from Project Site

    Based on Assembly Bill No. 2097 a commercial development project located within a ½ mile of a transit stop can seek relief from any minimum parking requirement. Due to the projects' proximity to local transit, the parking demand for the project can be reduced.

2. As previously mentioned, the proposed project will provide a drive-through facility that proposes storage for up to nineteen (19) vehicles. As an alternative to parking onsite, drivers can opt to utilize the drive-through and not park. Furthermore, in reviewing the municipal parking code for other cities, drive-through capacity may be counted towards the parking inventory of the site. As a result, the onsite parking demand is reduced.

Conclusions

RK ENGINEERING GROUP, INC. has completed this off-street parking analysis for the proposed 747 W. Duarte Road Starbucks Project.

Based on the City of Arcadia Municipal Code, the proposed project is required to provide a total of 40 parking spaces. Since the project will provide a total of 37 parking spaces, it is deficient per parking requirements. However, the parking demand is expected to be reduced due to the project's proximity to public transit and the proposed drive-through. As a result, it us understood that the number of parking spaces provided for the project can accommodate the parking demand.

RK ENGINEERING GROUP, INC. appreciates this opportunity to assist with this project. If you have any questions regarding this study, please do not hesitate to contact us at (949) 474-0809.

Sincerely,

RK ENGINEERING GROUP, INC.

Rogier Goedecke
President

Michael Torres, EIT
Engineer II

Attachments

RK17655
JN:3054-2022-03

Exhibits

Exhibit A

Study Area



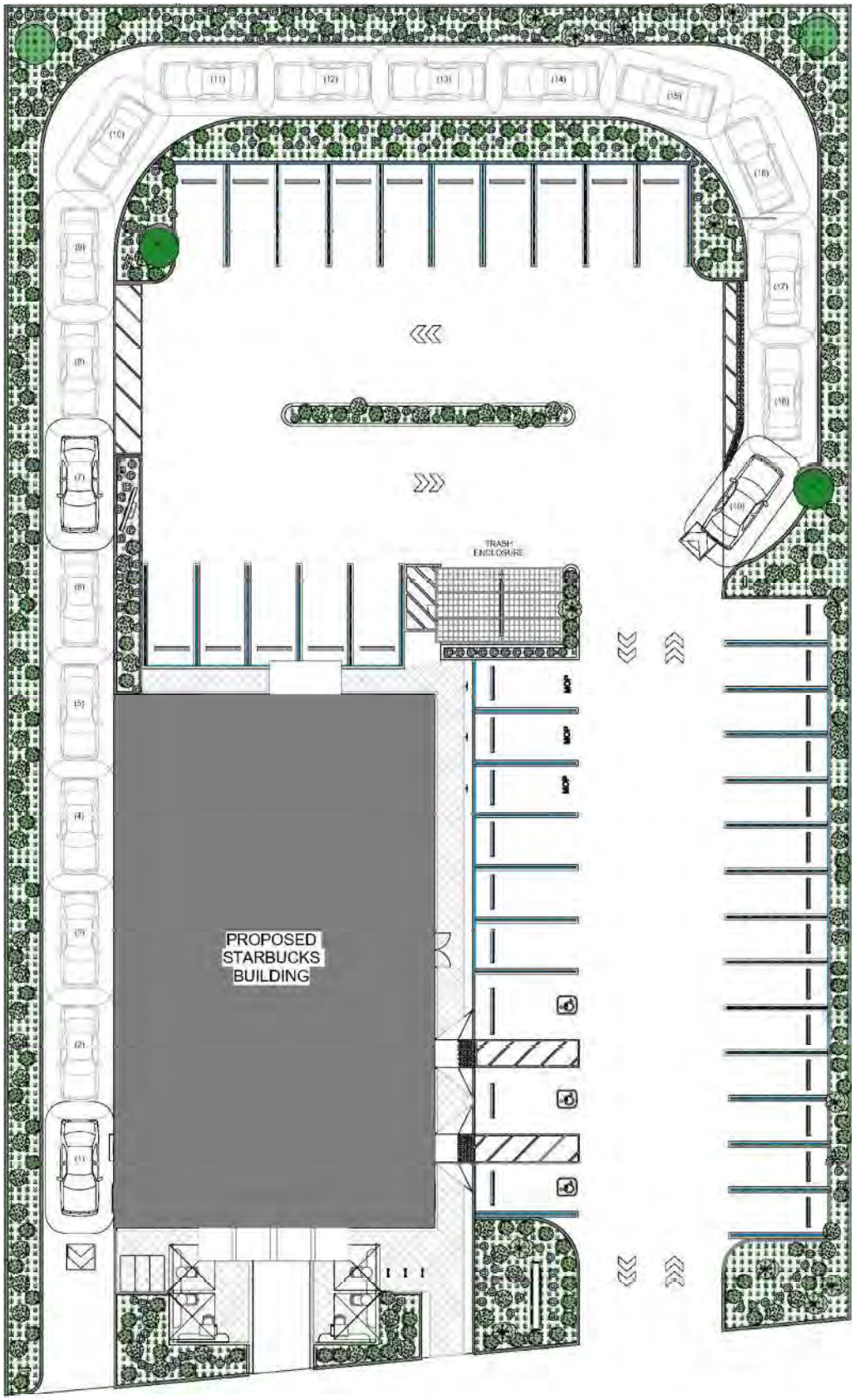
Legend:

✳ = Project Site

– – = Project Site Boundary

N

Exhibit B
Site Plan



N

Tables

Table 1
Proposed Starbucks w/ Drive-Thru
747 W. Duarte Road, City of Arcadia
City of Arcadia Off-Street Parking Requirements (Table 3-6)[1]

Land Use		Seats	Gross Square Feet	Percentage of Building	Parking Code	Required Parking
Proposed Starbucks w/ Drive-Thru[2]	Indoor Dining	- -	4,017	76%	1 space per 100 sf	40
	Outdoor Dining	12	- -		Incidental and Outdoor Dining on Public Property with 12 seats or less or a number of outdoor seats equivalent to 25% of the number of indoor seats, whichever is greater No Additional Parking Required	0
Ancillary Use (Non Public Area)[3]			1,256	24%	N/A	0
Total Building			**5,273**	**100%**	**Total Parking Spaces Required**	**40**
					Total Parking Spaces Provided	**37**

[1] Off-Street Parking for Non-Residential Uses is derived from City of Arcadia's Municipal Parking Code Section 9103.07.060.

[2] The proposed Starbucks has a drive-thru capacity of up to nineteen (19) vehicles.

[3] The building will have approximately 4,017 gross square feet of coffee use that is open to public. The remaining square feet of the building is not open to public and is considered to be ancillary space that is not generating a parking demand.

Appendices

Appendix A

City of Arcadia Municipal Code Section 9103.07.060

9103.07.060 - Off-Street Parking for Non-Residential Uses.

A. **Number Required.** Unless off-street parking reductions are allowed in compliance with provisions identified, off-street parking spaces shall be provided in compliance with Tables 3-5 through 3-8 (Off-Street Parking Requirements:). These standards shall be considered the minimum required to preserve the public health, safety, and welfare of the community. An increase or decrease in the parking requirements may be determined by the Review Authority in particular circumstances where these requirements are inadequate for a specific project. These cases shall be determined through a parking study as outlined in this Division.

B. **Off-Street Parking Requirement Calculations.** Tables 3-5 through 3-8 establish the off-street parking requirements for number of spaces. Except as otherwise specifically stated, the following rules apply to Tables 3-5 through 3-8:

1. "Square feet" or "sf" shall mean "square feet of floor area" and refer to floor area as defined in Division 9 (Definitions), unless otherwise specified.
2. Any fractional parking space greater than or equal to one-half shall be rounded to the next whole number. If the fraction is less than 0.49 of a space, the total number of spaces shall be rounded down to the nearest whole number.

C. **Off-Street Parking Requirements for Non-Residential Uses.** The following minimum number of off-street parking spaces shall be provided as indicated in Tables 3-5 through 3-8 and shall be maintained for each of the following uses. Temporary reductions may be allowed by the Business License office for parking lot sales and for promotional entertainment events.

Table 3-5
Off-Street Parking Requirements: Hospitality and Retail Uses

Land Use	Minimum Parking Spaces Required
Hotels/Motels	1.2 space per guest room Allowed uses within this parking ratio include banquet hall, or assembly places such as conference center are included, spas, and breakfast lounges serving only hotel guests. For restaurants, see Restaurant, within Hotel or Motel Structure.
Retail Sales - General	1 space per 200 sf
Retail Sales - Multi-tenant Shopping Center	1 space per 200 sf or as established by a parking study, see Subsection 9103.07.060.E (Parking Requirement Determined By Parking Study).

Regional Shopping Centers	4.75 spaces per 1,000 sf of gross leasable area
Swap Meet - Indoor	1 space per 200 sf plus 1 space per vendor

Table 3-6
Off-Street Parking Requirements: Office, Entertainment Services, Care Services, Eating and Drinking Establishment, and Vehicle Service Uses

Land Use	**Parking Spaces Required**
Business, Financial, and Professional	
Financial Institutions and Related Services	1 space per 250 sf
Offices - Professional	1 space per 250 sf
Care Uses	
Emergency Shelters	1 space per 1,000 sf
Day Care and/or preschool facilities	1 space per employee plus 1 space per 5 children or 1 space per 10 children if adequate drop-off area provided
Residential Care Facility	1 space per 3 licensed beds
Eating and Drinking Establishments	
Bars, Lounges, Nightclubs, and Taverns	1 space per 100 sf
Restaurant, Small	1 space per 200 sf
Restaurant, Large	1 space per 100 sf
Restaurant, within Hotel or Motel Structure	1 space per 200 sf

Outdoor Dining - Incidental and Outdoor Dining on Public Property with 12 seats or less or a number of outdoor seats equivalent to 25% of the number of indoor seats, whichever is greater	No additional parking required
Outdoor Dining- Incidental and Outdoor Dining on Public Property with more than 12 seats or a number of outdoor seats equivalent to 25% of the number of indoor seats, whichever is greater	1 space per 6 seats
Entertainment	
Arcade	1 space per every 2 machines
Karaoke	1 space per 100 sf
Medical-Related Services	
Hospitals	As determined by Conditional Use Permit, Specific Plan, or other special discretionary process
Medical and Dental Offices	5 spaces per 1,000 sf
Service and Studio Uses - General	
Personal Services, General and Restricted	1 space per 200 sf
Studio - Art, Music, etc.	1 space per 100 sf of instructional area
Vehicle Service Uses	
Car Sharing	1 space per car available
Service/Fueling Station	1 space per 200 sf of office or service area plus 1 space per service bay, plus any required for ancillary use
Vehicle Repair	2 spaces per service bay

Vehicle Washing/Detailing	1 space per employee on largest shift, plus adequate stacking area as determined by Conditional Use Permit

Table 3-7
Off-Street Parking Requirements: Recreation, Education, and Public Assembly Uses

Land Use	Parking Spaces Required
Health Clubs, Fitness Centers, and Indoor Athletic Facilities up to 3,000 sf	1 space per 100 sf in all workout and instructional areas
Health Clubs, Fitness Centers, and Indoor Athletic Facilities greater than 3,000 sf of gross floor area	Required parking spaces to be determined through an approved Conditional Use Permit
Live entertainment theaters - movie or live performance	1 space per 3 fixed seats
Public/Private Assembly: places of worship, recreation community structures, private clubs	1 space per 5 fixed seats; 1 space per 35 sf of floor area where no fixed seating; 1 space per 28 linear feet of bench/pew area
Trade Schools, Tutorial Schools, Learning Centers, Private Schools	Facilities for students under high school age: 1 space per employee, plus 1 space for every 5 students Trade schools/private schools, learning centers for students of high school age or older: 1 space per employee plus 1 space for every 3 students See Subsection 9103.07.060.G (Pick-up and Drop-off Area for Educational Uses)

Table 3-8
Off-Street Parking Requirements: Industry, Manufacturing, and Warehouse Uses

Land Use	Parking Spaces Required
Manufacturing and General Industrial Uses	1 space per 333 sf for projects up to 10,000 sf 1 space per 1,000 sf for projects over 10,000 sf
	For office area within a manufacturing and industrial building:
	• 1 space per 500 sf for the first 25% of the office area
	• 1 space per 250 sf for the office area in excess of the first 25%
Warehousing and Fulfillment Centers	1 space per 1,000 sf of warehouse space, plus 1 space per 350 sf of office space

Table 3-9
Off-Street Parking Requirements: Other Uses

Land Use	Minimum Parking Spaces Required
Other Permitted Uses	5 spaces per 1,000 sf or based on the parking standard of a similar land use as determined by the Director

D. **Parking Reduction Near Light-Rail Station.** A 25 percent reduction will be applied to the off-street parking requirement for any commercial use that is located within 1,320 feet (¼ mile) of a light rail station.

E. **Parking Requirement Determined by Parking Study.** Off-site parking spaces may be relied upon to serve commercial uses, provided a shared-parking study is completed by the applicant/developer and approved by the Director. In the event the proposed land use is for a multi-tenant and/or mixed use development or involves a Specific Plan or Planned Development Permit, the Director may also authorize the preparation of a parking study to determine the required number of parking spaces as an alternative to the number of off-street parking as outlined in Tables 3-5 through 3-8 (Off-Street Parking Requirement) and other applicable provisions of this Section, subject to the following conditions:

1. Off-street parking standards determined by a parking study shall be approved, modified, and/or denied in a to the use classification and/or required planning permit for the proposed use. If there are no planning perr required for the proposed use but the Director has determined a parking study is required, then the review approval of parking study shall be processed pursuant to the requirements of Section 9107.05 (Administrati Modification).
2. The City shall maintain the right to select a consultant, which will be paid for by the applicant.
3. The study shall have been undertaken and completed by a traffic engineer registered by the State of California and shall bear the stamp of that engineer.
4. If the required parking is determined by such a parking study, future modification or improvement to the parking area which impacts the parking space layout, configuration, and/or number of stalls or if any such building or structure in the project is enlarged or increased in capacity by floor area or seats, or at such time that a usage requiring a higher number of parking spaces than an existing or previous use is applied, a new parking study pursuant to this Section shall be provided showing that the existing and/or proposed parking is adequate for such expansion and/or increased usage. Alternative to a revised parking study, at the time of such expansion or increased usage, the applicant may comply with all provisions of this Section in effect at the time of the application.

F. **Multiple Tenants.** Except as otherwise provided in this Section, for each separate use, a site with multi-tenants, or a combination of principal uses in any one facility, the development shall provide the aggregate number of parking spaces required for each separate use unless a parking study has been prepared and approved in compliance with this Chapter or except as provided for in Subsection 9103.07.090 (Shared/Joint Use and Off-site Parking).

G. **Parking Plan at a Commercial Center.** A Parking Plan with an associated Parking and/or Traffic Study may replace the required parking for each land use on a property that has multiple uses at a commercial center. The Plan must provide justification for a specific parking rate and format, subject to review and approval of the Review Authority pursuant to the requirements of Section 9107.05 (Modification).

H. **Pick-up and Drop-off Area for Educational Uses.** Educational uses that serve children shall be required to submit a parking plan that indicates the location of pick-up and drop-off area (separate from the driveway aisle) subject to the review and approval of the Review Authority pursuant to the requirements of Section 9107.19 (Site Plan and Design Review).

I. **Parking Location: All Non-Residential Uses.**

1. Parking spaces shall be designed, constructed, and maintained in a manner that does not preclude direct and free access to stairways, walkways, elevators, any pedestrian way, and fire safety equipment.
2. Vehicle parking (and access thereto) shall be provided on a permanently paved surface.
3. When required off-street parking spaces are provided on a separate lot from the building or land use, there shall be recorded in the office of the County Recorder against the lot on which such parking spaces are provided, a covenant in the form approved by the City Attorney that the owner of such lot will continue to maintain such parking spaces as long as the use in the building or the land use requiring such parking is maintained.

J. **Parking Location: Commercial, Mixed Use, and Industrial Zones.** Required parking spaces shall be located either on the same lot or site as the uses served or within 250 feet of the uses served, unless otherwise

allowed pursuant to Subsection 9102.11.030 (Downtown Parking Overlay Zone).

Table 3-10
Standard Vehicle Space Requirements—Commercial, Industrial, and Mixed Use Zones

Parking Stall Angle	Stall Width[1]	Stall Length	Aisle Width	
			One-Way	Two-Way
Standard Parallel	10 ft	24 ft	14 ft	20 ft
30-Degree	9 ft	20 ft	16 ft	20 ft
45-Degree	9 ft	20 ft	16 ft	20 ft
60-Degree	9 ft	20 ft	20 ft	20 ft
65-Degree	9 ft	20 ft	19 ft	19 ft
90-Degree	9 ft	18 ft	25 ft	25 ft

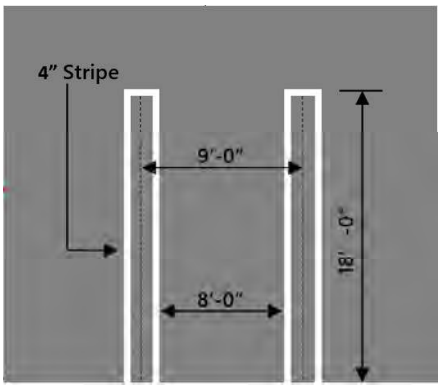
(1) Minimum stall width for stalls adjacent to a wall shall be 11 feet, six inches.

K. **Parking Location: Commercial—Adult Businesses.** Parking for adult businesses shall be located with 495 feet of the use that the parking spaces serve.

L. **Parking Stall and Drive Aisle Size: Commercial, Mixed Use, and Industrial Zones.**

1. Commercial, Industrial, and Mixed Use Zones. Drive aisles and parking spaces in a parking lot or parking structure shall have the minimum dimensions listed in Table 3-10 (Standard Vehicle Space Requirements-Commercial, Industrial, and Mixed Use Zones).

Figure 3-15
Parking Stall Standards



M. **Driveways.**

1. The maximum width for driveways in commercial, mixed use, and industrial zones shall be 35 feet.

a. All driveways shall have a minimum vertical clearance of 14 feet six inches.

2. A driveway for one-way circulation shall have a minimum width of 12 feet six inches. A driveway for two-way circulation shall have a minimum of 25 feet.
3. No driveway shall be situated so as to create a blind intersection that would hinder public safety.

N. **Circulation.** No parking space backup area shall occur in the first 20 feet from the street right-of-way and a parking lot entrance or exit.

O. **Marking and Signs.**

1. Each parking space shall be identified by four-inch-wide stripes of paint, or other durable striping material approved by the Director. All parking stalls shall be clearly outlined with double stripes to provide a parking stall with a nine foot width, measured to the center of the lines.
2. Drive aisles, approach lanes, and maneuvering areas shall be marked and maintained with directional arrows and striping to expedite traffic movement. Any area not intended for parking shall be signed, or in areas where curb exists, the curb may be painted red in lieu of signs.
3. The City Engineer may require the installation of the traffic signs in addition to directional arrows to ensure the safe and efficient flow of vehicles in a parking facility.
4. Compact and carpool spaces, where allowed, shall be clearly identified for compact vehicle and carpool usage, respectively.
5. Disabled parking spaces shall be striped and marked according to the applicable state standards.

P. **Parking Lot Lighting.**

1. Lighting shall be hooded and arranged to reflect away from adjoining properties and streets.
2. Light standards within parking lots shall be the minimum height required to effectively illuminate the parking area and eliminate spillover of light and glare onto adjoining properties. To accomplish this, a greater number of shorter light standards may be required as opposed to a lesser number of taller standards.
3. Light standards shall be a maximum of 20 feet in height. The height of the light standard shall be measured from the elevation of the adjacent pavement of the parking lot. When the subject property abuts a residentially zoned property or is within 100 feet of residentially zoned property, light standards within 100 feet of the property shall not exceed 15 feet in height.
4. Parking lots, driveways, pedestrian walkways, and building entrances/exits shall be illuminated for security and safety purposes during business hours of operation.

Q. **Wheel Stops or Planter Curbs.** Wheel stops or a planter curb shall be provided for each parking space adjacent to and facing a wall, building, walkway, utility cabinet, or structure. The wheel stops or planter curbs shall be set a minimum of 36 inches from the forward end of the parking stall and shall be six inches high and made of concrete or other durable material subject to the approval of the Director. If a planter curb is used in

lieu of a wheel stop, the planted area contained in the required parking space shall not be considered as part of any required dimensions of landscape buffers and shall not be included in the percentage of the parking area required to be landscaped.

(Ord. No. 2347 , § 4(Exh. B), 6-6-17; Ord. No. 2375 , § 4(Exh. A), 4-6-21)

9103.07.070 - Mixed-Use (Nonresidential and Residential Combined) Parking Standards.

A. **Mixed-Use with Residential.** This subsection applies to mixed-use developments as defined in Division 9 (Definitions) and where allowed by Division 2 (Zones, Allowable Uses, and Development Standards).

1. The number of parking stalls provided shall be as outlined in Tables 3-3, 3-5, 3-6, 3-7, and 3-8.
2. No more than 50 percent of the required guest parking spaces for the residential units may be shared with the required commercial parking spaces.
3. The parking for the residential use required to be in a fully enclosed garage in compliance with Table 3-3 may be provided within an underground or aboveground parking structure rather than a garage.
4. With the exception of the guest parking, parking for the residential uses shall be provided and maintained separate and secure from the on-site public parking.
5. A 25 percent reduction may be applied to the project for all commercial uses if the parking area is located within 1,320 feet of a light rail station.

(Ord. No. 2375 , § 4(Exh. A), 4-6-21)

Attachment No. 6

Applicant memorandum on menu board technology

KAIDENCE
GROUP

MEMORANDUM

To: Fiona Graham
City of Arcadia

From: Katie Rounds
The Kaidence Group

Cc:

Date: January 20, 2023

Re: Duarte & Baldwin Starbucks

This memo is to further explain the proposed Starbucks drive-thru operation and the request to have extended morning operating hours from 4am – 5am.

By nature, the primary products offered at Starbucks are consumed at peak in the morning hours and a Starbucks café with drive-thru is intended to capture the earliest morning commuter that wouldn't be as likely to use a traditional sit-down café. The proposed Starbucks at Duarte & Baldwin will rely heavily upon the sales obtained during these peak morning hours, which are expected to include commuters traveling to or from work.

Given the widely varying capital investment from project to project, it is challenging to compare a new Starbucks development to an existing Starbucks when justifying why the operating hours of an existing café would be sufficient for a new cafe. The proposed project at Duarte & Baldwin includes the renovation of an existing 5,300 SF building, which is more than twice the size of a traditional Starbucks. The renovation of this large building will require a significant investment. Starbucks evaluates the financial viability of each cafe individually and can't proceed without the adequate minimum hours of operation to cover that investment.

LANDSCAPE MITIGATION

In order to minimize any impact of the drive-thru lane during these requested extended hours and normal hours, we have included seven 36" box Brisbane Box trees along the northern property line that will grow to a maximum height of twelve to fourteen feet. There will also be a solid masonry wall at 6' tall along the northern property line with all property lights shielded from view and creating a zero-foot candle condition at the property line (no light pollution). Additionally, the ordering point has been located at car number seven along the western property line, approximately 100' from the northern property line. Additionally, the western property line includes two 36" box Brisbane Box trees as well as five African Tulip Trees. Our western property line is adjacent to a commercially zoned property and is limited in space to provide additional

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landscape buffer given the existing location of the building footprint. Examples of these tree types are shown below.



BRISBANE BOX
TRISTANIA CONFERTA
12'-14' ht x 6'-7' spr



AFRICAN TULIPTREE - (SPATHODE CAMPANULATA
SIZE RANGE: 5 - 6' ht X 4"- 5" SPREAD

SPEAKER TECHNOLOGY MITIGATION

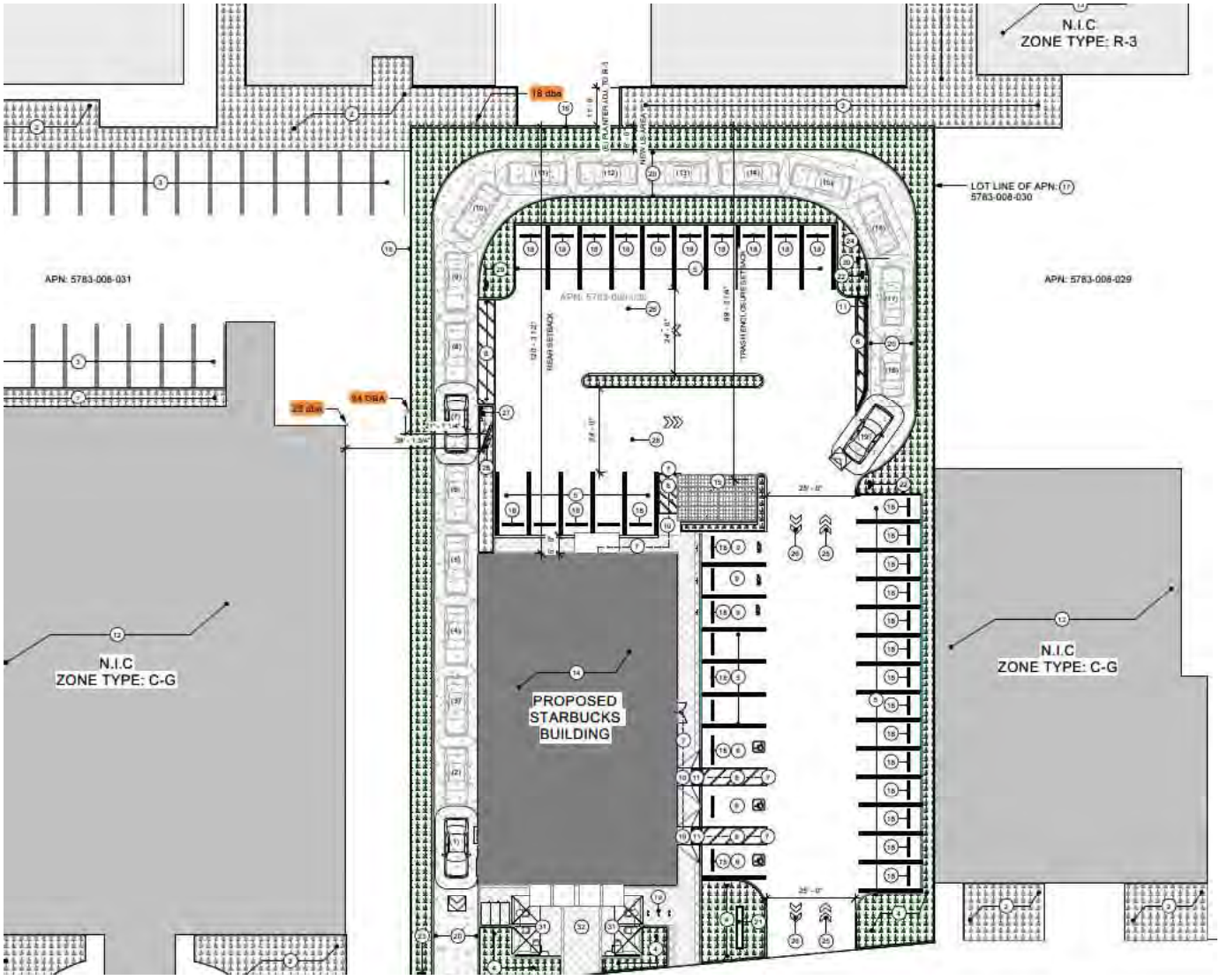
Starbucks utilizes a speaker system at their menu ordering board that automatically monitors ambient noise and adjusts the outbound speaker volume, called an Automatic Volume Control (AVC). Starbucks uses a speaker system similar to the 3M XT-1 Intercom System that keeps the speaker volume no more than 15 dB above current ambient noise during quiet evening hours. The AVC system never increases the level above what would be heard with the AVC turned off

To get a feel for decibel levels in our current environment, 40 dB is equal to a quiet library, 50dB is an average home, 60 dB is a conversational speech, 80 dB is the curbside of a busy road and 110dB is a chainsaw one meter away).

The proposed system will maintain compliance with the required City of Arcadia noise limits in section 4610.3 of the Municipal Code (55 dBA at a residential zone from 7am to 10pm and 50 dBA from 10pm to 7am). That noise limit table is provided below for easy reference.

Region	Day 7:00 a.m. to 10:00 p.m.	Night 10:00 p.m. to 7:00 a.m.
Residential Zone	55 dBA	50 dBA
Commercial Zone	65 dBA	60 dBA
Industrial Zone	70 dBA	70 dBA

Below is a copy of the proposed site plan showing the decibel levels calculated at three points from the proposed menu board/speaker location based upon the data provided by the vendor team supplying the speaker equipment. As you will see, the dBA at the western property line is estimated to be 34 dBA and diminishes to 28 dBA upon reaching the closest building on the western property. The noise level at the northern property line is estimated to be 18 dBA. All three points are well below the limits for both residential and commercial noise limits within the City Code.



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KAIDENCE GROUP

I have also included a section from the HME Engineering Department White Paper, which addresses common questions related to sound from drive-thru communication systems. The calculations at the three site plan locations were calculated based on these data points.

Memo

Re: Drive-Thru Sound Pressure Levels From the Menu Board or Speaker Post

The sound pressure levels from the menu board or speaker post are as follows:

1. Sound pressure level (SPL) contours (A weighted) were measured on a typical HME SPP2 speaker post. The test condition was for pink noise set to 84 dBA at 1 foot in front of the speaker. All measurements were conducted outside with the speaker post placed 8 feet from a non-absorbing building wall and at an oblique angle to the wall. These measurements should not be construed to guarantee performance with any particular speaker post in any particular environment. They are typical results obtained under the conditions described above.

2. The SPL levels are presented for different distances from the speaker post:

Distance from the Speaker (Feet)	SPL (dBA)
1 foot	84 dBA
2 feet	78 dBA
4 feet	72 dBA
8 feet	66 dBA
16 feet	60 dBA
32 feet	54 dBA

3. The above levels are based on factory recommended operating levels, which are preset for HME components and represent the optimum level for drive-thru operations in the majority of the installations.

Also, HME incorporates automatic volume control (AVC) into many of our Systems. AVC will adjust the outbound volume based on the outdoor, ambient noise level. When ambient noise levels naturally decrease at night, AVC will reduce the outbound volume on the system. See below for example:

Distance from Outside Speaker	Decibel Level of standard system with 45 dB of outside noise without AVC	Decibel level of standard system with 45 dB of outside noise with AVC active
1 foot	84 dBA	60 dBA
2 feet	78 dBA	54 dBA
4 feet	72 dBA	48 dBA
8 feet	66 dBA	42 dBA
16 feet	60 dBA	36 dBA

If there are any further questions regarding this issue please contact HME customer service at 1-800-848-4468.

Thank you for your interest in HME's products.

Attachment No. 7

Preliminary Exemption Assessment

PRELIMINARY EXEMPTION ASSESSMENT

1.	Name or description of project:	Conditional Use Permit No. CUP 22-07, Architectural Design Review No. ADR 22-08, and Planning Commission Administrative Modification No. PC AM 22-04 for a Starbucks café with a drive-through and extended hours of operation from 4:00 a.m. to 10:00 p.m. everyday, outdoor seating, and a parking modification to allow for 37 spaces instead of 53 spaces at 747 W. Duarte Road.
2.	Project Location – Identify street address and cross streets or attach a map showing project site (preferably a USGS 15' or 7 1/2' topographical map identified by quadrangle name):	747 W. Duarte Road, Arcadia
3.	Entity or person undertaking project:	A.
		B. Other (Private)
		(1) Name: Kaidence Group on behalf of Starbucks
		(2) Address: 5070 N. 40th Street Suite 210 Phoenix, Arizona 85018

4. Staff Determination:

The Lead Agency's Staff, having undertaken and completed a preliminary review of this project in accordance with the Lead Agency's "Local Guidelines for Implementing the California Environmental Quality Act (CEQA)" has concluded that this project does not require further environmental assessment because:

a.	☐	The proposed action does not constitute a project under CEQA.
b.	☐	The project is a Ministerial Project.
c.	☐	The project is an Emergency Project.
d.	☐	The project constitutes a feasibility or planning study.
e.	☒	The project is categorically exempt.
		Applicable Exemption Class: 15305 – Class 5 (Minor alteration to land use limitations) 15332 – Class 32 (In-Fill Development)
f.	☐	The project is statutorily exempt.
		Applicable Exemption:
g.	☐	The project is otherwise exempt on the following basis:
h.	☐	The project involves another public agency which constitutes the Lead Agency.
		Name of Lead Agency:

Date: February 15, 2023 Staff: Fiona Graham, Planning Services Manager

STAFF REPORT

Development Services Department

DATE: February 28, 2023

TO: Honorable Chair and Planning Commission

FROM: Lisa L. Flores, Deputy Development Services Director
Prepared By: Edwin Arreola, Associate Planner

SUBJECT: RESOLUTION NO. 2120 – APPROVING A HEIGHT VARIANCE OF 50'-4" IN LIEU OF THE MAXIMUM HEIGHT OF 48'-0" TO ACCOMMODATE A NEW ROOFTOP BAR AND RESTAURANT TO THE MAIN TOWER AT THE HILTON HOTEL AT 123 W. HUNTINGTON DRIVE
CEQA: No Additional CEQA Analysis is Required
Recommendation: Adopt

SUMMARY

The Applicant, Kevin Sund of AXIS GFA, on behalf of the property owners VG Property Investments LLC, is requesting approval of Minor Use Permit No. MUP 22-08 and Variance No. VAR 22-01 for a height variance of 50'-4" in lieu of the maximum height of 48'-0" to accommodate a new rooftop bar and restaurant to the main tower at the new Hilton hotel at 123 W. Huntington Drive. This project requires no further California Environmental Quality Act (CEQA) review pursuant to Section 15162(b) of the CEQA Guidelines, as it has been determined that the addition of the rooftop bar and restaurant to the Hilton hotel will not change the environmental impact findings of the previously adopted Mitigated Negative Declaration for the site under Resolution No. 2050. It is recommended that the Planning Commission adopt Resolution No. 2120 (refer to Attachment No. 1) approving MUP 22-08 and VAR 22-01 subject to the conditions listed in this staff report.

BACKGROUND

The subject site is approximately 4.59 acres and is bound by three public streets with frontages along San Rafael Road, W. Huntington Drive, and Colorado Place. The property is zoned C-G (General Commercial) with a Downtown Overlay that allows a Floor Area Ratio (FAR) of 1.0 and a building height of 48'-0". The General Plan Land Use Designation is Commercial. The site is surrounded by commercial properties to the east, single-family residences to the north, and Santa Anita Park and the Meridien hotel site to

the south - refer to Attachment No. 2 for an Aerial Photo with Zoning Information and Photos of the subject property.

The project site is currently developed with two (2) three-story medical office buildings (USC Keck Medicine) and a parking structure that were constructed in 2015. On April 14, 2020, the Planning Commission approved the conversion of the existing general office building (formerly operated by Parson's Engineering) into a hotel and the construction of a new, 61,538 square foot five-story hotel tower, adjacent to the converted office building on the southeast corner of the site (Refer to Figure 1, below). The approval also included a height variance for the new 63'-10" tall, five-story hotel tower to exceed the 48'-0" height maximum. A Mitigated Negative Declaration (IS/MND) was also adopted for the project by the Planning Commission. Originally, the hotel was to be branded as an Indigo Hotel, however Hilton has since taken over as the new operator of the hotel in early 2022. As part of the rebranding, Hilton proposed changes to the exterior façade, rearranged the interior space, and proposed to connect the two hotel towers together as one building, as shown below in Figure 1. These changes were approved administratively by the City in March 2022 as they did not affect the use and/or height of the development. The general office building has been vacant since 2017. Building plans for the hotel development are currently in review with the City's Building Division.

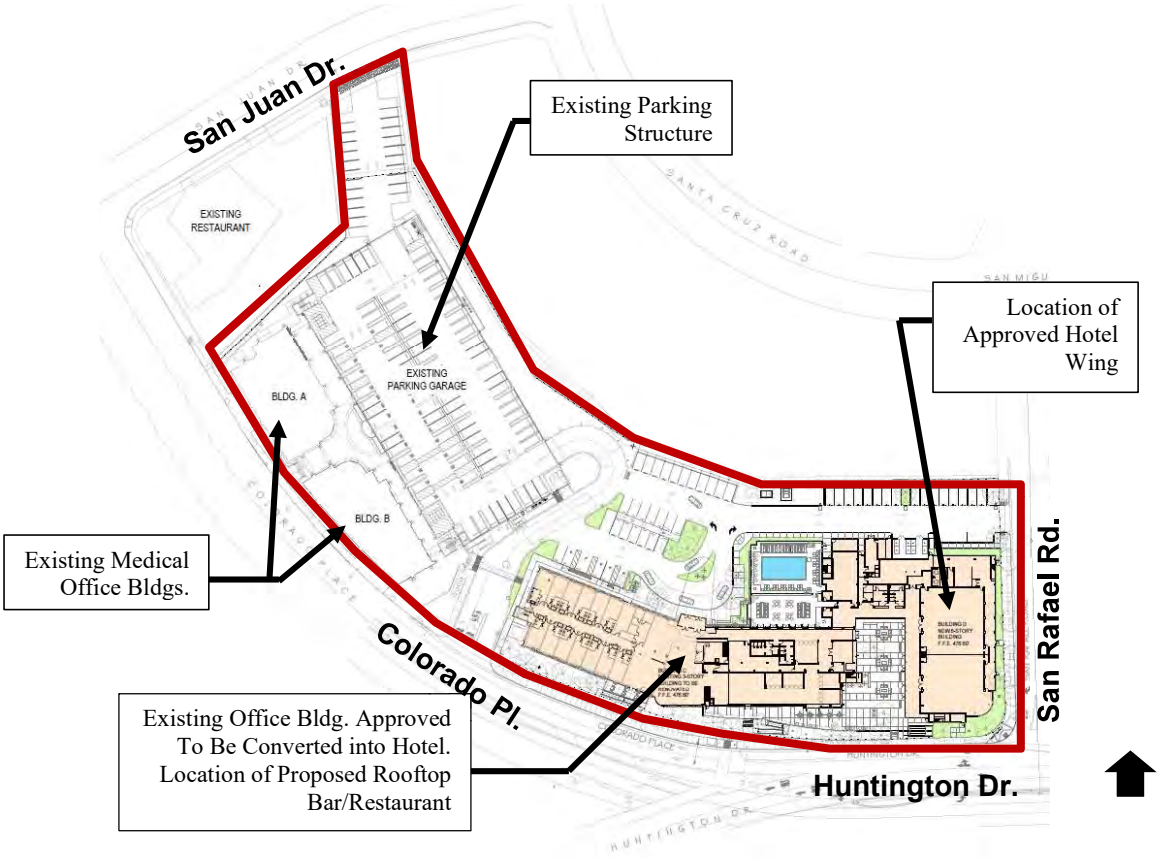


Figure 1 –Subject Site

PROPOSAL

As part of the rebranding of the approved hotel development under Hilton, the Applicant is requesting approval to construct a new outdoor, rooftop bar and restaurant on top of the hotel building. The proposed rooftop bar and restaurant will require the approval of a Variance to exceed the allowed height of 48'-0" with new rooftop structures that will measure approximately 50'-4" – refer to Attachment No. 3 for the proposed Architectural Plans. The rooftop bar and restaurant, which includes incidental outdoor dining with more than 12 seats and the service of alcohol without late hours, requires approval of a Minor Use Permit within the General Commercial (C-G) Zone. Typically, a Minor Use Permit is processed at Staff level. However, since the project requires a Variance both entitlements are being brought forth to the Planning Commission.



Figure 2 –Rooftop Rendering

The subject site consists of a parking garage on the north side of the site, two existing medical office buildings, and a general office building that was approved to be converted into a hotel. The proposed project will be located on the rooftop of the Hilton hotel. The proposal consists of repurposing the southwest portion of the rooftop to include a 3,104 square foot outdoor dining area for up to 123 customers, a 340 square foot bar with 8 bar stools and an ADA accessible seating area, a pantry and storage area, public restrooms, and a wellness garden open space area for meditating. A portion of the rooftop bar area will be covered by an oval shaped canopy structure that mimics the racetrack. The hotel elevators and stairwells will be extended to the rooftop to provide access to the bar and restaurant. The restaurant and bar area will have a 7'-0" high wall constructed to provide screening along the north side. Also, the rooftop bar and dining area will primarily face to

the south, away from the residences to the north. The proposed hours of operation will be limited to 10:00 a.m. to 12:00 a.m., daily.

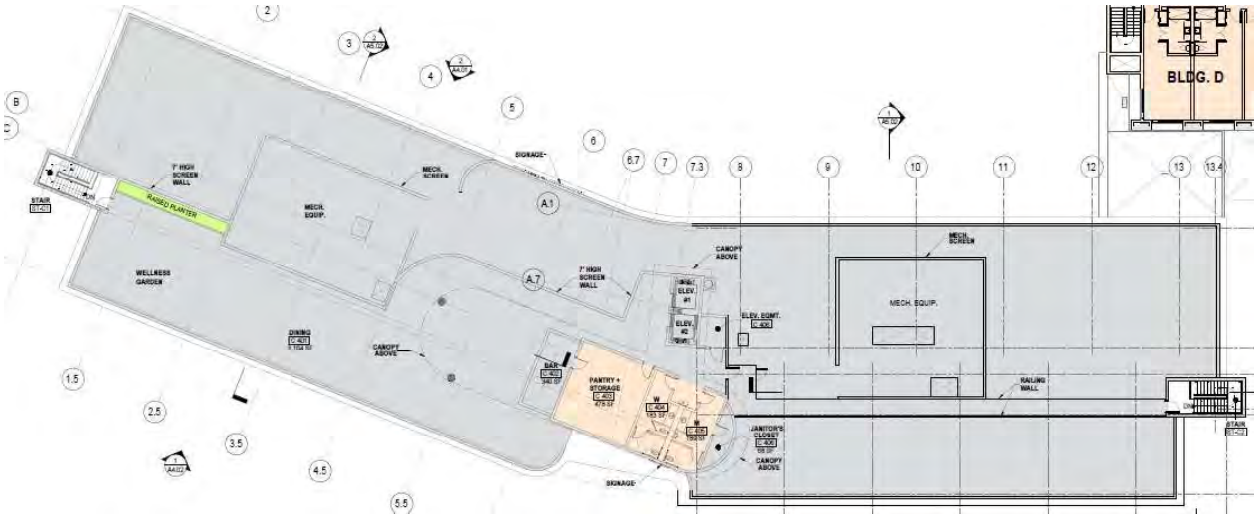


Figure 3 –Roof Plan

This portion of the hotel was approved at 47'-6" in height, and the adjacent tower was approved at 63'-10" in height with a Variance. An outdoor café was also previously approved with seating on top of the first floor of the new hotel wing. However, as part of the change in ownership, Hilton is requesting to relocate it to the top of the other hotel tower. Hilton is proposing the new rooftop bar and restaurant as part of their rebrand to create an accessory use to the hotel that will attract additional customers to the property and provide a unique experience. The proposed rooftop bar and restaurant will be the first rooftop bar and restaurant on a hotel within the City with a view overlooking Santa Anita Park.

A Variance is needed for the proposed 50'-4" height to accommodate the canopy structure and storage area and restrooms underneath it that will provide necessary amenities to the rooftop bar and restaurant. The remaining dining and seating area for the rooftop restaurant/bar will not exceed the maximum height limit of 48'-0" that is allowed per Code. The enclosed storage area and restrooms under the covered canopy will not cause the FAR on this site to exceed the maximum FAR of 1.0 (a total FAR of 0.91 is proposed). All the required setbacks will remain compliant under this proposal.

In terms of parking, the proposed rooftop bar and restaurant requires 21 parking spaces at a rate of 1 space for every 6 seats in the outdoor dining area. There are 123 total seats for the rooftop bar and restaurant. Considering all the uses on site including the medical offices, hotel, and accessory hotel uses, the overall required parking is 452 spaces for the site. The site, with 457 spaces, will have adequate parking to accommodate the addition of the rooftop bar and restaurant, as the 387-space parking garage on the northern portion of the site is shared amongst all uses on site and there are an additional 70 surface parking spaces provided.

ANALYSIS

The Development Code allows outdoor dining and restaurants serving alcohol in the C-G Zone subject to the approval of a Minor Use Permit. The Downtown Overlay allows a building height up to a maximum of 48'-0", whereas 40'-0" is the maximum on commercial properties without an overlay. The Applicant is requesting to exceed the maximum height limit by 2'-4" for a total height of approximately 50'-4" to accommodate additional structures on the rooftop of the Hilton hotel that will serve the bar and restaurant. Other than the height variance, the bar and restaurant will comply with all other development standards.

The additional height of only 2'-4" is warranted to provide a covered area from the elevator shafts to the bar area as a useful amenity for customers of the rooftop bar and restaurant. The large majority of the rooftop will still be under the 48'-0" maximum height. Additionally, since the building on which the rooftop bar and restaurant is proposed is a converted structure, only minimal changes could be made if the maximum height of 48'-0" was adhered to. There is minimal to no concern of privacy for the residences to the north as the Hilton hotel will be located adjacent to Colorado Place and setback over 100 feet from those properties. The majority of the bar and restaurant will be placed on the southwest portion of the rooftop placing it even further away from the residences to the north. Additionally, a 7'-0" screening wall will be built along the north perimeter of the bar and restaurant area to provide added privacy. The height of the rooftop structures for the rooftop bar and restaurant will also not surpass the previously approved 63'-10" height for the new wing of the hotel, the 79'-0" height that the Le Meridien hotel was approved for, and will not be taller than any of the other hotels in the City, as most of the hotels in the City have height overlays that vary between 55'-0" and 95'-0".

The goal of the downtown area is to provide active uses that will foster commercial activity and attract visitors. The addition of a rooftop bar and restaurant to the hotel at this location would help meet the City's General Plan goals for this area, as it would provide a unique and attractive use that is not commonly found within vicinity of the City's downtown core, not only to patrons of the hotel but to the general public as well. The sweeping views of Santa Anita Park and the San Gabriel Mountains on the rooftop of the hotel could also help draw customers to the business. The Commercial land use designation of the site is anticipated to contain a mixture of uses, including restaurants and bars, while maintaining a balance between quality of life for residents and vibrant commercial areas.

Parking

The Development Code requires 1 parking space for every 6 seats in the outdoor dining area. A total of 123 seats are available for the rooftop bar and restaurant. An additional 21 parking spaces will be required for the entire site.

The existing medical office buildings have a parking requirement of 195 spaces and the approved hotel development has a parking requirement of 236 spaces. With the rooftop bar and restaurant, this will result in a total on-site parking requirement of 452 spaces (see Table 1). The site will have a total of 457 parking spaces available. Originally, a spa

and café were approved to be located in the new wing of the Hilton hotel. However, after Hilton rebranded the hotel, those uses were removed in favor of banquet hall space creating a parking surplus of 26 spaces on site which easily can accommodate the proposed use.

PARKING		
	Code Required Parking Parking Space	**Applicable Parking Ratio**
Existing Medical Office Buildings	195	1 space per 200 S.F.
Hilton Hotel	207	1.2 space per guest room
Lobby Restaurant	15	1 space per 200 S.F.
Lobby Bar	14	1 space per 100 S.F.
Proposed Rooftop Bar and Restaurant	21	1 space per every 6 seats
Total	452	457 provided

Table 1 - Parking Requirements

FINDINGS

Minor Use Permit

Section 9107.09.050(B) of the Development Code requires that for a Minor Use Permit to be granted, it must be found that all of the following prerequisite conditions can be satisfied:

1. **The proposed use is consistent with the General Plan and any applicable specific plan and is allowed within the applicable zone, subject to the granting of a Minor Use Permit, and complies with all other applicable provisions of the Development Code and the Municipal Code.**

   Facts to Support This Finding: Approval of the rooftop bar and restaurant is consistent with the Commercial General Plan Land Use Designation of the site. The site is zoned C-G (General Commercial) with a Downtown Overlay Zone which under Development Code Section 9102.03.020, Table 2-8, allows outdoor dining and restaurants serving alcohol, subject to the review and approval of a Minor Use Permit. The proposed use complies will all the development standards of the C-G and Downtown Overlay Zones, with the exception of the maximum allowed height of 48 feet in the Downtown Overlay Zone. The addition of the proposed rooftop bar and restaurant will increase the height of the hotel to approximately 50'-4", which will require approval of a Variance by the Planning Commission. The proposed rooftop bar and restaurant will not adversely impact the goals and policies of the General Plan.

Instead, it will complement the hotel use and the additional height of the hotel tower will not exceed the 69'-0" height of what was previously approved under Variance No. 19-01 to the other wing of the hotel. Additionally, the Commercial designation within the Downtown area is intended to provide opportunities for a wide range of complementary commercial uses, including restaurants and bars, which serve both neighborhood and citywide markets. The proposed use will provide the hotel guests and the general public with a unique experience that will help bring vitality to the Downtown area. Therefore, the Project is consistent with General Plan and the following policies:

Land Use and Community Design Element

- Policy LU-1.2: Promote new uses of land that provide diverse economic, social, and cultural opportunities, and that reinforce the characteristics that make Arcadia a desirable place to live.

- Policy LU-6.7: Encourage a balanced distribution of commercial development throughout the City, ensuring that neighborhoods and districts have adequate access to local-serving commercial uses.

- Policy LU-10.4: Establish commercial uses that complement the vision of the Downtown core with opportunities for more intense, quality development at key intersections that are unique from the regional offerings at the regional mall.

2. The design, location, size, and operating characteristics of the proposed activity will be compatible with the existing and future land uses in the vicinity.

Facts to Support This Finding: The proposed rooftop bar and restaurant will be the first rooftop bar and restaurant on a hotel within the City with a view overlooking Santa Anita Park. The design, location, and size will be compatible with the existing and future land uses and the proposed rooftop bar and restaurant have been oriented away from the single-family residences that are to the north and it will face another hotel, Le Meridien, across the street. The Le Meridien hotel was also previously approved with rooftop bar area with a restaurant but was not constructed. Originally, a café was previously approved to be located on top of the first floor of the new wing of this hotel. However, after Hilton rebranded the hotel, the Applicant is now requesting to relocate the outdoor dining area to the top of the main hotel tower.

The proposed use will provide a unique and attractive use that is not commonly found within vicinity of the City's downtown core, while providing a convenient location to residents and visitors. The proposed bar and restaurant will operate from 10:00 a.m. to 12:00 a.m., daily. Additionally, a 7'-0" screening wall will be built along the north perimeter of the bar and restaurant area to provide added privacy. The noise analysis indicated that any potential noise from its operation would be less than significant. Therefore, the proposed use will be compatible with the existing and future land uses in the vicinity.

3. **The site is physically suitable in terms of:**

   a. **Its design, location, shape, size, and operating characteristics of the proposed use in order to accommodate the use, site improvements, loading, and parking;**

      Facts to Support This Finding: The site measures approximately 4.59 acres and is developed with two (2) existing three-story medical office buildings, a parking structure, and a new hotel. The site is physically suitable to support the proposed rooftop bar and restaurant, as it will be placed on the rooftop of one of the hotel towers and no additional site modifications are required to accommodate this use. All the uses on the subject site will not exceed the Floor Area Ratio of 1.0 (proposed: 0.91). There will be sufficient parking for all the uses on site, including the proposed rooftop bar and restaurant, and five (5) extra parking spaces. Therefore, the site is physically suitable regarding its design, location, shape, size and operating characteristics to accommodate the proposed use.

   b. **Streets and highways adequate to accommodate public and emergency vehicle (e.g., fire and medical) access.**

      Facts to Support This Finding: The property is located on portions of the north side of W. Huntington Drive and Colorado Place, which both are designated and designed with the capacity to accommodate both public and emergency vehicles. These streets are adequate in width and pavement type to carry emergency vehicles and traffic generated by the proposed use and existing uses on this site. Therefore, the proposed use will not impact these surrounding rights-of-way.

   c. **Public protection services (e.g., fire protection, police protection, etc.).**

      Facts to Support This Finding: The proposed use has been reviewed by the Arcadia Fire and Police Departments and no safety concerns were raised. Therefore, no impacts to public protection services are anticipated.

   d. **The provision of utilities (e.g., potable water, schools, solid waste collection and disposal, storm drainage, wastewater collection, treatment, and disposal, etc.).**

      Facts to Support This Finding: The proposed use will be located on the rooftop of a hotel development that will be serviced by adequate utility connections. The proposed use will be able to connect to the utilities and be capable of handling the type of demand needed to service a bar and restaurant. Therefore, no impacts to the provision of utilities are anticipated.

4. **The measure of site suitability shall be required to ensure that the type, density, and intensity of use being proposed will not adversely affect the public convenience, health, interest, safety, or general welfare, constitute a nuisance, or be materially injurious to the improvements, persons, property, or uses in the vicinity and zone in which the property is located.**

Facts to Support This Finding: The proposed use is in accordance with the City's policies to enhance the economic base of Downtown Arcadia. The zone was instilled with consideration of restaurants and bars, and to achieve a balance between maintaining quality of life for residents and having a vibrant commercial area. The use will be compatible with the surrounding commercial uses in the general area. In addition, the location of the bar and restaurant was placed as close as possible to Colorado Place and away from the adjacent residential properties to the north of the subject site. Additionally, a 7'-0" screening wall will be built along the north perimeter of the bar and restaurant area to provide added privacy and noise attenuation for the neighbors to the north. Therefore, the proposed use will not adversely affect the public convenience, health, interest, safety, or general welfare of adjacent uses in the vicinity and zone of the subject property.

Variance

Section 9107.25.050(B) of the Arcadia Municipal Code requires that for a Variance to be granted, it shall be found that the following prerequisite conditions can be satisfied:

1. **There are special exceptional or extraordinary circumstances or conditions applicable to the subject property (e.g., location, shape, size, surroundings, topography, or other physical features) that do not apply generally to other properties in the vicinity under an identical zoning classification.**

   Facts to Support the Finding: The site is unique in that it is constrained on three sides by public rights-of-way and single-family residences to the north, thus limiting the ability to expand the site's footprint while being sensitive to the neighbor's privacy. Additionally, hotels are expected to offer modern day amenities to customers, such as rooftop dining areas, and the site is located within the Downtown Overlay which aims to provide opportunities for uses that can activate the area. The structure that exceeds the maximum height limit consists of an oval shaped canopy that will provide shade to the customers of the rooftop bar, a pantry and storage area, and restrooms. The additional height of 2'-4" is warranted to provide a covered area from the elevator shafts to the bar area, and by code the elevators are allowed an additional height of 10'-0" over the maximum building height limit. The additional height will also provide a visual element (i.e. oval canopy) that will enhance the overall look of the hotel. The majority of the rooftop will still be under the 48'-0" maximum height. Thus, the site's location within the Downtown Overlay and distance from sensitive uses are special circumstances applicable to the subject property that do not apply to the other properties in the vicinity under similar zoning.

2. **Strict compliance with Development Code requirements would deprive the subject property of privileges enjoyed by other property in the vicinity and under an identical zoning classification.**

   Facts to Support the Finding: The strict application of the provisions of the Arcadia Development Code will not allow this hotel to have the same height advantages as other hotels in the City. Most of the hotels in the City have height overlays that vary between 55'-0" and 95'-0. Additionally, as a converted structure, only minimal changes

can be made to the height of the building on which the proposed rooftop bar and restaurant are proposed if the maximum height of 48'-0" was adhered to. Accommodating the rooftop structure would only result in an excess height of approximately 2'-4" and a total height of 50'-4". The proposed height would not be taller than the Le Meridien hotel across the street, which was approved at 79'-0", and the approved 63'-10" height of the adjacent hotel tower. The additional height will allow the Hilton hotel to utilize the rooftop area in the same manner that the Le Meridien hotel was approved for, and it will not be taller than any of the other hotels in the City. Therefore, the strict application would result in practical difficulties or unnecessary hardship inconsistent with the general purposes and intent of zoning regulations.

3. Granting the Variance would not:

a. Constitute a grant of special privileges inconsistent with the limitations on other properties in the same vicinity and zone in which the subject property is situated.

Facts to Support the Finding: Approval of the Variance would not constitute a grant of special privileges inconsistent with the limitation on other properties in the same vicinity and zone. Alternatively, allowing the proposed height of the hotel building would be consistent with the taller heights of the surrounding hotel buildings, such as the Le Meridien hotel and approved, adjacent hotel building on the subject site. The additional 2'-4" in height will not create a special privilege that other hotel properties are not allowed. The additional height to accommodate the rooftop canopy and rooms underneath it would provide convenient services and amenities that are necessary for the proposed use to function properly. The use will help activate the commercial area and would meet the intent of the General Plan land use goals and policies for this area.

b. Be materially detrimental to the public health or general welfare or injurious to the property or improvements in the vicinity or zone in which the property is located.

Facts to Support the Finding: The proposed Variance to exceed the maximum height of 48'-0" by 2'-4" will not be materially detrimental to the general welfare of the properties within the vicinity. The rooftop canopy is being proposed to provide shade and coverage for the restrooms to customers and it will provide coverage for the enclosed back of house area for the bar and restaurant. Additionally, a 7'-0" screening wall will be built along the north side of the structure to provide an added barrier for privacy and noise. Allowing the canopy to exceed the maximum height will not create any issues that may affect the public health, general welfare, or be injurious to any property within the vicinity.

c. Adversely affect the General Plan.

Facts to Support the Finding: Granting the Variance would not adversely affect the General Plan. The subject site has land use designation of Commercial with a

Downtown Overlay, which falls under the parameters of the proposed use. In addition, the development would comply with the Floor Area Ratio of 1.0 as required by the Downtown Overlay land use designation. Granting of the Variance would allow for additional amenities in a proposed structure that would support a unique use that enhances the commercial appeal of the overall development of the site. The Planning Commission approved a height variance for a portion of this hotel in 2020 and found it to be consistent. The proposed height will not be as high as what was previously approved. Therefore, the Project would comply with the General Plan and is consistent with the following General Plan goals and policies:

Land Use and Community Design Element

- Policy LU-1.2: Promote new uses of land that provide diverse economic, social, and cultural opportunities, and that reinforce the characteristics that make Arcadia a desirable place to live.

- Policy LU-6.7: Encourage a balanced distribution of commercial development throughout the City, ensuring that neighborhoods and districts have adequate access to local-serving commercial uses.

- Policy LU-10.4: Establish commercial uses that complement the vision of the Downtown core with opportunities for more intense, quality development at key intersections that are unique from the regional offerings at the regional mall.

4. The requested Variance would not allow a use or activity that is not otherwise expressly authorized by the regulations governing the subject parcel.

Facts to Support the Finding: The subject site is located within the General Commercial (C-G) and Downtown Overlay Zones, which allows outdoor dining and restaurants serving alcohol subject to the approval of a Minor Use Permit. In addition, the General Plan Land Use Designation is Commercial with a Downtown Overlay, which allows a wide range of uses that serve neighborhood and citywide markets. Therefore, approval of the height variance to accommodate the oval shaped canopy for the rooftop bar and storage room and restrooms underneath it will not allow a use or activity that is not otherwise expressly authorized by the regulations governing the subject parcel.

ENVIRONMENTAL ASSESSMENT

Pursuant to the provisions of the California Environmental Quality Act (CEQA), the City has determined that the proposed rooftop bar and restaurant will not change the environmental findings that were previously adopted in the Initial Study/Mitigated Negative Declaration, and thus, no further CEQA review is required for this minor project change. The memorandum that was prepared by Dudek, dated February 7, 2023 demonstrates that the original impact determinations for the project would not change

with the addition of the rooftop bar and restaurant, thus no further documentation is required per CEQA Guidelines Section 15162(b).

PUBLIC NOTICE/COMMENTS

Public hearing notices for this item were mailed to the owners of those properties that are located within 300 feet of the subject property and published in the *Arcadia Weekly* on February 16, 2023. As of February 23, 2023, staff has not received any comments or concerns from the public.

RECOMMENDATION

It is recommended that the Planning Commission adopt Resolution No. 2120 and find that no further review is required under the California Environmental Quality Act (CEQA), and approve Minor Use Permit No. MUP 22-08 and VAR 22-01 for a height variance of 50'-4" in lieu of the maximum height of 48'-0" to accommodate a new rooftop bar and restaurant on top of a hotel building, subject to the following conditions of approval:

1. The use approved by MUP 22-08 and VAR 22-01 is limited to an outdoor 340 square foot bar and 3,104 square foot restaurant on the rooftop of an approved hotel development with structures up to a maximum height of 50'-4" at 123 W. Huntington Drive. The use shall be operated and maintained by the Property Owner/Applicant in a manner that is consistent with the proposal and plans conditionally approved for MUP 22-08 and VAR 22-01 and shall be subject to the provisions of this Minor Use Permit and Variance. Any changes in use shall be subject to the discretion of the Deputy Development Services Director or designee.

2. The business hours shall be limited to 10:00 a.m. to 12:00 a.m., daily.

3. Any amplified music and television sound shall not exceed the City's noise levels during daytime and nighttime hours per the City's noise ordinance. Any live entertainment/music shall be subject to an Entertainment Permit from the Business License Division, and it may be subject to additional conditions of approval that limit the hours and time to ensure it does not create any potential impacts to the neighboring properties.

4. The plans submitted for Building plan check shall comply with the latest adopted edition of the following codes as applicable:

    a. California Building Code
    b. California Electrical Code
    c. California Mechanical Code
    d. California Plumbing Code
    e. California Energy Code
    f. California Fire Code
    g. California Green Building Standards Code
    h. California Existing Building Code
    i. Arcadia Municipal Code

5. The rooftop structures shall be fully fire sprinklered per the City of Arcadia Fire Department Commercial Sprinkler Standard. The fire sprinkler system shall be monitored by a UL listed central station. Notification appliances shall be provided in all common areas. Visual appliances will be provided in any units classified as being accessible.

6. Minimum 2A:10BC fire extinguishers shall be provided in all common areas at a maximum travel distance of 75 feet.

7. The Property Owner/Applicant shall incorporate all additional services rendered by the proposed bar and restaurant into any calculations, studies, and plans provided to determine the maximum demand of water and sewer service size required.

8. The Property Owner/Applicant shall comply with all City requirements regarding building safety, fire prevention, detection, suppression, emergency access, public right-of-way improvements, parking, water supply and water facilities, sewer facilities, trash reduction and recycling requirements, and National Pollutant Discharge Elimination System (NPDES) measures to the satisfaction of the Building Official, Fire Marshal, Public Works Services Director, and Planning & Community Development Administrator, or their respective designees. Compliance with these requirements is to be determined by having fully detailed construction plans submitted for plan check review and approval by the foregoing City officials and employees.

9. To the maximum extent permitted by law, Applicant must defend, indemnify, and hold the City, any departments, agencies, divisions, boards, and/or commissions of the City, and its elected officials, officers, contractors serving as City officials, agents, employees, and attorneys of the City ("Indemnitees") harmless from liability for damages and/or claims, actions, or proceedings for damages for personal injuries, including death, and claims for property damage, and with respect to all other actions and liabilities for damages caused or alleged to have been caused by reason of the Applicant's activities in connection with MUP 22-08 and VAR 22-01 ("Project") on the Project site, and which may arise from the direct or indirect operations of the Applicant or those of the Applicant's contractors, agents, tenants, employees or any other persons acting on Applicant's behalf, which relate to the development and/or construction of the Project. This indemnity provision applies to all damages and claims, actions, or proceedings for damages, as described above, regardless of whether the City prepared, supplied, or approved the plans, specifications, or other documents for the Project.

   In the event of any legal action challenging the validity, applicability, or interpretation of any provision of this approval, or any other supporting document relating to the Project, the City will notify the Applicant of the claim, action, or proceedings and will cooperate in the defense of the matter. The Applicant must indemnify, defend and hold harmless the Indemnitees, and each of them, with respect to all liability, costs and expenses incurred by, and/or awarded against, the City or any of the Indemnitees in relation to such action. Within 15 days' notice

from the City of any such action, the Applicant shall provide to the City a cash deposit to cover legal fees, costs, and expenses incurred by City in connection with defense of any legal action in an initial amount to be reasonably determined by the City Attorney. The City may draw funds from the deposit for such fees, costs, and expenses. Within 5 business days of each and every notice from City that the deposit has fallen below the initial amount, Applicant shall replenish the deposit each and every time in order for City's legal team to continue working on the matter. The City shall only refund to the Developer any unexpended funds from the deposit within 30 days of: (i) a final, non-appealable decision by a court of competent jurisdiction resolving the legal action; or (ii) full and complete settlement of legal action. The City shall have the right to select legal counsel of its choice. The parties hereby agree to cooperate in defending such action. The City will not voluntarily assist in any such third-party challenge(s). In consideration for approval of the Project, this condition shall remain in effect if the entitlement(s) related to this Project is rescinded or revoked, at the request of the Applicant or not. .

10. Approval of MUP 22-08 and VAR 22-01 shall not be in effect unless the Property Owner and Applicant have executed and filed the Acceptance Form with the City on or before 30 calendar days after the Planning Commission has adopted the Resolution. The Acceptance Form to the Development Services Department is to indicate awareness and acceptance of the conditions of approval.

PLANNING COMMISSION ACTION

Approval

If the Planning Commission intends to approve this proposal, the Commission should approve a motion to approve Minor Use Permit No. MUP 22-08 and Variance No. VAR 22-01, stating that the proposal satisfies the requisite findings, and adopt the attached Resolution No. 2120 that incorporates the requisite environmental, Minor Use Permit, and Variance findings and the conditions of approval as presented in this staff report, or as modified by the Commission.

Denial

If the Planning Commission intends to deny this proposal, the Commission should approve a motion to deny Minor Use Permit No. MUP 22-08 and Variance No. VAR 22-01; state the finding(s) that the proposal does not satisfy with reasons based on the record, and direct staff to prepare a resolution for adoption at the next meeting that incorporates the Commission's decision and specific findings.

If any Planning Commissioner or other interested party has any questions or comments regarding this matter prior to the February 28, 2023, hearing, please contact Associate Planner, Edwin Arreola, at (626) 821-4334, or by email at earreola@ArcadiaCA.gov.

Approved:



Lisa L. Flores
Deputy Development Services Director

Attachment No. 1: Resolution No. 2120
Attachment No. 2: Aerial Photo and Zoning Information and Photos of the Subject Property
Attachment No. 3: Architectural Plans
Attachment No. 4: Environmental Assessment Form

Attachment No. 1

Resolution No. 2120

RESOLUTION NO. 2120

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ARCADIA, CALIFORNIA, APPROVING MINOR USE PERMIT NO. MUP 22-08 AND VARIANCE NO. VAR 22-01 FOR A HEIGHT VARIANCE OF 50'-4" IN LIEU OF THE MAXIMUM HEIGHT OF 48'-0" TO ACCOMMODATE A NEW ROOFTOP BAR AND RESTAURANT TO THE MAIN TOWER AT THE HILTON HOTEL AT 123 W. HUNTINGTON DRIVE

WHEREAS, on November 15, 2022 applications for Minor Use Permit No. MUP 22-08 and Variance No. VAR 22-01 were filed by Kevin Sund of AXIS GFA ("Applicant"), on behalf of the owner, VG Property Investments LLC, for a height variance of 50'-4" in lieu of the maximum height of 48'-0" to accommodate a new rooftop bar and restaurant on a hotel building at 123 W. Huntington Drive ("Project"); and

WHEREAS, on February 9, 2023, Planning Services staff completed an environmental assessment for the proposed Project in accordance with the California Environmental Quality Act ("CEQA") and determined that the Project will not change the environmental impact findings of the previously adopted Mitigated Negative Declaration for the site under Resolution No. 2050. Therefore, no further CEQA review is required pursuant to Section 15162(b) of the CEQA Guidelines; and

WHEREAS, on February 16, 2023, a duly noticed public hearing was held before the Planning Commission on said application, at which time all interested persons were given full opportunity to be heard and to present evidence.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF ARCADIA, CALIFORNIA, HEREBY RESOLVES AS FOLLOWS:

SECTION 1. The factual data submitted by the Community Development Division in the staff report dated February 28, 2023 are true and correct.

SECTION 2. This Commission finds that based upon the entire record, pursuant to Sections 9107.09.050 and 9107.25.050 of the Arcadia Development Code, all of the following findings can be made:

Minor Use Permit

1. The proposed use is consistent with the General Plan and any applicable specific plan and is allowed within the applicable zone, subject to the granting of a Minor Use Permit, and complies with all other applicable provisions of the Development Code and the Municipal Code.

FACT: Approval of the Project is consistent with the Commercial General Plan Land Use Designation of the site. The site is zoned C-G (General Commercial) with a Downtown Overlay Zone which under Development Code Section 9102.03.020, Table 2-8, allows outdoor dining and restaurants serving alcohol, subject to the review and approval of a Minor Use Permit. The Project complies will all the development standards of the C-G and Downtown Overlay Zones, with the exception of the maximum allowed height of 48 feet in the Downtown Overlay Zone. The Project will increase the height of the hotel to approximately 50'-4", which will require approval of a Variance by the Planning Commission. The Project will not adversely impact the goals and policies of the General Plan. Instead, it will complement the hotel use and the additional height of the hotel tower will not exceed the 69'-0" height of what was previously approved under Variance No. 19-01 to the other wing of the hotel. Additionally, the Commercial designation within the Downtown area is intended to provide opportunities for a wide range of complementary commercial uses, including restaurants and bars, which serve both neighborhood and citywide markets. The Project will provide the hotel guests and the general public with a

unique experience that will help bring vitality to the Downtown area. Therefore, the Project is consistent with General Plan and the following policies:

Land Use and Community Design Element

- Policy LU-1.2: Promote new uses of land that provide diverse economic, social, and cultural opportunities, and that reinforce the characteristics that make Arcadia a desirable place to live.
- Policy LU-6.7: Encourage a balanced distribution of commercial development throughout the City, ensuring that neighborhoods and districts have adequate access to local-serving commercial uses.
- Policy LU-10.4: Establish commercial uses that complement the vision of the Downtown core with opportunities for more intense, quality development at key intersections that are unique from the regional offerings at the regional mall.

2. The design, location, size, and operating characteristics of the proposed activity will be compatible with the existing and future land uses in the vicinity.

FACT: The Project will be the first rooftop bar and restaurant on a hotel within the City with a view overlooking Santa Anita Park. The design, location, and size will be compatible with the existing and future land uses and the Project has been oriented away from the single-family residences that are to the north and it will face another hotel, Le Meridien, across the street. The Le Meridien hotel was also previously approved with rooftop seating area for a restaurant but was not constructed. Originally, a café was previously approved to be located on top of the first floor of the new wing of the hotel.

However, after Hilton rebranded the hotel, the Applicant is now requesting to relocate the restaurant to the top of the other hotel tower.

The Project will provide a unique and attractive use that is not commonly found within vicinity of the City's downtown core, while providing a convenient location to residents and visitors. The Project will operate from 10:00 a.m. to 12:00 a.m., daily. Additionally, a 7'-0" screening wall will be built along the north perimeter of the bar and restaurant area to provide added privacy. The noise analysis indicated that any potential noise from its operation would be less than significant. Therefore, the Project will be compatible with the existing and future land uses in the vicinity.

3. The site is physically suitable in terms of:

a. Its design, location, shape, size, and operating characteristics of the proposed use in order to accommodate the use, site improvements, loading, and parking;

FACT: The site measures approximately 4.59 acres and is developed with two (2) existing three-story medical office buildings, a parking structure, and a new hotel. The site is physically suitable to support the Project, as it will be placed on the rooftop of one of the hotel towers and no additional site modifications are required to accommodate this use. All the uses on the subject site will not exceed the Floor Area Ratio of 1.0 (proposed: 0.91). There will be sufficient parking for all the uses on site, including the Project, and six (6) extra parking spaces. Therefore, the site is physically suitable regarding its design, location, shape, size and operating characteristics to accommodate the Project.

b. Streets and highways adequate in width and pavement type to accommodate public and emergency vehicle (e.g., fire and medical) access;

FACT: The property is located on portions of the north side of W. Huntington Drive and Colorado Place, which both are designated and designed with the capacity to accommodate both public and emergency vehicles. These streets are adequate in width and pavement type to carry emergency vehicles and traffic generated by the Project and existing uses on this site. Therefore, the Project will not impact these surrounding rights-of-way.

c. Public protection services (e.g., fire protection, police protection, etc.); and

FACT: The Project has been reviewed by the Arcadia Fire and Police Departments and no safety concerns were raised. Therefore, no impacts to public protection services are anticipated.

d. The provision of utilities (e.g., potable water, schools, solid waste collection and disposal, storm drainage, wastewater collection, treatment, and disposal, etc.).

FACT: The Project will be located on the rooftop of a hotel development that will be serviced by adequate utility connections. The Project will be able to connect to the utilities and be capable of handling the type of demand needed to service a bar and restaurant. Therefore, no impacts to the provision of utilities are anticipated.

4. The measure of site suitability shall be required to ensure that the type, density, and intensity of use being proposed will not adversely affect the public convenience, health, interest, safety, or general welfare, constitute a nuisance, or be materially injurious to the improvements, persons, property, or uses in the vicinity and zone in which the property is located.

FACT: The Project is in accordance with the City's policies to enhance the economic base of Downtown Arcadia. The zone was instilled with consideration of

restaurants and bars, and to achieve a balance between maintaining quality of life for residents and having a vibrant commercial area. The Project will be compatible with the surrounding commercial uses in the general area. In addition, the location of the bar and restaurant was placed as close as possible to Colorado Place and away from the adjacent residential properties to the north of the subject site. Additionally, a 7'-0" screening wall will be built along the north perimeter of the bar and restaurant area to provide added privacy and noise attenuation for the neighbors to the north. Therefore, the Project will not adversely affect the public convenience, health, interest, safety, or general welfare of adjacent uses in the vicinity and zone of the subject property.

Variance

5. There are special exceptional or extraordinary circumstances or conditions applicable to the subject property (e.g., location, shape, size, surroundings, topography, or other physical features) that do not apply generally to other properties in the vicinity under an identical zoning classification;

FACT: The site is unique in that it is constrained on three sides by public rights-of-way and single-family residences to the north, thus limiting the ability to expand the site's footprint while being sensitive to the neighbor's privacy. Additionally, hotels are expected to offer modern day amenities to customers, such as rooftop dining areas, and the site is located within the Downtown Overlay which aims to provide opportunities for uses that can activate the area. The structure that exceeds the maximum height limit consists of an oval shaped canopy that will provide shade to the customers of the rooftop bar, a pantry and storage area, and restrooms. The additional height of 2'-4" is warranted to provide a covered area from the elevator shafts to the bar area, and by code the elevators are

allowed an additional height of 10'-0" over the maximum building height limit. The additional height will also provide a visual element (i.e. oval canopy) that will enhance the overall look of the hotel. The majority of the rooftop will still be under the 48'-0" maximum height. Thus, the site's location within the Downtown Overlay and distance from sensitive uses are special circumstances applicable to the subject property that do not apply to the other properties in the vicinity under similar zoning.

6. Strict compliance with Development Code requirements would deprive the subject property of privileges enjoyed by other property in the vicinity and under an identical zoning classification;

FACT: The strict application of the provisions of the Arcadia Development Code will not allow this hotel to have the same height advantages as other hotels in the City. Most of the hotels in the City have height overlays that vary between 55'-0" and 95'-0. Additionally, as a converted structure, only minimal changes can be made to the height of the building on which the proposed rooftop bar and restaurant are proposed if the maximum height of 48'-0" was adhered to. Accommodating the rooftop structure would only result in an excess height of approximately 2'-4" and a total height of 50'-4". The proposed height would not be taller than the Le Meridien hotel across the street, which was approved at 79'-0", and the approved 69'-0" height of the adjacent hotel tower. The additional height will allow this owner to utilize the rooftop area in the same manner that the Le Meridien hotel was approved for, and it will not be taller than any of the other hotels in the City. Therefore, the strict application would result in practical difficulties or unnecessary hardship inconsistent with the general purposes and intent of zoning regulations.

7. Granting the Variance would not:

a. Constitute a grant of special privileges inconsistent with the limitations on other properties in the same vicinity and zone in which the subject property is situated;

FACT: Approval of the Project would not constitute a grant of special privileges inconsistent with the limitation on other properties in the same vicinity and zone. Alternatively, allowing the proposed height of the hotel building would be consistent with the taller heights of the surrounding hotel buildings, such as the Le Meridien hotel and approved, adjacent hotel building on the subject site. The additional 2'-4" in height will not create a special privilege that other hotel properties are not allowed. The additional height to accommodate the canopy and rooms underneath it would provide convenient services and amenities that are necessary for the Project to function properly. The Project will help activate the commercial area and would meet the intent of the General Plan land use goals and policies for this area.

b. Be materially detrimental to the public health or general welfare or injurious to the property or improvements in the vicinity or zone in which the property is located; or

FACT: The proposed Variance to exceed the maximum height of 48'-0" by 2'-4" will not be materially detrimental to the general welfare of the properties within the vicinity. The rooftop canopy is being proposed to provide shade and coverage for the restrooms to customers and it will provide coverage for the enclosed back of house area for the bar and restaurant. Additionally, a 7'-0" screening wall will be built along the north side of the structure to provide an added barrier for privacy and noise. Allowing the canopy to exceed the maximum height will not create any issues that may affect the public health, general welfare, or be injurious to any property within the vicinity.

c. Adversely affect the General Plan;

FACT: Granting the Variance would not adversely affect the General Plan. The subject site has land use designation of Commercial with a Downtown Overlay, which falls under the parameters of the proposed use. In addition, the development would comply with the Floor Area Ratio of 1.0 as required by the Downtown Overlay land use designation. Granting of the Variance would allow for additional amenities in a proposed structure that would support a unique use that enhances the commercial appeal of the overall development of the site. The Planning Commission approved a height variance for a portion of this hotel in 2019 and found it to be consistent. The proposed height will not be as high as what was previously approved. Therefore, the Project would comply with the General Plan and is consistent with the following General Plan goals and policies:

Land Use and Community Design Element

- Policy LU-1.2: Promote new uses of land that provide diverse economic, social, and cultural opportunities, and that reinforce the characteristics that make Arcadia a desirable place to live.
- Policy LU-6.7: Encourage a balanced distribution of commercial development throughout the City, ensuring that neighborhoods and districts have adequate access to local-serving commercial uses.
- Policy LU-10.4: Establish commercial uses that complement the vision of the Downtown core with opportunities for more intense, quality development at key intersections that are unique from the regional offerings at the regional mall.

8. The requested Variance would not allow a use or activity that is not otherwise expressly authorized by the regulations governing the subject parcel;

FACT: The subject site is located within the General Commercial (C-G) and Downtown Overlay Zones, which allows outdoor dining and restaurants serving alcohol subject to the approval of a Minor Use Permit. In addition, the General Plan Land Use Designation is Commercial with a Downtown Overlay, which allows a wide range of uses that serve neighborhood and citywide markets. Therefore, approval of the oval shaped canopy for the rooftop bar and storage room and restrooms underneath it will not allow a use or activity that is not otherwise expressly authorized by the regulations governing the subject parcel.

9. This Project requires no further California Environmental Quality Act (CEQA) review pursuant to Section 15162(b) of the CEQA Guidelines. As it has been determined that the Project will not change the environmental impact findings of the previously adopted Initial Study and Mitigated Negative Declaration for the site under Resolution No. 2050.

SECTION 3. For the foregoing reasons the Planning Commission approves Minor Use Permit No. MUP 22-08 and Variance No. VAR 22-01 for a height variance of 50'-4" in lieu of the maximum height of 48'-0" to accommodate a new rooftop bar and restaurant on a hotel building at 123 W. Huntington Drive, subject to the conditions of approval attached hereto.

SECTION 4. The Secretary shall certify to the adoption of this Resolution.

Passed, approved and adopted this 28th day of February, 2023.

Brad Thompson
Chair, Planning Commission

ATTEST:

Lisa L. Flores
Secretary

APPROVED AS TO FORM:

Michael J. Maurer
City Attorney

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RESOLUTION NO. 2120

Conditions of Approval

1. The use approved by MUP 22-08 and VAR 22-01 is limited to an outdoor 340 square foot bar and 3,104 square foot restaurant on the rooftop of an approved hotel development with structures up to a maximum height of 50'-4" at 123 W. Huntington Drive. The use shall be operated and maintained by the Property Owner/Applicant in a manner that is consistent with the proposal and plans conditionally approved for MUP 22-08 and VAR 22-01 and shall be subject to the provisions of this Minor Use Permit and Variance. Any changes in use shall be subject to the discretion of the Deputy Development Services Director or designee.

2. The business hours shall be limited to 10:00 a.m. to 12:00 a.m., daily.

3. Any amplified music and television sound shall not exceed the City's noise levels during daytime and nighttime hours per the City's noise ordinance. Any live entertainment/music shall be subject to an Entertainment Permit from the Business License Division, and it may be subject to additional conditions of approval that limit the hours and time to ensure it does not create any potential impacts to the neighboring properties.

4. The plans submitted for Building plan check shall comply with the latest adopted edition of the following codes as applicable:

    a. California Building Code
    b. California Electrical Code
    c. California Mechanical Code
    d. California Plumbing Code
    e. California Energy Code
    f. California Fire Code
    g. California Green Building Standards Code
    h. California Existing Building Code
    i. Arcadia Municipal Code

5. The rooftop structures shall be fully fire sprinklered per the City of Arcadia Fire Department Commercial Sprinkler Standard. The fire sprinkler system shall be monitored by a UL listed central station. Notification appliances shall be provided in all common areas. Visual appliances will be provided in any units classified as being accessible.

6. Minimum 2A:10BC fire extinguishers shall be provided in all common areas at a maximum travel distance of 75 feet.

7. The Property Owner/Applicant shall incorporate all additional services rendered by the proposed bar and restaurant into any calculations, studies, and plans provided to determine the maximum demand of water and sewer service size required.

8. The Property Owner/Applicant shall comply with all City requirements regarding building safety, fire prevention, detection, suppression, emergency access, public right-of-way improvements, parking, water supply and water facilities, sewer facilities, trash reduction and recycling requirements, and National Pollutant Discharge Elimination System (NPDES) measures to the satisfaction of the Building Official, Fire Marshal, Public Works Services Director, and Planning & Community Development Administrator, or their respective designees. Compliance with these requirements is to be determined by having fully detailed construction plans submitted for plan check review and approval by the foregoing City officials and employees.

9. To the maximum extent permitted by law, Applicant must defend, indemnify, and hold the City, any departments, agencies, divisions, boards, and/or commissions of the City, and its elected officials, officers, contractors serving as City officials, agents, employees, and attorneys of the City ("Indemnitees") harmless from liability for damages and/or claims, actions, or proceedings for damages for personal injuries, including death, and claims for property damage, and with respect to all other actions and liabilities for damages caused or alleged to have been caused by reason of the Applicant's activities in connection with MUP 22-08 and VAR 22-01 ("Project") on the Project site, and which may arise from the direct or indirect operations of the Applicant or those of the Applicant's contractors, agents, tenants, employees or any other persons acting on Applicant's behalf, which relate to the development and/or construction of the Project. This indemnity provision applies to all damages and claims, actions, or proceedings for damages, as described above, regardless of whether the City prepared, supplied, or approved the plans, specifications, or other documents for the Project.

   In the event of any legal action challenging the validity, applicability, or interpretation of any provision of this approval, or any other supporting document relating to the Project, the City will notify the Applicant of the claim, action, or proceedings and will cooperate in the defense of the matter. The Applicant must indemnify, defend and hold harmless the Indemnitees, and each of them, with respect to all liability, costs and expenses incurred by, and/or awarded against, the City or any of the Indemnitees in relation to such action. Within 15 days' notice from the City of any such action, the Applicant shall provide to the City a cash deposit to cover legal fees, costs, and expenses incurred by City in connection with defense of any legal action in an initial amount to be reasonably determined by the City Attorney. The City may draw funds from the deposit for such fees, costs, and expenses. Within 5 business days of each and every notice from City that the deposit has fallen below the initial amount, Applicant shall replenish the deposit each and every time in order for City's legal team to continue working on the matter. The City shall only refund to the Developer any unexpended funds from the deposit within 30 days of: (i) a final, non-appealable decision by a court of competent jurisdiction resolving the legal action; or (ii) full and complete settlement of legal action. The City shall have the right to select legal counsel of its choice. The parties hereby agree to cooperate in defending such action. The City will not

voluntarily assist in any such third-party challenge(s). In consideration for approval of the Project, this condition shall remain in effect if the entitlement(s) related to this Project is rescinded or revoked, at the request of the Applicant or not. .

10. Approval of MUP 22-08 and VAR 22-01 shall not be in effect unless the Property Owner and Applicant have executed and filed the Acceptance Form with the City on or before 30 calendar days after the Planning Commission has adopted the Resolution. The Acceptance Form to the Development Services Department is to indicate awareness and acceptance of the conditions of approval.

Attachment No. 2

Aerial Photo and Zoning Information and Photos of the Subject Property

Parcel Number: **5775-015-024**

Site Address:

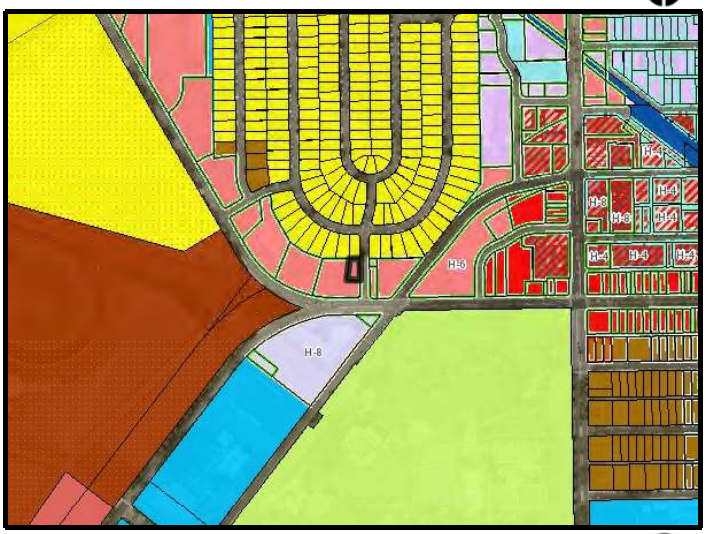
Property Owner(s): **Property Owner**



Property Characteristics	
Zoning:	C-G
General Plan:	C 1.0
Lot Area (sq ft):	
Main Structure / Unit (sq. ft.):	7,800
Year Built:	1979
Number of Units:	0

Overlays	
Architectural Design Overlay:	N/A
Downtown Overlay:	Yes
Downtown Parking Overlay:	N/A
Parking Overlay:	N/A
Racetrack Event Overlay:	N/A
Residential Flex Overlay:	N/A
Special Height Overlay:	N/A

Selected parcel highlighted



Parcel location within City of Arcadia

Parcel Number: **5775-015-028**

Site Address: # 125 W HUNTINGTON DR

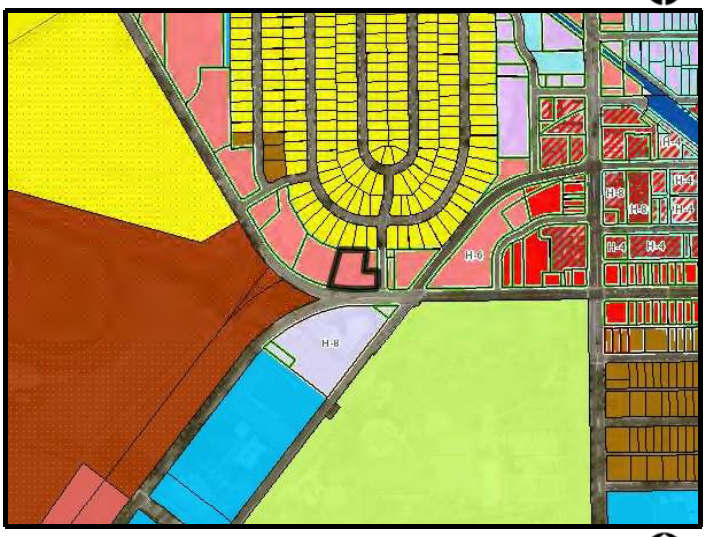
Property Owner(s): **Property Owner**



Property Characteristics	
Zoning:	C-G
General Plan:	C 1.0
Lot Area (sq ft):	
Main Structure / Unit (sq. ft.):	25,000
Year Built:	1979
Number of Units:	0

Overlays	
Architectural Design Overlay:	N/A
Downtown Overlay:	Yes
Downtown Parking Overlay:	N/A
Parking Overlay:	N/A
Racetrack Event Overlay:	N/A
Residential Flex Overlay:	N/A
Special Height Overlay:	N/A

Selected parcel highlighted



Parcel location within City of Arcadia

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

Report generated 23-Feb-2023

Parcel Number: 5775-015-029

Site Address: # 125 W HUNTINGTON DR

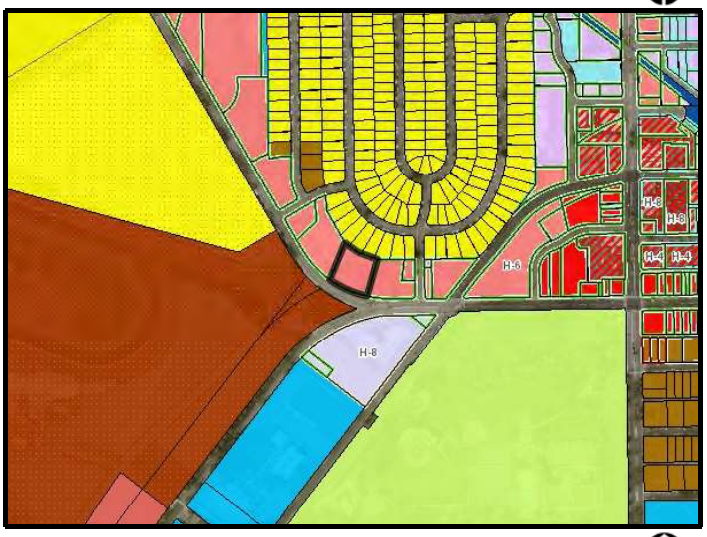
Property Owner(s): Property Owner



Property Characteristics	
Zoning:	C-G
General Plan:	C 1.0
Lot Area (sq ft):	
Main Structure / Unit (sq. ft.):	31,000
Year Built:	1979
Number of Units:	0

Overlays	
Architectural Design Overlay:	N/A
Downtown Overlay:	Yes
Downtown Parking Overlay:	N/A
Parking Overlay:	N/A
Racetrack Event Overlay:	N/A
Residential Flex Overlay:	N/A
Special Height Overlay:	N/A

Selected parcel highlighted



Parcel location within City of Arcadia

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

Report generated 23-Feb-2023

ARCADIA

Parcel Number: **5775-015-027**

Site Address: **125 W HUNTINGTON DR**

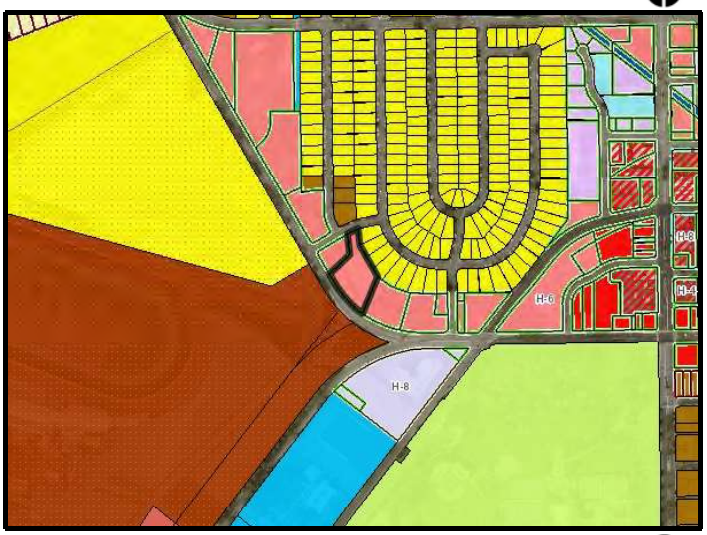
Property Owner(s): **Property Owner**



Property Characteristics	
Zoning:	C-G
General Plan:	C 1.0
Lot Area (sq ft):	
Main Structure / Unit (sq. ft.):	19,835
Year Built:	2015
Number of Units:	0

Overlays	
Architectural Design Overlay:	N/A
Downtown Overlay:	Yes
Downtown Parking Overlay:	N/A
Parking Overlay:	N/A
Racetrack Event Overlay:	N/A
Residential Flex Overlay:	N/A
Special Height Overlay:	N/A

Selected parcel highlighted



Parcel location within City of Arcadia

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

Report generated 23-Feb-2023



1 SAN RAFAEL RD. - NORTH WEST



2 WEST HUNTINGTON DR. - WEST



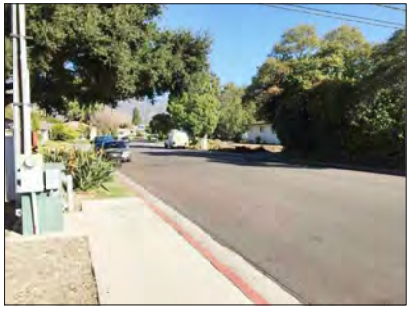
3 SAN RAFAEL RD. - SOUTH



4 SAN RAFAEL RD. - EAST



5 SAN RAFAEL RD. - NORTH



6 SAN RAFAEL RD. - RESIDENTIAL - NORTH



7 SAN RAFAEL RD. - EAST



8 SAN RAFAEL RD. - SOUTH EAST



9 SAN RAFAEL RD. - SOUTH



10 SAN RAFAEL RD. - SOUTH WEST



11 SAN RAFAEL RD. - WEST



12 @ REAR OF SITE. - NORTH-EAST

AXIS GFA
1130 WESTWOOD BLVD
LOS ANGELES, CA 90024
T 310.209.7520
F 310.209.7516
www.axisgfa.com

PROJECT NAME

HILTON ARCADIA

123 W HUNTINGTON DR.
ARCADIA

CLIENT NAME

VG PROPERTY INVESTMENTS, LLC
125 W. HUNTINGTON DRIVE
BUILDING C & D
ARCADIA, CA 91006

NO.	DATE	ISSUES AND REVISIONS	BY
1.	3/01/22	SUPPLEMENTAL ENTITLEMENT	
2.	10/31/22	ROOFTOP ENTITLEMENT	

DATE

SCALE

PROJECT NUMBER LA21522

COMPUTER FILE

PROJECT NAME

DESCRIPTION

EXISTING
SITE PHOTOS

SHEET NUMBER

G1.0

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT



(13) @ REAR OF SITE. - EAST



(14) @ REAR OF SITE. - SOUTH EAST



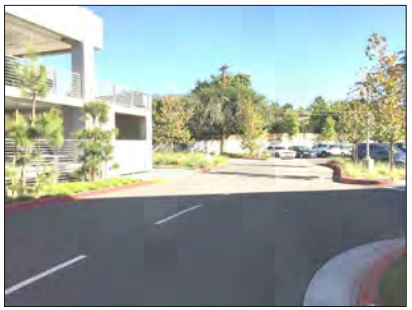
(15) @ REAR OF SITE. - NORTH EAST



(16) @ REAR OF SITE. - NORTH EAST



(17) @ REAR OF SITE. - SOUTH WEST



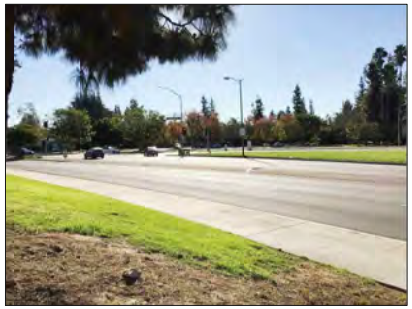
(18) @ REAR OF SITE. - NORTH EAST



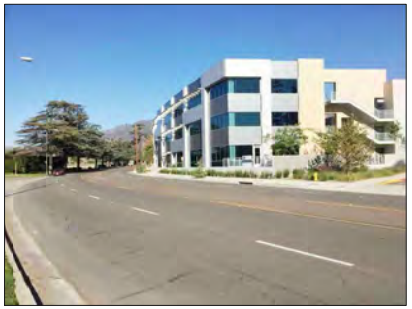
(19) @ SITE. - NORTH



(20) COLORADO PLACE - WEST



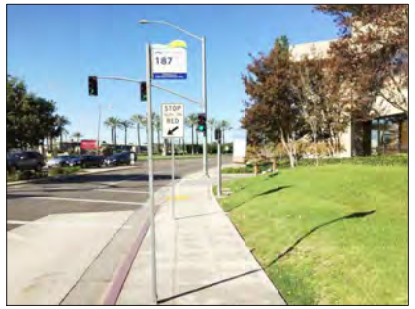
(21) COLORADO PLACE - SOUTH EAST



(22) COLORADO PLACE - NORTH WEST



(23) COLORADO PLACE - EAST



(24) COLORADO PLACE/W. HUNTINGTON DR. - WEST

AXIS GF/
1130 WESTWOOD BLVD
LOS ANGELES, CA 90024
T 310.209.7520
F 310.209.7516
www.axisgfa.com

PROJECT NAME

HILTON ARCADIA

123 W HUNTINGTON DR.
ARCADIA

CLIENT NAME

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DATE

SCALE

PROJECT NUMBER LA21522

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PROJECT NAME

DESCRIPTION
EXISTING
SITE PHOTOS

SHEET NUMBER
G1.1

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Attachment No. 3

Architectural Plans

HILTON HOTEL AT HUNTINGTON CENTER

123 W HUNTINGTON DR., ARCADIA CALIFORNIA 91006

SUPPLEMANTAL TO ENTITLEMENT

ABBREVIATIONS

SCALE: N/A

&	AND	EA.	EACH	LAB.	LABORATORY	RM.	ROOM
<	ANGLE	E.	EAST	LAM.	LAMINATE	R.O.	ROUGH OPENING
@	AT	E.O.S.	EDGE OF SLAB	LAV.	LAVATORY	R.B.	RECESSED SPILL KIT
CL	CENTERLINE	E.P.	ELECTRIC PANELBOARD	L.	LENGTH	SPL.	RUBBER BASE
Ø	DIAMETER OR ROUND	E.W.C.	ELECTRIC WATER COOLER	LT.	LIGHT	S.N.D.	SANITARY NAPKIN DISPENSER
(E)	EXISTING	ELEC. / ELECT.	ELECTRICAL	L.O.S.	LINE OF SIGHT	S.N.R.	SANITARY NAPKIN RECEPTACLE
(N)	NEW	EL.	ELEVATION	LCKR.	LOCKER	SCHED.	SCHEDULE
#	POUND OR NUMBER	ELEV.	ELEVATOR	LG.	LONG	SCU.	SCUPPER
		EMER.	EMERGENCY	LVR	LOUVER	S.C.D.	SEAT COVER DISPENSER
ABV.	ABOVE	E.PH.	EMERGENCY PHONE	L.P.	LOW POINT	SEC.	SECTION
A.F.F.	ABOVE FINISH FLOOR	ENCL.	ENCLOSURE			SECT.	SECTION
ACC. / ACCS.	ACCESSIBLE	EQ.	EQUAL	MACH.	MACHINE	S.C.D.	SEE CIVIL DRAWINGS
A.P.C.	ACOUSTIC PANEL CEILING	EQUIP.	EQUIPMENT	MH.	MANHOLE	S.E.D.	SEE ELECTRICAL DRAWINGS
ACOUS.	ACOUSTICAL	EXST.	EXISTING	MFR.	MANUFACTURER	S.I.D.D.	SEE INTERIOR DESIGN DRAWINGS
A.C.T.	ACOUSTICAL CEILING TILE	EXP.	EXPANSION	M.	MASONRY	S.L.D.	SEE LANDSCAPE DRAWINGS
ADJ.	ADJACENT	E.J.	EXPANSION JOINT	M.O.	MASONRY OPENING	S.M.D.	SEE MECHANICAL DRAWINGS
ADJ.	ADJUSTABLE	EXP. / EXPO.	EXPOSED	MATL.	MATERIAL	S.P.D.	SEE PLUMBING DRAWINGS
AGG.	AGGREGATE	E.C.	EXPOSED CONSTRUCTION	MAX.	MAXIMUM	S.S.D.	SEE STRUCTURAL DRAWINGS
AWB	AIR AND WATER RESISTIVE BARRIER	EXT.	EXTERIOR	MECH.	MECHANICAL	S.SK.	SERVICE SINK
AL. / ALUM.	ALUMINUM			M.C.	MEDICINE CABINET	SHT.	SHEET
ANSI	AMERICAN NATIONAL STANDARDS SOCIETY	F.O.C.	FACE OF CONCRETE	MEMB.	MEMBRANE	SHWR.	SHOWER
		F.O.F.	FACE OF FINISH	MET. / MTL.	METAL	SIM.	SIMILAR
ASTM	AMERICATION SOCIETY FOR TESTING AND MATERIALS	F.O.M.	FACE OF MASONRY	M.D.	METAL DECK	SL.	SLOPE
		F.O.S.	FACE OF STUD	MEZZ.	MEZZANINE	S.D.	SOAP DISPENSER
A.B.	ANCHOR BOLT	F.O.	FACE OF...	MWK.	MILLWORK	S.C.P.	SOLID COMPOSITE PANEL
ANOD.	ANODIZED	F.C.U.	FAN COIL UNIT	MIN.	MINIMUM	S.C.	SOLID CORE
APPROX.	APPROXIMATELY	FRCP	FIBER REINFORCED CEMENT PANEL	MIR.	MIRROR	S.	SOUTH
ARCH.	ARCHITECTURAL	F.R.P.	FIBERGLASS REINFORCED PLASTIC	MISC.	MISCELLANEOUS	SPEC. / S.	SPECIFICATION
A.E.S.S.	ARCHITECTURALLY EXPOSED STRUCTURAL STEEL	FIN.	FINISH	MCP	MODIFIED CEMENT PLASTER	SQ.	SQUARE
		F.F.	FINISH FACE	MTD.	MOUNTED	S.STL.	STAINLESS STEEL
A.D.	AREA DRAIN	F.F.	FINISH FLOOR	MUL.	MULLION	STD.	STANDARD
AOR	AREA OF REFUGE	F.G.	FINISH GRADE			S.P.	STANDPIPE
ASPH.	ASPHALT	F.O.	FINISHED OPENING	NOM.	NOMINAL	STA.	STATION
A.C.	ASPHALTIC CONCRETE	F.A.	FIRE ALARM	N.	NORTH	STL.	STEEL
ASSEM.	ASSEMBLY	F.E.	FIRE EXTINGUISHER	N/A	NOT APPLICABLE	STOR.	STORAGE
		F.E.C.	FIRE EXTINGUISHER CABINET	N.I.C.	NOT IN CONTRACT	STRUCT.	STRUCTURAL
BM.	BEAM	F.H.C.	FIRE HOSE CABINET	N.T.S.	NOT TO SCALE	SUSP.	SUSPENDED
BTW	BETWEEN	F.R.	FIRE RATED	NO.	NUMBER	SYM.	SYMMETRICAL
BYND	BEYOND	F.R.T.	FIRE RETARDENT TREATED				
BITUM.	BITUMINOUS	F.V.C.	FIRE VALVE CABINET	OBS.	OBSCURE	TEL.	TELEPHONE
BLK.	BLOCK	FPRF.	FIREPROOF	OFF.	OFFICE	TV.	TELEVISION
BLKG.	BLOCKING	FIXT.	FIXTURE	O.C.	ON CENTER	THK.	THICK / THICKNESS
BD.	BOARD	FLASH.	FLASHING	O.S.	ONE SIDE	THRU.	THROUGH
B.S.	BOTH SIDES	F.B.	FLAT BAR	OPNG.	OPENING	T.B.D.	TO BE DETERMINED
B.O.	BOTTOM OF ...	FPD	FLAT PANEL DISPLAY	O.B.D.	OPPOSED BLADE DAMPER	T.P.D.	TOILET PAPER DISPENSER
BLDG.	BUILDING	FPM	FLAT PANEL MONITOR	OPP.	OPPOSITE	T. & G.	TONGUE AND GROOVE
		FLR.	FLOOR	O.H.	OPPOSITE HAND	T. & B.	TOP AND BOTTOM
CAB.	CABINET	F.C.O.	FLOOR CLEANOUT	O.A.	OUTSIDE AIR	T.O.C.	TOP OF CURB
CPT.	CARPET	F.D.	FLOOR DRAIN	O.A.D.	OUTSIDE AIR DAMPER	T.O.P.	TOP OF PARAPET
C.I.P.	CAST IN PLACE	F.S.	FLOOR SINK	O.A.T.	OUTSIDE AIR TEMPERATURE	T.P.	TOP OF PAVEMENT
C.I.	CAST IRON	F.L.	FLOW LINE	O.D.	OUTSIDE DIAMETER	T.O.S.	TOP OF STEEL / TOP OF SLAB
C.B.	CATCH BASIN	FLUOR.	FLUORESCENT	O.H.S.M.S.	OVAL HEAD SHEET METAL SCREW	T.OW.	TOP OF WALL
CLKG	CAULKING	FT.	FOOT OR FEET	OV	OVER	T.B.	TOWEL BAR
CLG.	CEILING	FTG.	FOOTING	OVRAL	OVERALL	T.	TREAD
CEM.	CEMENT	FDN.	FOUNDATION	O.F.D.	OVERFLOW DRAIN	TYP.	TYPICAL
C.P.	CEMENT PLASTER	FURR.	FURRING	O.H.C.	OVERHEAD COILING		
CTR.	CENTER	FUT.	FUTURE	OFCI	OWNER FURNISHED CONTRACTOR INSTALLED	U.L.	UNDERWRITERS LABORATORIES
CTR.	CENTER					UNF.	UNFINISHED
CER.	CERAMIC	GALV.	GALVANIZED	OFOI	OWNER FURNISHED OWNER INSTALLED	U.O.N.	UNLESS OTHERWISE NOTED
C.T.	CERAMIC TILE	G.I.	GALVANIZED IRON			UR.	URINAL
CHNL.	CHANNEL	G.S.M.	GALVANIZED SHEET METAL				
CHKD	CHECKERED	GALV.STL.	GALVANIZED STEEL	PTD.	PAINTED	V.I.F.	VERIFY IN FIELD
C.O.	CLEAN OUT OR CASED OPENING	GA.	GAUGE	PR.	PAIR	VERT.	VERTICAL
CLR.	CLEAR	G.C.	GENERAL CONTRACTOR	PNL.	PANEL	VEST.	VESTIBULE
CLST.	CLOSET	GL.	GLASS	P.T.D.	PAPER TOWEL DISPENSER		
C.W.	COLD WATER	G.F.R.C.	GLASS FIBER REINFORCED CONCRETE	P.T.R.	PAPER TOWEL RECEPTACLE	W.R.G.B.	MOISTURE RESISTANT GYPSUM BOARD
COL.	COLUMN	G.B.	GRAB BAR	PRHT.	PARTIAL-HEIGHT		
CSP.	COMBINATION STANDPIPE	GR.	GRADE	PRTN	PARTITION	WSCT.	WAINSCOT
CONC.	CONCRETE	GND.	GROUND	PERF.	PERFORATED	W/D	WASHER & DRYER
CMU	CONCRETE MASONRY UNIT	GYP. BD. / GB	GYPSUM BOARD	PCP	PHENOLIC COMPOSITE PANEL	W.C.	WATER CLOSET
C.S.B.	CONCRETE SPLASH BLOCK			PLAS.	PLASTER	W.H.	WATER HEATER
COND.	CONDITION			P.LAM.	PLASTIC LAMINATE	WP	WATERPROOF / WATERPROOFING
CONN.	CONNECTION	HDWR	HARDWARE	PL.	PLATE	W.R.B.	WEATHER RESISTIVE BARRIER
CONSTR.	CONSTRUCTION	HDWD	HARDWOOD	PLUMB.	PLUMBING	WT.	WEIGHT
CONT.	CONTINUOUS	HTR.	HEATER	PLYWD	PLYWOOD	W.	WEST
CONTR.	CONTRACTOR	HT. / HGT.	HEIGHT	P.E.N.	PLYWOOD EDGE NAILING	W.O.	WHERE OCCURS
CFCI	CONTRACTOR FURNISHED, CONTRACTOR INSTALLED	H.	HIGH	PNT.	POINT	WDW.	WINDOW
		HPC	HIGH PERFORMANCE COATING	P.D.F.	POWER DRIVEN FASTENERE	W/	WITH
C.J.	CONTROL JOINT	H.P.	HIGH POINT	PC	PRECAST	W/O	WITHOUT
C.G.	CORNER GUARD	HO	HOLD OPEN	PREFAB	PREFABRICATED	WD.	WOOD
CORR.	CORRIDOR	H.C.	HOLLOW CORE	P.T.	PRESSURE TREATED	W.B.	WOOD BASE
CNTR.	COUNTER	H.M.	HOLLOW METAL	PROP.	PROPERTY LINE	WRK. PT.	WORK POINT
CTSK.	COUNTERSUNK	HMWV	HOLLOW METAL WOOD VENEER				
		HORIZ.	HORIZONTAL	QTY	QAUNTITY		
DT	DATA/COMMUNICATIONS OUTLET	H.B.	HOSE BIBB	Q.T.	QUARRY TILE		
DEMO.	DEMOLISH / DEMOLITION	H.W.	HOT WATER	Q.T.R.	QUARRY TILE RISER		
DEPT.	DEPARTMENT	HR.	HOUR				
DET.	DETAIL			RAD.	RADIUS		
DIA.	DIAMETER	IN.	INCHES	R.W.L.	RAIN WATER LEADER		
DIM.	DIMENSION	I.D.	INSIDE DIAMETER	RWD.	REDWOOD		
DW.	DISH WASHER	INSUL.	INSULATION	REF.	REFERENCE		
DISP.	DISPENSER	INT.	INTERIOR	R.C.P.	REFLECTED CEILING PLAN		
DR.	DOOR			REFR.	REFRIGERATOR		
D.O.	DOOR OPENING	JAN.	JANITOR	REGTR.	REGISTER		
DBL.	DOUBLE	JT.	JOINT	REINF.	REINFORCED		
DN	DOWN	JST.	JOIST	REQD.	REQUIRED		
D.S.	DOWNSPOUT			RESIL.	RESILIENT		
DWR.	DRAWER	KIT.	KITCHEN	R.O.W.	RIGHT OF WAY		
DWG.	DRAWING			R.	RISER		
D.F.	DRINKING FOUNTAIN			R.D.	ROOF DRAIN		
DSP.	DRY STANDPIPE						

SITE DATA

1. ZONING: C-G GENERAL COMMERCIAL WITH DOWNTOWN OVERLAY
2. BLDG HEIGHT PERMITTED: 48 FT (DOWNTOWN OVERLAY ZONE)
3. BLDG HEIGHT PROVIDED: ±50.4' ABOVE AVERAGE GRADE
4. NO. OF STORIES PROVIDED: 3 STORIES + BASEMENT
5. SITE AREA: 200,144 SQ. FT. = 4.59 ACRES
6. EXISTING BUILDING AREA

EXISTING BUILDING A TOTAL	19,845 SQ. FT.
EXISTING BUILDING B TOTAL	19,231 SQ. FT.
APPROVED BUILDING C+D	143,187 SQ. FT.
BUILDING C ROOF STRUCTURES	1,134 SQ. FT.
BUILDING C+D TOTAL	137,606 SQ. FT.
TOTAL FLOOR AREA	176,682 SQ. FT.

7. F.A.R. PERMITTED: 1.0 (DOWNTOWN OVERLAY ZONE)
   (ZONING SEC. 9.102.05.030 TABLE 2-11)
   F.A.R PROVIDED TOTAL = BLDG. AREA / SITE AREA = F.A.R. (ZONING SEC. 9.103.01.030, A)
   137,606 SQ.FT / 200,144 SQ.FT = 0.69 < 1.0
   (BASEMENTS, PARKING STRUCTURES AND NON-ENCLOSED COVERED STRUCTURES SUCH AS DECKS, PATIOS, PORCHES, AND BALCONIES ENCLOSED ON THREE OR FEWER SIDES ARE NOT INCLUDED IN FAR CALCULATION ALONG WITH SHAFTS AND UTILITY ROOMS)
8. EXISTING LANDSCAPE UNDER PREVIOUS APPROVED PLANS COMPLETED.
9. NEW MODIFICATION OF EXISTING LANDSCAPE: XX,XXX SQ. FT.
10. PARKING REQUIRED (ZONING SEC. 9.103.07.020, C, TABLES 3.5 & 3.6)

A. EXISTING BUILDING A	19,845 SQ.FT.	MEDICAL OFFICE	1/200 =	99
B. EXISTING BUILDING B	19,231 SQ.FT.	MEDICAL OFFICE	1/200 =	96
C. REMODELED BUILDING C	91 ROOMS	GUESTROOM	1.2 =	109
	3,000 SQ.FT.	RESTAURANT	1/200 =	15
	1,400 SQ.FT.	BAR	1/100 =	14
	340 SQ. FT.	ROOFTOP BAR	=	21
D. BUILDING D	82 ROOMS	GUESTROOM	1.2 =	98
	7223 SQ.FT.	BANQUET #	=	0
	1449 SQ.FT.	PRE-FUNCTION	=	0
TOTAL PARKING REQUIRED			=	452

12. ACCESSIBLE PARKING STALLS REQUIRED (CBC 11B-208.2 TABLE 11B-208.2)

A. BUILDING A MEDICAL OFFICE	4
B. BUILDING B MEDICAL OFFICE	4
C. HOTEL # RESTAURANT + BAR	5
D. HOTEL # BANQUET+PRE-FUNCTION	4
TOTAL	17

13. 1 VAN PER 6 ACCESSIBLE STALLS (CBC 11B-208.2.4)

VAN ACCESSIBLE PARKING STALLS REQUIRED	3
PROVIDED	3

14. PARKING PROVIDED

A. WEST SIDE SURFACE PARKING	24 SPACES
B. PARKING STRUCTURE BASEMENT	114 SPACES
PARKING STRUCTURE 1ST FLOOR	80 SPACES
PARKING STRUCTURE 2ND FLOOR	68 SPACES
PARKING STRUCTURE 3RD FLOOR	105 SPACES
C. EAST SIDE SURFACE PARKING	46 SPACES
TOTAL PARKING PROVIDED	= 457 SPACES*

* COMMERCIAL LOADING ZONE STALLS HAVE BEEN REMOVED FROM CALCULATION

15. PROVIDED PARKING BREAKDOWN

	DEMO	EXISTING	NEW	TOTAL
LOADING ZONES 10'X25'	(4)	1	2	3
ACCESSIBLE VAN STALLS	(2)	2	1	3
ACCESSIBLE CAR STALLS	(5)	14	3	17
9X20 CAR STALLS	(107)	451	-14	437
				460 SPACES

* REQUIRED PARKING - 435 SPACES
* PROVIDED PARKING - 457 SPACES
22 SPACES IN EXCESS

16. BIKE RACK
    A. BIKE PARKING REQUIRED PER GREEN BUILDING: 5% OF 435 = 22 BIKES
    B. BIKE PARKING PROVIDED: = 22 BIKES
17. BIKE LOCKERS
    A. BIKE LOCKERS REQUIRED PER GREEN BUILDING: 5% OF 435 = 22 BIKE LOCKERS
    B. BIKE LOCKERS PROVIDED: = 22 BIKE LOCKERS
18. FUEL EFFICIENT VEHICLES
    A. FUEL EFFICIENT VEHICLE PARKING REQUIRED: 8% X 435 = 35 CARS
    B. FUEL EFFICIENT VEHICLE PARKING PROVIDED: = 35 CARS
19. FUTURE ELECTRIC VEHICLES
    A. FUTURE ELECTRICAL VEHICLE PARKING REQUIRED: 6% X 240 = 14 CARS
    B. FUTURE ELECTRICAL VEHICLE PARKING PROVIDED: = 14 CARS
    ** EXISTING BUILDINGS A & B PARKING STALLS REQUIRED 195 STALLS - REQUIRED 435 TOTAL STALLS = 240 REQUIRED STALLS.
    FOR BUILDINGS C & D WE CALCULATED FUTURE ELECTRIC VEHICLE BASED ON BUILDINGS C & D PARKING REQUIREMENT.
    C. FUTURE CHARGING STATIONS QUALIFY AS DESIGNATED PARKING FOR FUEL EFFICIENT CLEAN AIR VEHICLES.



LEGAL DESCRIPTION

REAL PROPERTY IN THE CITY OF ARCADIA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL ONE: (5775-015-024,025 & 026) 125 HUNTINGTON DR.

PARCEL 1 AS SHOWN UPON PARCEL MAP NO. 12826, IN THE CITY OF ARCADIA, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, FILED IN BOOK 129 PAGE 35 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY AS SAID PARCEL MAP NO. 12826 WAS CORRECTED BY CERTIFICATE OF CORRECTION RECORDED ON NOVEMBER 28, 1980 AS DOCUMENT NO. 80-1203029 OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THAT PORTION OF SAID PARCEL INCLUDED WITHIN THE LINES OF THE LAND DESCRIBED IN THE DEED TO THE CITY OF ARCADIA, RECORDED ON NOVEMBER 26, 1979 AS DOCUMENT NO. 79-1326058 OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

ALSO EXCEPT THEREFROM ANY EXISTING STREET, PROPOSED STREET, OR PORTION OF ANY STREET OF PROPOSED STREET LYING OUTSIDE THE BOUNDARIES OF SAID LAND WHICH MIGHT OTHERWISE PASS WITH A CONVEYANCE OF SAID LAND AS RESERVED IN THE DEED FROM THE ARCADIA REDEVELOPMENT AGENCY A PUBLIC BODY CORPORATE AND POLITICAL RECORDED MAY 31, 1978 AS INSTRUMENT NO. 78-582148 OFFICIAL RECORDS. First American Title

REAL PROPERTY IN THE CITY OF ARCADIA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL TWO: (5775-015-027) 161 COLORADO PLACE

LOT 1 OF TRACT 62234, IN THE CITY OF ARCADIA, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 1345 PAGES 92 AND 93 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. First American Title

DRAWING INDEX

TITLE		REV.
G0.0	TITLE SHEET & SITE DATA	
G0.0A	AREA CALCULATION	
G0.1	CODE ANALYSIS – BUILDING C	
G0.2	CODE ANALYSIS – BUILDING D	
G1.0	EXISTING SITE PHOTOS	
G1.1	EXISTING SITE PHOTOS	
G2.1	BUILDING PERSPECTIVES	
G2.2	BUILDING PERSPECTIVE	
G2.3	BUILDING PERSPECTIVES	
ARCHITECTURAL		REV.
A0.0	REFERENCE SITE PLAN	
A00.1	SITE DEMOLITION PLAN	
A0.1	ENLARGED SITE PLAN	
4A2.0	BUILDING C – BASEMENT FLOOR PLAN	
4A2.1	BUILDING C – FIRST FLOOR PLAN	
4A2.2	BUILDING C – SECOND FLOOR PLAN	
4A2.3	BUILDING C – THIRD FLOOR PLAN	
4A3.1	BUILDING C – ROOF PLAN	
4A5.1	BUILDING C – EXTERIOR ELEVATIONS – COLOR	
4A5.2	BUILDING C – EXTERIOR ELEVATIONS – COLOR	
5A2.1	BUILDING D – FIRST FLOOR PLAN	
5A2.2	BUILDING D – SECOND FLOOR PLAN	
5A2.3	BUILDING D – THIRD FLOOR PLAN	
5A2.4	BUILDING D – FOURTH FLOOR PLAN	
5A2.5	BUILDING D – FIFTH FLOOR PLAN	
5A2.6	BUILDING D – SIXTH FLOOR PLAN	
5A3.1	BUILDING D – ROOF PLAN	
5A5.1	BUILDING D – EXTERIOR ELEVATIONS – COLOR	
5A5.2	BUILDING D – EXTERIOR ELEVATIONS – COLOR	
5A6.1	BUILDING D – BUILDING SECTION & HEIGHT CALCULATION	

DEFERRED SUBMITTALS

THE FOLLOWING ARE DESIGN/BUILD ENGINEERING SYSTEMS AND WILL BE DEFERRED PERMIT SUBMITTALS TO THE AUTHORITY HAVING JURISDICTION:

1. FIRE SPRINKLERS – AS REQUIRED, G.C. TO CONTRACT DIRECTLY WITH FIRE SPRINKLER CONTRACTOR.
2. LIFE SAFETY WORK – AS REQUIRED, G.C. TO CONTRACT WITH OWNER'S PROPRIETARY VENDOR.
3. ELECTRICAL ENGINEER AND TITLE 24 LIGHTING CALCULATION IS DESIGN BUILD

CODE REFERENCE

GOVERNING CODES *

- 2019 CALIFORNIA BUILDING CODE
- 2019 CALIFORNIA ELECTRIC CODE
- 2019 CALIFORNIA ENERGY CODE
- 2019 CALIFORNIA MECHANICAL CODE
- 2019 CALIFORNIA PLUMBING CODE

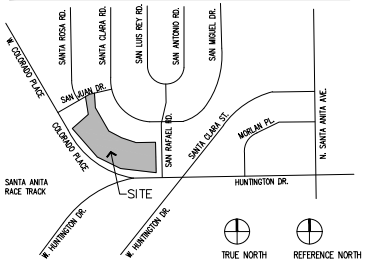
* ALL OTHER CURRENT MUNICIPAL AND LOCAL ORDINANCES AND REGULATIONS

FIRE DEPARTMENT NOTES

1. ALL STRUCTURES SHALL BE FULLY SPRINKLERED. CLASS 1 STANDPIPES SHALL BE PROVIDED IN ALL STAIRWELLS/STAIRWAYS UP TO THE ROOF LEVEL.
2. THE SPRINKLER SYSTEM SHALL BE FULLY MONITORED. INTERIOR NOTIFICATION DEVICES SHALL BE PROVIDED THROUGHOUT ALL STRUCTURES.
3. KNOX BOXES WITH KEYS FOR ACCESS TO RESTRICTED AREAS SHALL BE PROVIDED FOR ALL STRUCTURES.
4. ADDITIONAL FIRE HYDRANTS SHALL BE PROVIDED AT THE FRONT OF BUILDING 2 AND ADJACENT TO THE ENTRANCE DRIVE ON SAN JUAN DRIVE. PLEASE COORDINATE WITH THE CITY'S FIRE MARSHAL, MARK KRIKORIAN AT (626) 574-5106.
5. ALL STRUCTURES SHALL BE PROVIDED WITH MINIMUM 2A:10BC FIRE EXTINGUISHERS.

VICINITY MAP

SCALE: N.T.S.



AXIS GF/

1130 WESTWOOD BLVD
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T 310.209.7520
F 310.209.7516
www.axisgfa.com

PROJECT NAME

HILTON ARCADIA

123 W HUNTINGTON DR.
ARCADIA

CLIENT NAME

VG PROPERTY INVESTMENTS, LLC

125 W. HUNTINGTON DRIVE
BUILDING C & D
ARCADIA, CA 91006

NO.	DATE	ISSUES AND REVISIONS	BY
1.	3/01/22	SUPPLEMENTAL ENTITLEMENT	
2.	10/31/22	ROOFTOP ENTITLEMENT	

DATE

SCALE

PROJECT NUMBER LA21522

COMPUTER FILE

PROJECT NAME

DESCRIPTION

TITLE SHEET & SITE DATA

SHEET NUMBER

G0.0

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT



3. AERIAL VIEW

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SCALE

PROJECT NUMBER LA21522

COMPUTER FILE

PROJECT NAME

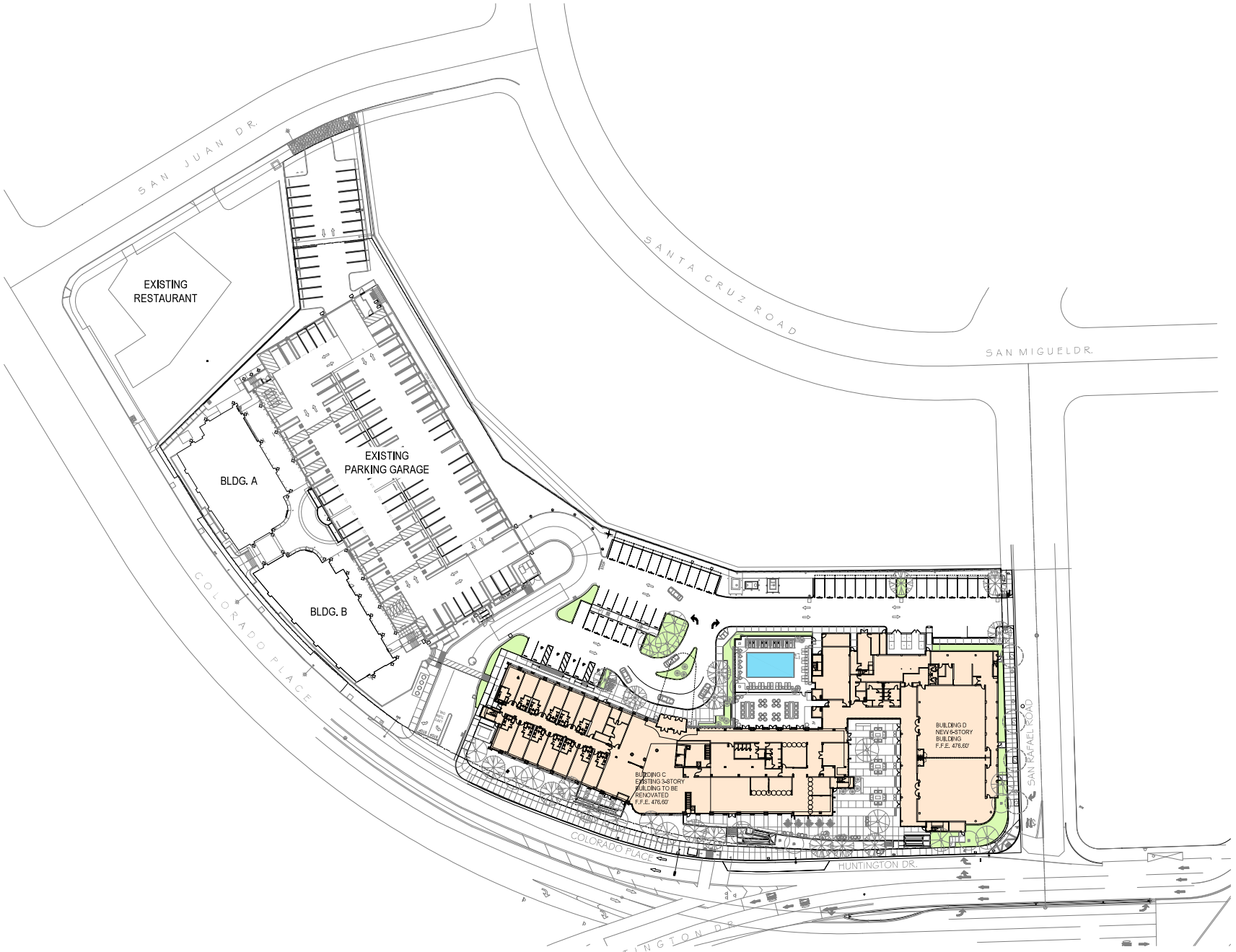
DESCRIPTION

BUILDING PERSPECTIVE

SHEET NUMBER

G2.2

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SITE PLAN
SCALE: 1/32" = 1'-0"

345

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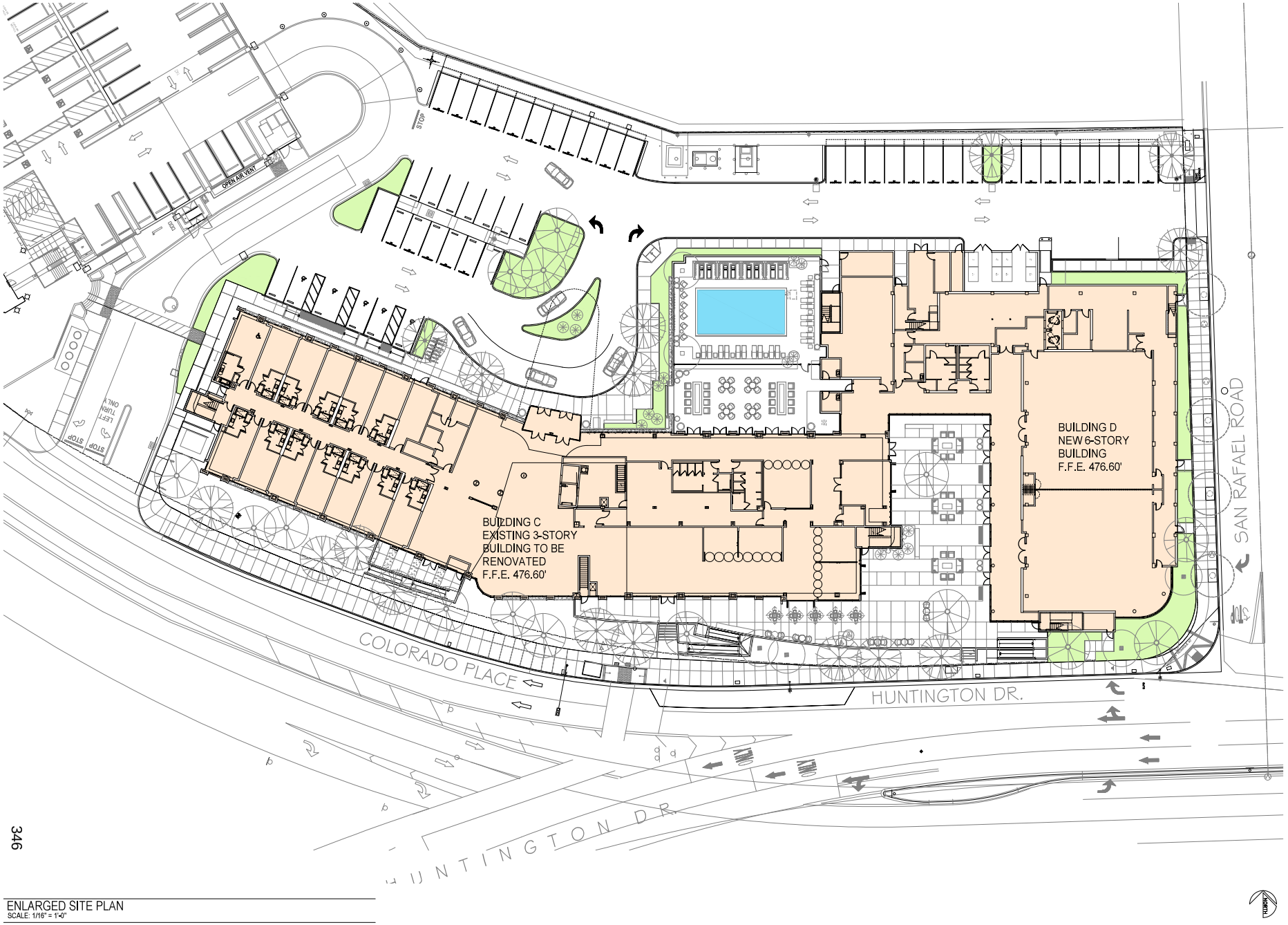
NO.	DATE	ISSUES AND REVISIONS	BY
1.	3/01/22	SUPPLEMENTAL ENTITLEMENT	
2.	10/31/22	ROOFTOP ENTITLEMENT	

DATE
SCALE 1/16" = 1'-0"
PROJECT NUMBER LA21522
COMPUTER FILE
PROJECT NAME

DESCRIPTION
SITE PLAN

SHEET NUMBER
A0.0

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ENLARGED SITE PLAN
SCALE: 1/16" = 1'-0"

346

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DATE

SCALE 1/16" = 1'-0"

PROJECT NUMBER LA21522

COMPUTER FILE

PROJECT NAME

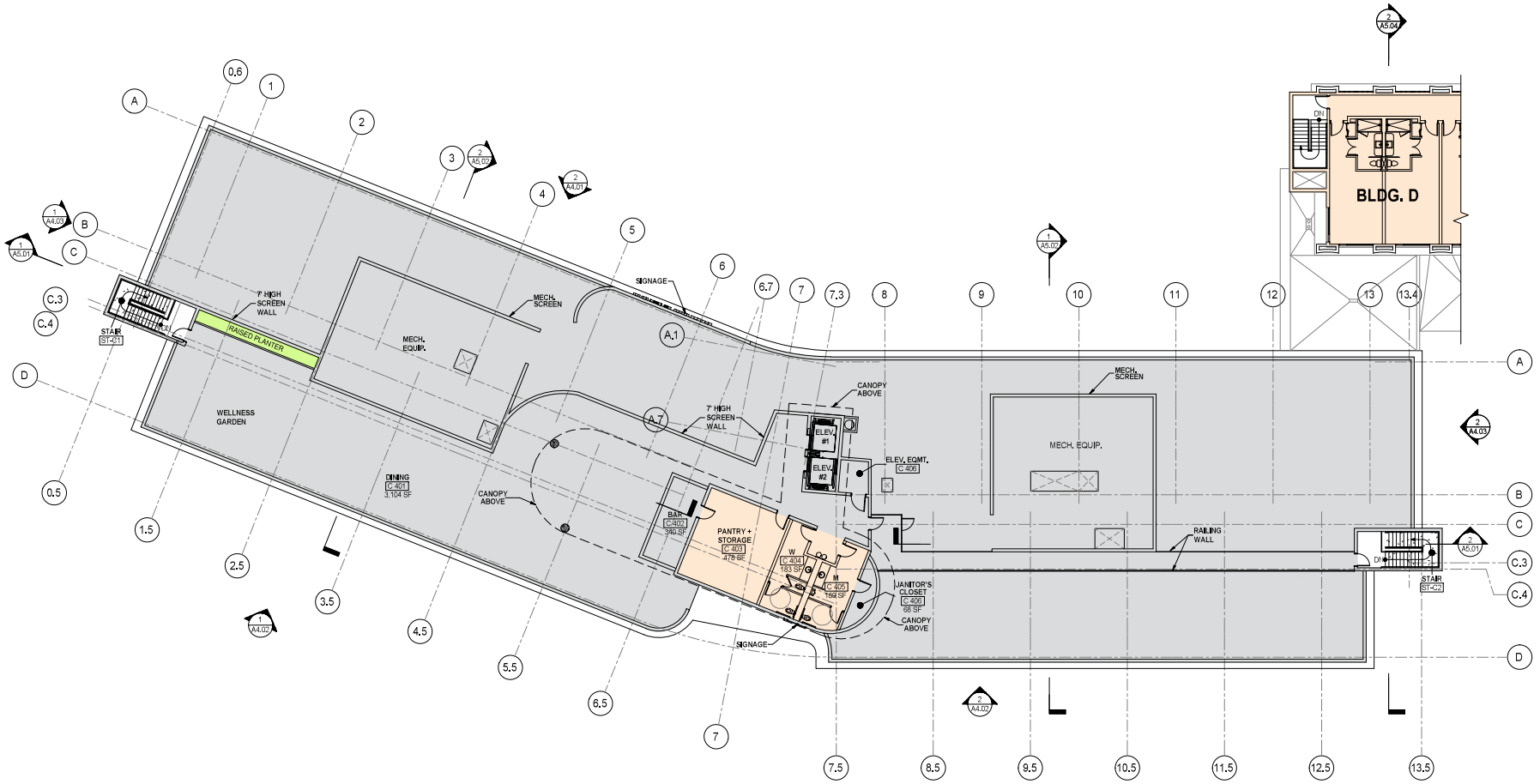
DESCRIPTION

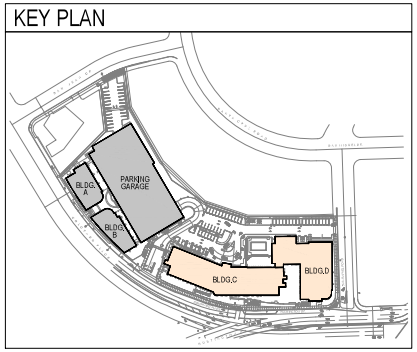
ENLARGED SITE PLAN

SHEET NUMBER

A0.1

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ROOF PLAN (BLDG. C)
SCALE: 3/32" = 1'-0"

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2.	10/31/22	ROOFTOP ENTITLEMENT	

DATE
SCALE 3/32" = 1'-0"
PROJECT NUMBER LA21522
COMPUTER FILE
PROJECT NAME

DESCRIPTION
BUILDING C
ROOF PLAN

SHEET NUMBER
4A3.1

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

SHEET NOTES

1. ALL EXTERIOR DIMENSIONS ARE MEASURED TO GRID LINES & FACE OF SHEATHING, U.O.N.
2. SEE WINDOW SCHEDULE A0.21 FOR ALL WINDOW & EXTERIOR LOUVER SIZES.
3. ALL WINDOWS ARE LOCATED ON FLOOR PLANS A2.00 SERIES.
4. SEE ELEVATIONS ON A4.00 SERIES FOR ALL EXTERIOR FINISH MATERIALS.
5. ALL SIGNAGE REQUIRES SEPARATE PERMIT BY SIGN CONTRACTOR.
6. SEE A6.01 FOR EXTERIOR PARTITION DETAILS.
7. SEE A6.20 SERIES FOR EXTERIOR WINDOW DETAILS.



BUILDING-C NORTH 1 ELEVATION 2

SCALE: 1/8" = 1'-0"

KEYNOTES

FINISH LEGEND - EXTERIOR

TAG	FINISH MATERIAL	NOTES
ACT1	ACOUSTIC CEILING TILE	
AL1	Aluminum	
G-1	1" INSULATED GLASS	
GYP.	GYPSUM BOARD	PRIMED & PAINTED
M-1	EXT. METAL PANEL	
M-2	EXT. METAL PANEL	
M-3	ALWINDOW/DOOR FRAME	
M-4	DECORATIVE METAL SCREEN	
P-1	EXT. CEMENT PLASTER	
P-2	EXT. CEMENT PLASTER	
P-3	EXT. CEMENT PLASTER	
P-4	EXT. CEMENT PLASTER	
ST-1	STONE	
WD1	Generic wood	



BUILDING-C NORTH ELEVATION 1

SCALE: 1/8" = 1'-0"

Note: Signage is placeholder only. please refer to signage package for latest signage and details.

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DATE

SCALE

PROJECT NUMBER LA21522

COMPUTER FILE

PROJECT NAME

DESCRIPTION

BUILDING C
EXTERIOR ELEVATION

SHEET NUMBER

4A5.1

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DATE: 10/24/2022 4:52:43 PM



BUILDING C SOUTH 1 ELEVATION 2



BUILDING C SOUTH 2 ELEVATION 1

SHEET NOTES

1. ALL EXTERIOR DIMENSIONS ARE MEASURED TO GRID LINES & FACE OF SHEATHING, U.O.N.
2. SEE WINDOW SCHEDULE A0.21 FOR ALL WINDOW & EXTERIOR LOUVER SIZES.
3. ALL WINDOWS ARE LOCATED ON FLOOR PLANS A2.20 SERIES.
4. SEE ELEVATIONS ON A4.20 SERIES FOR ALL EXTERIOR FINISH MATERIALS.
5. ALL SIGNAGE REQUIRES SEPARATE PERMIT BY SIGN CONTRACTOR.
6. SEE A9.31 FOR EXTERIOR PARTITION DETAILS.
7. SEE A9.20 SERIES FOR EXTERIOR WINDOW DETAILS.

KEYNOTES

FINISH LEGEND - EXTERIOR

TAG	FINISH MATERIAL	NOTES
ACT1	ACOUSTIC CEILING TILE	
AL1	Aluminum	
G-1	** INSULATED GLASS	
GYP	GYPSUM BOARD	PRIMED & PAINTED
M-1	EX. METAL PANEL	
M-2	EX. METAL PANEL	
M-3	AL. WINDOW/DOOR FRAME	
M-4	DECORATIVE METAL SCREEN	
P-1	EXT. CEMENT PLASTER	
P-2	EXT. CEMENT PLASTER	
P-3	EXT. CEMENT PLASTER	
P-4	EXT. CEMENT PLASTER	
ST-1	STONE	
WD1	Generic wood	

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COMPUTER FILE
PROJECT NAME

DESCRIPTION
BUILDING C
EXTERIOR ELEVATION

SHEET NUMBER
4A5.2

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DATE: 10/24/2022 4:52:48 PM

SHEET NOTES

1. ALL EXTERIOR DIMENSIONS ARE MEASURED TO GRID LINES & FACE OF SHEATHING, U.O.N.
2. SEE WINDOW SCHEDULE A9.21 FOR ALL WINDOW & EXTERIOR LOUVER SIZES.
3. ALL WINDOWS ARE LOCATED ON FLOOR PLANS A2.00 SERIES.
4. SEE ELEVATIONS ON A4.00 SERIES FOR ALL EXTERIOR FINISH MATERIALS.
5. ALL SIGNAGE REQUIRES SEPARATE PERMIT BY SIGN CONTRACTOR.
6. SEE A9.01 FOR EXTERIOR PARTITION DETAILS.
7. SEE A9.20 SERIES FOR EXTERIOR WINDOW DETAILS.



BUILDING-C EAST 1 ELEVATION 2



BUILDING-C WEST ELEVATION 1

KEYNOTES

FINISH LEGEND - EXTERIOR

TAG	FINISH MATERIAL	NOTES
ACT*	ACOUSTIC CEILING TILE	
A-1	Aluminum	
G-1	1" INSULATED GLASS	
GYP	GYPSUM BOARD	PRIMED & PAINTED
M-1	EXT. METAL PANEL	
M-2	EXT. METAL PANEL	
M-3	AL. WINDOW/DOOR FRAME	
M-4	DECORATIVE METAL SCREEN	
P-1	EXT. CEMENT PLASTER	
P-2	EXT. CEMENT PLASTER	
P-3	EXT. CEMENT PLASTER	
P-4	EXT. CEMENT PLASTER	
ST-1	STONE	
WD1	Generic wood	

Note: Signage is placeholder only. please refer to signage package for latest signage and details.

DATE 10/24/2022 4:52:56 PM

AXIS GFA
1130 WESTWOOD BLVD
LOS ANGELES, CA 90024
T 310.209.7520
F 310.209.7516
www.axisgfa.com

PROJECT NAME
HILTON ARCADIA

123 W HUNTINGTON DR.
ARCADIA

CLIENT NAME
VG PROPERTY INVESTMENTS, LLC
125 W. HUNTINGTON DRIVE
BUILDING C & D
ARCADIA, CA 91006

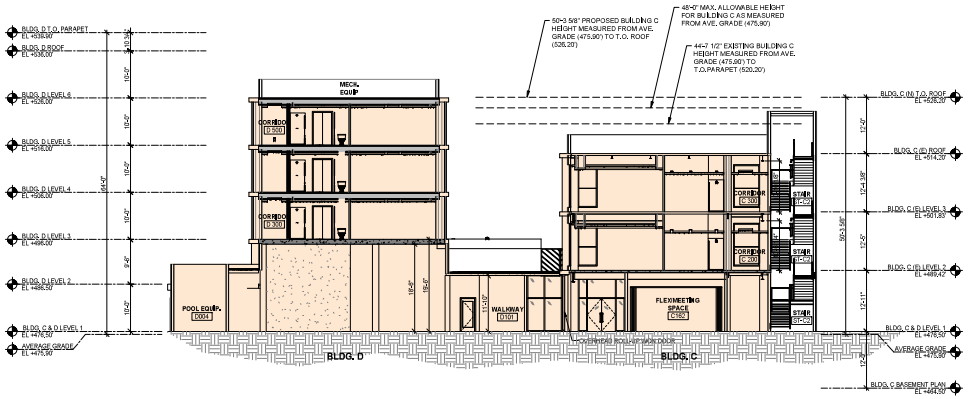
NO.	DATE	ISSUES AND REVISIONS	BY
1.	3/01/22	SUPPLEMENTAL ENTITLEMENT	
2.	10/31/22	ROOFTOP ENTITLEMENT	

DATE
SCALE
PROJECT NUMBER LA21522
COMPUTER FILE
PROJECT NAME

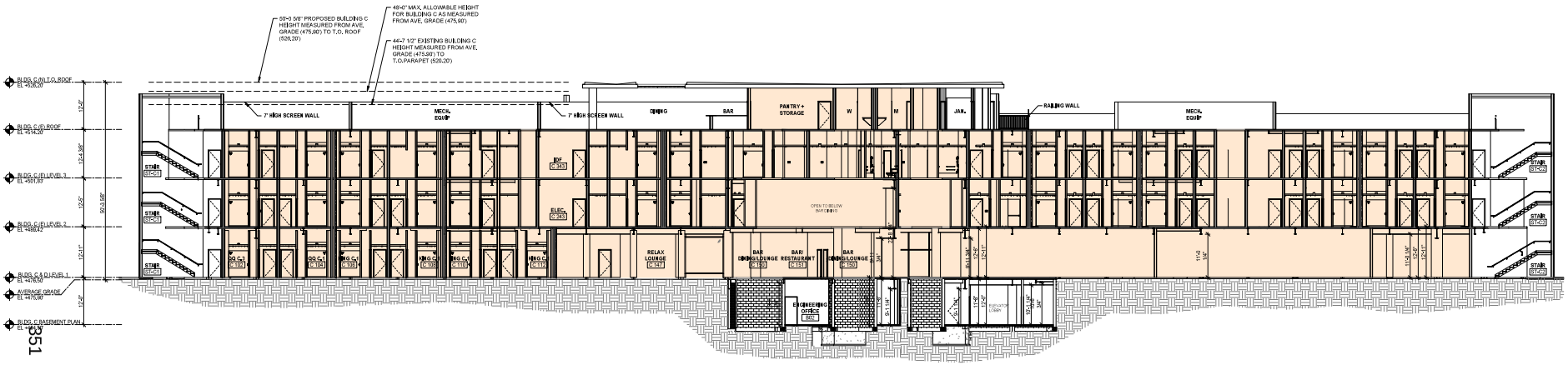
DESCRIPTION
BUILDING C
EXTERIOR ELEVATION

SHEET NUMBER
4A5.3

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BUILDING SECTION
SCALE: 3/32" = 1'-0"



BUILDING C - SECTION
SCALE: 3/32" = 1'-0"

C51

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PROJECT NAME

HILTON ARCADIA

123 W HUNTINGTON DR.
ARCADIA

CLIENT NAME

VG PROPERTY INVESTMENTS, LLC
125 W. HUNTINGTON DRIVE
BUILDING C & D
ARCADIA, CA 91006

NO.	DATE	ISSUES AND REVISIONS	BY
1.	3/01/22	SUPPLEMENTAL ENTITLEMENT	
2.	10/31/22	ROOFTOP ENTITLEMENT	

DATE
SCALE 3/32" = 1'-0"
PROJECT NUMBER LA21522
COMPUTER FILE
PROJECT NAME

DESCRIPTION
BUILDING SECTION & HEIGHT CALCULATION

SHEET NUMBER
5A6.1

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Attachment No. 4

Preliminary Exemption Assessment

PRELIMINARY EXEMPTION ASSESSMENT

1.	Name or description of project:	MUP 22-08 and VAR 22-01 Minor Use Permit and Variance for a height variance of 50'-4" in lieu of the maximum height of 48'-0" to accommodate a new rooftop bar and restaurant.
2.	Project Location – Identify street address and cross streets or attach a map showing project site (preferably a USGS 15' or 7 1/2' topographical map identified by quadrangle name):	123 W. Huntington Drive – The Project is located between San Rafael Road and San Juan Drive
3.	Entity or person undertaking project:	A.
		B. Other (Private)
		(1) Name: Kevin Sund, AXIS GFA, on behalf of the property owner, VG Property Investments LLC.
		(2) Address: 25 E. Huntington Drive Arcadia, CA 91006

4. Staff Determination:

The Lead Agency's Staff, having undertaken and completed a preliminary review of this project in accordance with the Lead Agency's "Local Guidelines for Implementing the California Environmental Quality Act (CEQA)" has concluded that this project does not require further environmental assessment because:

a.	☐	The proposed action does not constitute a project under CEQA.	
b.	☐	The project is a Ministerial Project.	
c.	☐	The project is an Emergency Project.	
d.	☐	The project constitutes a feasibility or planning study.	
e.	☐	The project is categorically exempt.	
		Applicable Exemption Class:	
f.	☐	The project is statutorily exempt.	
		Applicable Exemption:	
g.	☒	The project is otherwise exempt on the following basis:	15162(b) - it has been determined that the addition of the rooftop bar and restaurant to the Hilton hotel will not change the environmental impact findings of the previously adopted Mitigated Negative Declaration for the site
h.	☐	The project involves another public agency which constitutes the Lead Agency.	
		Name of Lead Agency:	

Date: February 9, 2023 Staff: Edwin Arreola, Associate Planner

MEMORANDUM

To:	Lisa Flores, Deputy Development Services Director, City of Arcadia
From:	Michele Finneyfrock, Environmental Planner, Dudek
Subject:	Hilton Rooftop Bar & Restaurant – CEQA Conformance Memorandum
Date:	February 7, 2023
cc:	Mike Greene, Senior Acoustician, Dudek
Attachment(s):	Attachment A – Noise Calculations

The City of Arcadia (City) has requested Dudek to complete a memorandum documenting changes to the previously approved Indigo Hotel Project, (currently known as the Arcadia Hotel and Annex Project) and evaluating whether those changes would require additional analysis pursuant to the California Environmental Quality Act (CEQA).

The Arcadia Hotel and Annex Project (project) was evaluated in an Initial Study/Mitigated Negative Declaration (IS/MND) that was approved by the Arcadia City Council on April 14, 2020. Subsequent to the approval of the IS/MND, the Applicant proposed changes in the design of the Project to the City for consideration. Dudek understands that the proposed changes to the project would involve the addition of a rooftop bar and restaurant to the approved hotel.

The analysis that follows demonstrates that the addition of the rooftop bar/restaurant would not change the environmental impact findings of the adopted IS/MND and thus, no further CEQA review is required for this minor project change. Specifically, Section 15162(b) of the CEQA Guidelines states that "If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subdivision (a). Otherwise the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation." This memorandum demonstrates that the original impact determinations for the project would not change with the addition of the rooftop bar/restaurant; thus, the City has determined that no further documentation is required per CEQA Guidelines Section 15162(b).

1 Introduction

The approved Arcadia Hotel and Annex project is located at an approximately 4.59-acre property at 125 West Huntington Drive and 175 Colorado Place. Under pre-project conditions, the project site was developed with three buildings (two medical office buildings and an office building), a parking garage, and surface parking lots. Throughout the IS/MND, the two existing medical office buildings are referred to as Buildings A and B, and the office building is referred to as Building C. Under the approved project, Building C will be converted to a hotel and a new Building D will be constructed next to Building C. Building D will be programmed with additional hotel-related uses as part of the project and will be 5 stories (or, 63 feet and 10 inches) in height. Approval of the project required a height variance for Building D, since the land use and zoning designations for the project site allow for a maximum of 48 feet in height for new buildings, per Section 9102.11.020 of the City's Zoning Code. Building A, Building B, and the parking garage remain as-is and unchanged by development of the project.

The currently proposed rooftop bar/restaurant is a new project component that is not described in the adopted IS/MND. The rooftop bar/restaurant would be installed on top of Building C and would be associated with the hotel use that was approved for the site, as part of the Arcadia Hotel and Annex Project. The rooftop bar/restaurant would be installed within the southwest portion of the Building C rooftop, such that it would be situated away from the existing residences to the north of the project site. The rooftop bar/restaurant would consist of an open-air dining/seating area, a bar with seating covered under a canopy, and a small indoor structure to be used for storage, maintenance, and restrooms.

The proposed rooftop bar/restaurant would add approximately 6 feet to the maximum height of Building C. The existing maximum height of Building C is 44 feet and 8 inches, and the proposed height (after the addition of the rooftop bar/restaurant) would be 50 feet and 4 inches. This proposed height slightly exceeds the maximum height of 48 feet that is allowable for Building C, per Section 9102.11.020 of the City's Zoning Code. As such, approval of the rooftop bar/restaurant would require Planning Commission approval of a height variance. The rooftop bar/restaurant would also add a new, visible element to the top of Building C, which was not previously analyzed. As such, Section 2 of this memorandum discusses the aesthetics effects of the rooftop bar/restaurant addition.

The seating and dining areas associated with the rooftop bar/restaurant would be partially open to the sky and would support an occupancy of approximately 123 guests, based on information provided by the project applicant. The rooftop bar/restaurant would also be equipped with speakers and televisions. The combination of crowd noise, speaker noise, and television noise that would be anticipated from the rooftop bar/restaurant is analyzed in Section 3 of this memorandum.

Aside from introducing a new visual component and a new noise source not previously analyzed in the adopted IS/MND, the rooftop bar/restaurant is not expected to otherwise change the impact determinations for the project as presented in the adopted IS/MND. The rooftop bar/restaurant component would be installed on the roof of an existing building (Building C) and would not lead to additional ground disturbance. As such, the impact determinations presented in the adopted IS/MND for resources affected by ground-disturbing activities (e.g., agriculture and forestry resources, biological resources, geology and soils, mineral resources) would not change based on the addition of the rooftop bar/restaurant, as further described in Section 4 of this memorandum. The addition of the rooftop bar/restaurant would not substantially alter the construction scenario for the project, as analyzed in the IS/MND. The construction scenario presented in the IS/MND already includes extensive renovations to Building C, and the installation of an additional amenity on the rooftop would not substantially change the duration or intensity of overall project construction. Regarding vehicle trips to/from the site, the rooftop bar/restaurant would not be expected to add trips relative to what was analyzed in the IS/MND.

Subsequent to project approval in 2020, the City ministerially approved changes to the project including removal of two businesses (a spa and café totaling 9,034 square feet) that were going to be open to the public. The areas that were originally approved for spa and café use have been re-programmed as part of the hotel. As such, two trip-generating uses have been removed from the project. While the addition of the rooftop bar/restaurant (proposed to be 3,444 square feet) would reintroduce a new trip-generating use, the City has determined that the rooftop bar/restaurant would be a less intensive land use when compared to the spa and café areas that have been removed. This can be demonstrated by an overall reduction in parking requirements for the project, from 471 spaces previously required for the version of the project analyzed in the IS/MND to 451 spaces required for the project with the rooftop bar/restaurant addition. This indicates that even with the addition of the rooftop bar/restaurant, overall workers/visitors to the project site would be reduced relative to what was analyzed in the IS/MND and the land uses at the site would be slightly less intense relative to the impacts disclosed in the IS/MND.

This is further demonstrated by a comparison of average daily vehicle trips for the spa and café relative to those that would be generated by the rooftop bar/restaurant. Per the adopted IS/MND, the café and spa would have generated 852 average daily vehicle trips, while the proposed rooftop bar/restaurant would generate 491 average daily vehicle trips. Regarding demands for utilities and public services, as well as employment generation, the inclusion of the rooftop bar/restaurant would not undermine the project's consistency with the General Plan, and no General Plan amendments would be required for the rooftop bar/restaurant. As such, the project (including the proposed rooftop bar/restaurant addition) would be consistent with local and regional plans for the provision of utilities and public services, as well as employment growth. For these reasons, this memorandum focuses on the potential for the rooftop bar/restaurant to change the impact determinations of the adopted IS/MND in the categories of aesthetics and noise (Sections 2 and 3 below). Other CEQA topical areas are briefly discussed in Section 4.

2 Aesthetics

As described in Section 3.1 of the adopted IS/MND, the project site is located within a Transit Priority Area (TPA) and, as such, the project's impacts on aesthetics are not considered significant impacts pursuant to Public Resources Code Section 21099(d). As such, the analysis below is provided for informational purposes.

Scenic Vistas

Impacts to scenic vistas from the approved project are analyzed in Section 3.1(a) of the adopted IS/MND. The analysis concluded that impacts would be less than significant.

Scenic vistas in the project area identified in Section 3.1(a) consist of views of the San Gabriel Mountains to the north, which are readily available and provide an aesthetic backdrop for the City. As stated in the IS/MND, views of the San Gabriel Mountains are generally limited to the City's north–south roadway corridors and are often obscured by distance, street trees, freeway/light rail overpasses, and other urban features, such as utility lines, buildings, and signage. The analysis in the IS/MND concludes that the new Building D would further obstruct existing views of the San Gabriel Mountains that are currently observable from several public locations, namely, the Colorado Place right-of-way and Arcadia Community Regional Park. Colorado Place is a roadway bordering the southern perimeter of the project site, and Arcadia Community Regional Park is located to the southeast of the project site. As explained in the IS/MND, the approved Building D would introduce a new building mass to the project site where no structures currently exist, and Building D would also be one story taller than surrounding multistory buildings, including Building C. Nevertheless, impacts were determined to be less than significant because existing views are already limited due to existing urban development in the area (utility poles, street trees, and commercial and residential development). Additionally, views observed from Colorado Place are fleeting and would only be briefly affected by development associated with the project. Partial obstructions of views of the San Gabriel Mountains are prevalent throughout the City and the region and are part of the existing condition of the visual environment. For these reasons, impacts were determined to be less than significant.

As explained in Section 1, the proposed rooftop bar/restaurant would add approximately 6 feet in height to the maximum height of existing Building C, which would equate to the addition of about a half story. Under pre-project conditions, Building C itself largely obstructs views of the San Gabriel Mountains from Colorado Place. As such, the addition of an approximate half-story of height to Building C would not substantially alter views that are currently observable from Colorado Place. Arcadia Community Regional Park is situated further to the south of the project

site. As such, distant views of the San Gabriel Mountains may be visible above Building C from certain vantage points within and near the park under pre-project conditions. The addition of the rooftop bar/restaurant may further obstruct such views. However, from most areas of the park, Building C would not be particularly discernable due to distance and intervening landscaping and development. The obstruction of a sliver of mountain views that may be currently visible above an already existing structure from only select vantage points would not be considered substantial or adverse. Furthermore, as described in the IS/MND, views from Arcadia Community Regional Park to the San Gabriel Mountains are already limited by existing development. As with the addition of Building D, the addition of a half-story of height to existing Building C would not substantially affect views from the Arcadia Community Regional Park.

For the reasons described above, the addition of the rooftop bar/restaurant to the approved project would not change the findings of the adopted IS/MND relative to scenic vistas. Impacts would remain less than significant, for the same reasons set forth in the IS/MND.

Scenic Highways

As stated in the adopted IS/MND, no impacts would occur to scenic resources within a state scenic highway, because no such highways exist in the immediate vicinity of the project site. As such, the proposed rooftop bar/restaurant addition would not be visible from a state scenic highway and would not have the potential to affect scenic resources available from such highways. No impacts would occur, for the same reasons set forth in the IS/MND.

Conflicts with Regulations Governing Scenic Quality

Impacts pertaining to conflicts between the project and regulations governing scenic quality are analyzed in Section 3.1(c) of the adopted IS/MND and were determined to be less than significant. The analysis concluded that the project, as approved, would be consistent with the City's General Plan policies, Development Code, and Municipal Code Sections pertaining to the preservation of the aesthetic character of the City. As stated in the IS/MND, with approval of a Conditional Use Permit and a Height Variance, the project will be in visual agreement with the land uses of the surrounding area and will be consistent with the City's land use and zoning designations. The IS/MND further explains that the project design will add architectural and landscape features that will improve the visual quality of the project site and the project area as a whole compared to existing conditions.

The addition of a rooftop bar/restaurant to existing Building C, which would contribute an approximate half-story of height to the southwest portion of Building C, would not undermine any of these statements regarding project consistency with regulations for scenic quality. The rooftop bar/restaurant would be an additional amenity for the hotel use, which is an approved use for the project site. The rooftop bar/restaurant would not substantially change the appearance or visual quality of the approved Building C renovations. With the rooftop bar/restaurant component, the project would continue to incorporate the beneficial elements described in Section 3.1(c), such as extensive landscaping, pedestrian connections, minimization of views to parking areas, contributions to economic diversity, and redevelopment of an underutilized site. Furthermore, with the rooftop bar/restaurant component, the project would still be required to comply with the City's Commercial/Mixed Use Design Guidelines as described in Section 3.1(c), thus ensuring that the structures complement the City's design aesthetics and community character.

As described in the adopted IS/MND, the project required approval of a height variance to allow for Building D to exceed the 48-foot height requirement for the site. A height variance was not required for Building C, since only

interior renovations were proposed. However, with the addition of the rooftop bar/restaurant component, the maximum height of Building C would be extended by approximately 6 feet, and the new height would exceed the 48-foot height limit by approximately 2 feet. The additional height would be accommodated through approval of a height variance. However, for the reasons described throughout this Section 2, the addition of the rooftop bar/restaurant would not substantially degrade the visual quality of the project site or area, and approval of a height variance would bring the project into consistency with the City's land use and zoning designations.

For these reasons, the addition of the rooftop bar/restaurant would not change the conclusions presented in the IS/MND pertaining to conflicts with regulations governing scenic quality. Impacts would remain less than significant.

Light/Glare

The potential for the approved project to create a new source of substantial light or glare is analyzed in Section 3.1(d) of the IS/MND. The analysis explains that the project would be subject to the City's standards for light and glare set forth in the City's Development Code, and due to compliance with such regulations, the analysis concludes that impacts are less than significant.

The rooftop bar/restaurant would be an added source of light and glare on the project site that was not previously analyzed. Lighting associated with nighttime use of the bar could generate additional light and glare during evening and nighttime hours, and the additional building materials required to construct the rooftop bar/restaurant could incrementally contribute to the project's daytime glare. However, the rooftop bar/restaurant would be subject to the same light and glare standards that are outlined in the IS/MND. As concluded in the IS/MND, compliance with these standards would minimize light trespass and would limit glare such that it would not be perceptible beyond the property lines. Furthermore, it is noted that the rooftop bar/restaurant would be situated within the southwestern portion of Building C, away from the nearest residences to the north of the project site. The bar would thus be separated from these residences by the northern segments of the Building C rooftop and by surface parking areas to the north of Building C. The rooftop bar/restaurant would also be enclosed with a 7-foot-high screening wall, which would also prevent light spillover beyond the bar and restaurant area. Building materials used for the screening wall and for the small structural area and canopy that would be part of the rooftop bar/restaurant would be similar to the materials used for the rest of renovated Building C and new Building D. As such, any glare produced by building materials for the rooftop bar/restaurant would be similar to what is described in the IS/MND and would thus remain less than significant.

For these reasons, the addition of the rooftop bar/restaurant would not change the conclusions presented in the IS/MND pertaining to light and glare. Impacts would remain less than significant.

3 Noise

Construction Noise

Noise from project construction was assessed in Section 3.13 (Noise) of the adopted IS/MND. It was determined that the noise from project construction would be short-term and would comply with the City Municipal Code limitations on permitted hours and days for construction activities. In order to minimize temporary annoyance at nearby residential land uses, the implementation of best practices (listed in mitigation measure MM-NOI-1) were specified. MM-NOI-1, which requires the preparation of a Construction Noise Control Plan prior to issuance of a

grading permit, detailed the practices and methods through which noise from construction would be minimized. The addition of a rooftop bar/restaurant to the project would not increase construction noise beyond what was analyzed previously; the noise from heavy construction equipment (such as dozers, excavators, front end loaders), which creates the most noise associated with construction projects, would not be used as part of the rooftop bar/restaurant construction. Therefore, the addition of the rooftop bar/restaurant would not be anticipated to increase the maximum daily construction noise that was presented in the IS/MND. While the duration of construction may marginally increase to account for the rooftop bar/restaurant, this would not alter the impact analysis findings, since those findings are based on maximum daily construction noise levels. Thus, short-term construction noise from the proposed rooftop bar/restaurant addition would not change the findings of the adopted IS/MND.

Operational Noise

Operational noise from the project was assessed in Section 3.13 (Noise) of the adopted IS/MND. It was determined that with implementation of mitigation measure MM-NOI-2, noise impacts from long-term operation of the project would be less than significant. MM-NOI-2 requires that upon completion of construction-level plans, a review be conducted by an acoustical specialist to ensure that the equipment specifications and plans for the hotel HVAC and emergency backup generator will incorporate features to ensure that operational noise does not exceed relevant noise standards at nearby noise-sensitive land uses.

The addition of the rooftop bar/restaurant would constitute a new operational noise-generating use on the project site. Noise from operation of the proposed rooftop bar/restaurant was assessed by Yanchar Design and Consulting Group in a memorandum dated December 4, 2022 (Yanchar 2022). This study determined that the two primary noise sources (vocal sound from patrons and amplified background music and/or television sound) would not exceed City of Arcadia noise standards at the nearest noise-sensitive receivers (residences to the north) and that the resulting sound would be less than existing ambient noise levels. In order to confirm these conclusions, Dudek conducted an independent analysis of the rooftop bar/restaurant noise using similar assumptions. The Yanchar study assumed an occupancy of approximately 123 guests and an amplified music/television level of 64–74 A-weighted decibels (dBA) at an unspecified distance. Dudek assumed the same number of patrons (123 people) and an amplified sound level of 75 dBA for a slightly more conservative analysis, as measured at a reference distance of 10 feet from the speakers and/or television set. The rooftop deck plan shows a 7-foot-high screen wall along the rooftop bar/restaurant's northern boundary, which would completely block the direct noise path between rooftop deck noise and residences to the north, thus reducing noise levels that would be experienced at the residences.

Noise levels associated with people gathering at outdoor areas is typically assumed to be 62 dBA to 65 dBA at a distance of 3.3 feet (1 meter), for women and men speaking with raised voices, respectively (Harris 1991). To represent a worst-case scenario, this analysis assumes that up to 50% of the people (half female and half male) would be speaking simultaneously with raised voices at the same time, during both daytime and nighttime hours. This analysis also assumes that music and/or television speakers would be in use simultaneously during both daytime and nighttime hours. Using these assumptions, and accounting for the 7-foot-high screen wall described above, combined crowd noise and amplified music levels were calculated at the nearest sensitive receptors (the residences to the north) by means of standard acoustical equations. The resulting noise level estimates are summarized in Table 1 and the calculations are provided in Attachment A.

Table 1. Estimated Rooftop Bar/Restaurant Noise Levels

Noise-Sensitive Receiver Location	Estimated Noise Levels from Rooftop Deck, dBA (Leq)			Existing Ambient Noise Level, dBA (Leq)	Existing Ambient Noise Level Exceeded?	Significance Threshold, dBA (Leq)	Significance Threshold Exceeded?
	People	Amplified Sound	People + Amplified Sound				
Rooftop Deck Noise Levels - Daytime Hours (7 a.m. to 10 p.m.)							
Residences to north (approx. 190 feet away)	31.8	38.0	38.9	60	No	55	No
Rooftop Deck Noise Levels - Nighttime Hours (10 p.m. to 7 a.m.)							
Residences to north (approx. 190 feet away)	31.8	38.0	38.9	45	No	50	No

Source: Attachment A; Existing ambient noise levels shown are as documented by Yanchar Design & Consulting Group (Yanchar 2022).

As shown in Table 1, noise levels from worst-case scenario rooftop deck activities would not exceed City of Arcadia noise thresholds and would be less than existing ambient noise levels. Therefore, noise from project operation would remain less than significant with the addition of the rooftop bar/restaurant, and the addition of the rooftop bar/restaurant would not change the findings of the adopted IS/MND.

As described in Section 1, the number of vehicle trips expected to be generated on a daily basis by the rooftop bar/restaurant would be lower than trips associated with land uses that are no longer part of the project. As such, roadway noise associated with the project would not be increased based on the inclusion of the rooftop bar/restaurant, and long-term operational noise due to traffic generation would be slightly less than what was analyzed in the IS/MND. Roadway noise would thus remain less than significant, and the addition of the rooftop bar/restaurant would not change the findings of the adopted IS/MND.

Vibration

Groundborne vibration during project construction was assessed in Section 3.13 (Noise) of the adopted IS/MND. It was determined that during demolition of existing pavement and subsequent re-paving of the parking area closest to the existing residences to the north, groundborne vibration levels could be relatively high for a brief period and could result in temporary annoyance, but that at the greater distances associated with other construction phases (such as construction of the hotel buildings), groundborne vibration levels would be substantially lower and would not cause annoyance. It was determined that through notification of nearby residents of construction activities and by providing contact information in the event of complaints as specified in MM-NOI-1, potential impacts from groundborne vibration would be less than significant. The construction of the rooftop bar/restaurant would take place atop Building C, would not involve the use of heavy equipment, and the work would be located 190 feet from the nearest residence. Vibration attenuates rapidly with distance, and any vibration from rooftop construction

activities would be furthered dampened by the three-story Building C. Between the rooftop location of the proposed activities and the distance from the activities to the nearest sensitive receptor, vibration from construction of the rooftop bar/restaurant would not be expected to reach the nearby sensitive receptors. Thus, groundborne vibration levels from the rooftop bar/restaurant construction would be minimal to negligible and would not change the findings presented in the adopted IS/MND.

During operations, no noticeable groundborne vibration would occur because (similar to construction), no heavy equipment would be used as part of the rooftop bar/restaurant activities, and any vibration (such as from footfalls (i.e., people stepping or walking) would be dampened through the three-story Building C and the ground. Thus, groundborne vibration levels from operation of the rooftop bar/restaurant would be minimal to negligible and would not change the findings presented in the adopted IS/MND.

4 Other CEQA Issue Areas

Aside from introducing a new visual component and a new noise source not previously analyzed in the adopted IS/MND, the rooftop bar/restaurant is not expected to otherwise change the impact determinations for the project as presented in the adopted IS/MND, for the reasons described below.

Agriculture/Forestry Resources, Biological Resources, Archaeological Resources & Human Remains, Geology/Soils, Mineral Resources, Tribal Cultural Resources

The rooftop bar/restaurant component would be installed on the roof of an existing building (Building C) and would not lead to additional ground disturbance. As such, the impact determinations presented in the adopted IS/MND for resources affected by ground-disturbing activities and excavation, including agriculture and forestry resources, biological resources, archaeological resources and human remains, geology/soils, mineral resources, and tribal cultural resources, would not change based on the addition of the rooftop bar/restaurant.

Historic Built Environment Resources

Building C was built in 1979 and as such does not meet the age threshold for consideration under the National Register of Historic Places or California Register of Historical Resources, or as a City of Arcadia local historic landmark. Therefore, the addition of the rooftop bar/restaurant to Building C would not result in a significant effect to the building, since the building is not a historical resource.

Air Quality, Energy, Greenhouse Gases

The addition of the rooftop bar/restaurant would not substantially alter the construction scenario for the project, as analyzed in the IS/MND. The construction scenario presented in the IS/MND already includes extensive renovations to Building C, and the installation of an additional amenity on the rooftop would not substantially change the duration or intensity of overall project construction. Regarding vehicle trips to/from the site during operations, the rooftop bar/restaurant would not add trips relative to what was analyzed in the IS/MND, because the rooftop bar/restaurant would replace previously analyzed café and spa uses (which have been eliminated from the project). As described under Section 1, even with the addition of the rooftop bar/restaurant, the project would be generally less intense than what was analyzed in the IS/MND, due to the removal of the café and spa. As such, the total number of trips, energy use, and emissions would not change substantially relative to what was assessed in the

adopted IS/MND (and may in fact be reduced), and impacts would remain less than significant for generally the same reasons as those set forth in the adopted IS/MND.

Hazards and Hazardous Materials; Wildfire

The rooftop bar/restaurant would not increase the ground-disturbing activities or excavation associated with the project; as such, the rooftop bar/restaurant addition would not increase the potential for the project to uncover any potentially hazardous soil conditions, and impacts would therefore remain less than significant for the same reasons disclosed in the adopted IS/MND. Furthermore, restaurant and bar uses were already included in the project and analyzed in the IS/MND; as such, inclusion of the rooftop bar/restaurant would not change the types of materials that are used during project operations. As stated the IS/MND, the project would involve the use of minor quantities of commercially available hazardous materials, such as paints, lubricants, and cleaning materials. These materials are not considered acutely hazardous, and impacts would remain less than significant for the same reasons described in the adopted IS/MND.

The addition of the rooftop bar/restaurant would not change the project's effects related to airport hazards or wildfire hazards. The project is located in an urbanized area and is not in the immediate vicinity of airports or wildland areas. Significant impacts would not occur in these categories, for the same reasons as those set forth in the adopted IS/MND.

Hydrology and Water Quality

The rooftop bar/restaurant component would be installed on the roof of an existing building (Building C) and therefore would not have the potential to alter drainage patterns and would not increase impervious area relative to existing conditions. Compliance with low impact development requirements would continue to ensure that substantial volumes of stormwater and/or stormwater contaminants do not adversely affect the stormwater drainage system. As described under "Utilities and Service Systems" below, two land uses (spa and café, totaling 9,034 square feet) have been removed from the project since adoption of the IS/MND. Replacement of these uses with a smaller-sized rooftop bar/restaurant would not be expected to substantially alter the water use of the project as a whole and may in fact result in a reduction of water use, due to the overall reduction in land use intensity. Introduction of a rooftop bar/restaurant would not have the potential to exacerbate any hydrological hazards (e.g., flooding). For these reasons, the proposed minor change in programming would not be expected to alter the original conclusions of the IS/MND, and impacts to hydrology and water quality would remain less than significant, for generally the same reasons as those set forth in the adopted IS/MND.

Land Use and Planning

The rooftop bar/restaurant component would be installed on the roof of an existing building (Building C) and thus would not have the potential to create a physical division within an established community. As described in the adopted IS/MND, the project site is zoned General Commercial with a Downtown Overlay. Permitted uses consist of an array of commercial enterprises, including restaurants, and the purpose of the General Commercial Zone is to provide areas for the development of retail and service uses, offices, restaurants, public uses, and similar and compatible uses. The proposed rooftop bar/restaurant would thus be considered a permitted use within the General Commercial Zone, and the approved project already includes restaurant and bar uses. However, with the addition of the rooftop bar/restaurant component, the maximum height of Building C would be extended by approximately 6 feet, and the new height would exceed the 48-foot height limit established in the City's Zoning Code by

approximately 2 feet. The additional height would be accommodated through approval of a height variance. With approval of this variance, the project would be compatible with the General Plan's land use and zoning designations. As described throughout this memorandum, the rooftop bar/restaurant (including the height increase) would not lead to any significant environmental impacts. As such, the addition of the rooftop bar/restaurant to the project would not change the conclusions of the land use and planning analysis in the adopted IS/MND, and impacts would remain less than significant, for generally the same reasons as those set forth in the adopted IS/MND.

Population and Housing, Public Services, Recreation

As stated above, the proposed rooftop bar/restaurant use would replace a previously analyzed café and spa. As such, employment generation and any associated population growth would not be expected to substantially change relative to what was analyzed in the IS/MND. Due to the size of the café and spa when compared to the rooftop bar/restaurant, employment generation could potentially be reduced. As such, effects related to population and housing and other topics associated with population growth (namely, public services and recreation) would not substantially change, as those issue areas are largely connected to a project's potential to draw new residents to the City. Impacts would remain below a level of significance, for generally the same reasons as those set forth in the adopted IS/MND.

Transportation

The transportation analysis in the IS/MND assumed inclusion of two trip-generating uses that are no longer a part of the project (the spa and café). As shown in the adopted IS/MND, these two uses were anticipated to generate a total of 852 average daily vehicle trips. The proposed rooftop bar/restaurant would result in 491 average daily vehicle trips. The transportation analysis presented in the adopted IS/MND would now be considered conservative because it includes more intensive uses (spa and café) that have since been removed. Additionally, it is noted that the transportation analysis in the IS/MND relied on trip generation rates from the 10th Edition of the Institute of Transportation Engineers Trip Generation Manual, which are generally more conservative that the rates shown in the current, updated 11th Edition. As such, the transportation analysis shown in the IS/MND is now considered conservative, and the additional trips associated with the rooftop bar/restaurant have thus been well accounted for in the original analysis. Regarding vehicle miles traveled (VMT), the rooftop bar/restaurant use is a local serving retail use. This type of use is presumed to have less-than-significant VMT impacts. Furthermore, the project is located within a transit priority area, indicating that the area is well-served by transit. For these reasons, impacts in the category of transportation would remain less than significant, and the addition of the rooftop bar/restaurant would not change the findings of the adopted IS/MND.

Utilities and Service Systems

Regarding utilities (e.g., water use, wastewater generation), the demands for utilities from the proposed rooftop bar/restaurant would not be expected to substantially differ from those of the originally proposed café and spa, which have been removed from the project. Furthermore, the adopted IS/MND does not identify any significant constraints in the provision of utilities to the project. The project remains consistent with the General Plan and is thus considered to be encapsulated in local and regional plans for the provision of utilities. As such, the proposed minor change in programming would not be expected to alter the original conclusions of the IS/MND, and impacts to utilities would remain less than significant, for generally the same reasons as those set forth in the adopted IS/MND.

5 Conclusion

For the reasons described above in Section 1 through 4, the addition of a rooftop bar/restaurant to the approved Arcadia Hotel and Annex Project would not change the environmental impact findings of the adopted IS/MND. As such, pursuant to Section 15162(b) of the CEQA Guidelines, this memorandum documents that no further CEQA review is required for the addition of a rooftop bar/restaurant to the approved Arcadia Hotel and Annex Project.

6 References

Harris, Cyril M., ed. 1991. Handbook of Acoustical Measurements and Noise Control. Third Edition. McGraw-Hill, Inc. New York, NY.

Yanchar (Yanchar Design and Consulting Group). 2022. Memorandum prepared for VG Investment Properties, LLC. December 4, 2022.

Appendix A
Noise Calculations

Crowd Noise Estimate

Applicable Thresholds of Significance
7 AM - 10 PM: 55 dBA
10 PM - 7 AM: 50

Raised male voice at 1 m. 65 dBA at 3.28 feet
Raised female voice at 1 m. 62 dBA at 3.28 feet
Reference: Harris, 1991

Elevation (above local ground) - ref. Sheet 52 of site plans rcvd 081921	Horizontal Distance to nearest receivers (from approx. acoustic center of activity area)	Vertical Distance to nearest receivers	Line-of-Sight Distance (Horizontal and Vertical)
	Residences to north	Residences to north	Residences to north
0	190	38	194

Assumptions **Occupancy**
123 people at dining/bar areas 115 8
Assume each 50% male, 50% female
Assume half of them are using raised voices at any one time

Crowd Noise Estimate, Continued - Rev. 081921

Source-receiver distances (feet)

Receiver Description	Dining Area	Bar Area
Residences to north	194	194

Receiver Description	Estimated Building Shielding (dBA)	
	Dining Area	Bar Area
Residences to north	17.4	17.4

Receiver Description	Estimated Sound Pressure Levels (dBA L_{eq}) Daytime and Nighttime		
	Dining Area	Bar Area	Combined Noise Level (dBA)
Residences to north	31.5	20.0	31.8

Allowable Music Noise Estimate

Applicable Thresholds of Significance
7 AM - 10 PM: 55 dBA
10 PM - 7 AM: 50

Elevation (above local ground)	Horizontal Distance to nearest receivers (from approx. acoustic center of activity area)	Vertical Distance to nearest receivers	Line-of-Sight Distance (Horizontal and Vertical)
	Residences to north	Residences to north	Residences to east
170	190	38	194

Assumptions

Raised male voice at 1 m.	65 dBA at 3.28 feet
Raised female voice at 1 m.	62 dBA at 3.28 feet

Reference: Harris, 1991

Allowable Music Noise Estimate Continued - Rev. 081921

Amplified Sound System Levels, Maximum Level (measured at reference distance from the loudspeaker), dBA L_{eq}	75	10	Daytime
	75	10	Nighttime

Source-receiver distances (feet)

Receiver Description	Dining Area	Bar Area
Residences to north	194	194

Receiver Description	Estimated Building Shielding (dBA)	
	Dining Area	Bar Area
Residences to north	14.3	14.3

Receiver Description	Estimated Sound Pressure Levels Daytime (dBA)				
	Dining Area	Bar Area	Combined Noise Level (dBA)	Significance Threshold (dBA L_{eq})	Significant Impact?
Residences to north	35.0	35.0	**38.0**	**55**	**No**

Receiver Description	Estimated Sound Pressure Levels Nighttime (dBA)				
	Dining Area	Bar Area	Combined Noise Level (dBA)	Significance Threshold (dBA Leq)	Significant Impact?
Residences to north	35.0	35.0	**38.0**	**50**	**No**

Acoustical Shielding from Building Parapet/Edge of Building

Uses the Equation: $(A_{e4})_{point}=20*\log[(2*pi*N)^{1/2}/\tanh(2*pi*N)^{1/2}]+5dB$

(Ref. Pg.174, Noise and Vibration Control, L.L. Beranek Editor, 1971 Ed.

Project: Hilton Rooftop Bar and Dining
Date: 12/9/22
By: MG

Please Enter: Using English (E) units or Metric (M) units ? E

Ray Trace Number/Description	Source-Receiver Distance (ft. or m)	Source Base Elev. (ft. or m)	Source Height above Ground (ft. or m)	Receiver Base Elev. (ft. or m)	Receiver Height above Ground (ft. or m)	Horizontal Barrier Dist. (in ref. to source) (ft. or m)	Barrier Base Elev. (ft. or m)	Barrier Height (ft. or m)	Dominant Freq.(Hz)	Source-Rcvr Straight-Line Dist. (ft. or m)	Source-Top-of-Barrier Dist. (ft. or m)	Receiver-Top-of-Barrier Dist. (ft. or m)	Lambda	N_{max}	$AE_{(barriers)}$ (dB)
Dining and Bar Areas to residences to north - Voices	194	0.0	43.0	0.0	5.0	20.0	0.0	**45.0**	500.0	197.7	20.1	178.5	0.7	2.8	**17.4**
Dining and Bar Areas to residences to north - Music	194	0.0	45.0	0.0	5.0	20.0	0.0	**45.0**	500.0	198.1	20.0	178.5	0.7	1.3	**14.3**

ARCADIA PLANNING COMMISSION
REGULAR MEETING MINUTES
TUESDAY, February 14, 2023

CALL TO ORDER Chair Thompson called the meeting to order at 7:00 p.m.

ROLL CALL

PRESENT: Chair Thompson, Vice Chair Tsoi, Hui, Tallerico, and Wilander

ABSENT: None

SUPPLEMENTAL INFORMATION FROM STAFF REGARDING AGENDA ITEMS

There was no supplemental information.

PUBLIC COMMENTS (5 minute time limit per person)

There were none.

PUBLIC HEARING

1. **Resolution No. 2115** – Approving Conditional Use Permit No. CUP 22-18 for a tutoring center specializing in computer coding at 1010 S. Baldwin Avenue, Unit # 202
   CEQA: Exempt
   Recommendation: Adopt

   Applicant: Jiyong Zhao

MOTION- PUBLIC HEARING

Chair Thompson introduced the item and Planning Manager Fiona Graham presented the staff report.

Commissioner Wilander asked about the restroom arrangement and if there is a cover to protect the students from the elements when being escorted to the restroom.

Planning Manager Fiona Graham explained there is no covering, but the unit has a front and back door and that the student will be escorted through the back door to the ground floor where the bathroom is located.

Chair Thompson asked about the footnotes for the parking and Ms. Graham clarified that the footnotes are referring to previous parking modifications that was approved through the Conditional Use Permits.

Commissioner Wilander asked about the number of students and Ms. Graham explained the parking requirement is for one parking space per three students and there will be four tutors onsite at any time.

Chair Thompson opened the public hearing.

Jiyong Zhao, the Applicant, introduced himself as a long time Arcadia resident. Mr. Zhao explained that as a parent of school-age children education is very important to him. He currently operates, Coding Minds Academy, a coding school in Irvine, California. He has many Arcadia students who travel to Irvine to attend his school and it is one reason he decided to open a coding school in Arcadia.

Commissioner Wilander asked Mr. Zhao if he would consider expanding the operating hours in the summer when students are out of school. Mr. Zhao said it depends and he would consider it.

Commissioner Tallerico asked for clarification of the ratio of students learning online and in-person.

Mr. Zhao explained it depends, but about 70% of students are online and 30% are onsite.

Vice Chair Tsoi asked if the instructor who is teaching online is on the premises during the class. Mr. Zhao explained the instructors are not always onsite and are sometimes from a third party.

Commissioner Hui asked how many classrooms he has at his Irvine location and what is the enrollment capacity like.

Mr. Zhao said there are seven classrooms and a big lobby. He explained that about 80% of the students study online.

Commissioner Hui commented that the Commission recently approved a coding education center. Mr. Zhao explained that his coding school operates very differently than the school that was recently approved.

Planning Manager Fiona Graham clarified that the coding school that was recently approved was not one-on-one, and there are two separate classrooms with 15 students in each one.

Chair Thompson asked if there were any other speakers in favor of the proposal.

No one else spoke in favor or in opposition of the project.

It was moved by Commissioner Wilander, seconded by Commissioner Tallerico, to close the public hearing.

Without objection, the motion was approved.

DISCUSSION

Commissioner Tallerico was supportive of the project.

Commissioner Wilander asked if it's possible to add a condition to allow the Applicant to change their hours of operation. Ms. Lisa confirmed there is already a condition to indicate they are allowed to modify their hours of operation, but they must first notify the City of their proposed changes.

Vice Chair Tsoi agreed this is a great use of space.

Commissioner Hui agreed with the Commission and was supportive of the proposal.

Chair Thompson was in favor of approval and believed the findings are consistent with the City's Development Code.

MOTION

It was moved by Commissioner Tallerico, seconded by Commissioner Hui to recommend approving Conditional Use Permit No. CUP 22-18, for a tutoring center specializing in computer coding at 1010 S. Baldwin Avenue, Unit #202, subject to the conditions of approval, the project is categorically exempt from California Environmental Quality Act, and adopt Resolution No. 2115.

ROLL CALL

AYES: Chair Thompson, Vice Chair Tsoi, Hui, Tallerico, and Wilander
NOES: None
ABSENT: None

There is a 10 day appeal period. Appeals are to be filed by 5:30 p.m. on Monday, February 27, 2023.

2. **Resolution No. 2117** – Approving a four-unit, Spanish-style multi-family residential condominium development, the removal of a diseased tree, and an Oak Tree Encroachment Permit at 200 S. Second Avenue
CEQA: Exempt
Recommendation: Adopt

Applicant: Youkun Nie

MOTION- PUBLIC HEARING

Chair Thompson introduced the item and Planning Services Manager Fiona Graham presented the staff report.

Vice Chair Tsoi asked why the China Berry Tree is considered a protected tree. Ms. Graham clarified it is protected due to the width of the trunk and its location which is in the required front yard setback.

Commissioner Wilander asked about the neighbor's protected Oak Tree. Ms. Graham clarified that the tree is out of the property owner's jurisdiction, but they must ensure their proposed development does not harm their tree. The owner will have to coordinate with the adjacent owner and follow the Arborist's recommendation.

Commissioner Tallerico asked about recommendation No. 8 and the electrical transformer. He asked if there is any liability for the property owner in the event of an issue. Ms. Graham clarified the transformer is for the development therefore they are responsible for it.

City Attorney Mike Mauer clarified that matters regarding the utilities would be between Southern California Edison and the property owner and for the purpose of this approval the City would not be looking into the division of liabilities.

Chair Thompson asked if it is normal for the front doors to not have a covering above them for the protection of the weather elements. Ms. Graham responded and said that this is a design choice of the architects.

Commissioner Hui asked if the diseased tree will be replaced.

Ms. Graham said the Applicant will replace the trees with two 24 -inch box Crate Myrtles in the front yard.

Chair Thompson opened the public hearing.

Scott Yang, one of owners of the project, clarified that California Edison will be liable for the transformer.

There was no one to speak in favor or opposition of the proposal.

It was moved by Commissioner Tallerico, seconded by Commissioner Wilander, to close the public hearing.

Without objection, the motion was approved.

DISCUSSION

Vice Chair Tsoi said it was a very attractive design. Mr. Tsoi added it is very typical for this type of architecture to have a slightly recessed entryway. He added that Unit No. 2 and the second floor is different than the other units.

Commissioner Wilander commented on the tree's replacements.

Commissioner Tallerico was in favor of the proposal.

Commissioner Hui was also in favor with the proposal and believed the proposed project blends in well with other developments in the area.

Chair Thompson believed the proposed project is consistent with the General Plan and is in favor of the project.

MOTION

It was motioned by Chair Thompson and seconded by Commissioner Tallerico to recommend approving the Multiple Family Design Review No. MFADR 21-05, Diseased Tree Permit No. TRD 23-05, Protected Tree Encroachment Permit No. TRE 21-10, and Tentative Parcel Map No. TPM 22-02 (83905) subject to the conditions of approval, the project is categorically exempt from California Environmental Quality Act, and adopt Resolution No. 2117, subject to the following conditions of approval as stated in the staff report.

ROLL CALL

AYES: Chair Thompson, Vice Chair Tsoi, Hui, Tallerico, and Wilander
NOES: None
ABSENT: None

Motion was approved.

There is a 10 day appeal period. Appeals are to be filed by 5:30 p.m. on Monday, February 27, 2023.

3. **Resolution No. 2114 –** Recommending that the City Council approve Text Amendment No. TA 22-03 amending various sections of Article IX, Chapter 1 (Development Code) of the Arcadia Municipal Code pertaining to Accessory Dwelling Units (ADU) and Final Parcel Maps with dedications, and amending Article IV of the Arcadia Municipal Code, Chapter 6 (Noise Regulation) the allowable hours for gardening, and landscaping, and Chapter 4 (Property Maintenance and Nuisance Abatement Code) to establish requirements and regulations for non-operating properties in non-residential zones
CEQA: Exempt
Recommendation: Adopt

Applicant: City of Arcadia – Development Services Department

MOTION- PUBLIC HEARING

Deputy Development Services Director, Lisa Flores, presented some background on the four text amendments and handed it over to Assistant Planner Alison MacCarley to present the proposed changes.

Commissioner Wilander asked if there is any possibility to also change Saturday's hours for the gardening and landscaping ordinance. Ms. Flores said the comments and recommendations can be passed on to the City Council, but the Commission can certainly recommend any other changes to the hours.

Commissioner Tallerico then asked if there are a lot of non-operating properties.

Management Analyst, Alana Bautista, explained there are not many non-operating properties in non-residential areas that are a nuisance. However, the City wanted to establish a program that would hold those that are a nuisance responsible.

Chair Thompson asked about Accessory Dwelling Units and the regulation regarding the proximity to public transit. He then asked about the dedications on the Parcel Maps.

Ms. MacCarley explained the State would like to encourage the use of public transportation and therefore incorporated that regulation for Accessory Dwelling Units. Regarding the Parcel Maps, Ms. MacCarley explained the goal is to streamline the process.

Chair Thompson added he does not agree with amending the gardening allowable hours to noon on Sundays.

Vice Chair Tsoi asked for clarification for the definition of non-operating properties and Ms. Bautista confirmed that this amendment does not include residential properties as there is already a program in place that requires the registration of vacant residential properties.

Commissioner Hui commented on the lack of maintenance of non-residential properties. Staff clarified this would be addressed through Code Services and the properties would be subject to notices of violations and if escalated, administrative citations.

City Attorney Mike Mauer went into detail about the new process for addressing non-operating nuisance properties and how property maintenance will be enforced.

Vice Chair Tsoi asked about the new height limit for Accessory Dwelling Units. Ms. MacCarley explained the City will still be limiting detached ADU to single story where we are allowed to.

Commissioner Hui asked about second stories on garages. Ms. MacCarley explained ADU are permitted in garages as a conversion, but not above a detached garage.

It was moved by Vice Chair Tsoi seconded by Commissioner Wilander, to close the public hearing.

Without objection, the motion was approved.

DISCUSSION

Chair Thompson and Commissioner Wilander would like their comments forward to the City Council and that the gardening hours on Sunday should change to 9 a.m. instead of noon since most property owners, like themselves, would prefer to mow their lawn or get their yard work done before it gets hot in the summertime. Starting any yard work at noon would be brutal because of the heat.

MOTION

It was motioned by Commissioner Wilander and seconded by Commissioner Tallerico to adopt Resolution No. 2114 recommending that the City Council approve the Text Amendment No. TA 22-03 amending various sections of Article IX, Chapter 1 (Development Code) of the Arcadia Municipal Code pertaining to Accessory Dwelling Units (ADU) and Final Parcel Maps with dedications, and amending Article IV of the Arcadia Municipal Code, Chapter 6 (Noise Regulation) the allowable hours for gardening, and landscaping, and Chapter 4 (Property Maintenance and Nuisance Abatement Code) to establish requirements and regulations for non-operating properties in non-residential zones

ROLL CALL

AYES: Chair Thompson, Vice Chair Tsoi, Hui, Tallerico, and Wilander
NOES: None
ABSENT: None

Motion was approved.

CONSENT CALENDAR

4. Minutes of the January 10, 2023, Regular Meeting of the Planning Commission

Recommendation: Approve

Commissioner Wilander motioned to approve the minutes and seconded by Commissioner Hui. Commissioner Tallerico abstained since he was absent from that meeting.

ROLL CALL

AYES: Chair Thompson, Vice Chair Tsoi, Hui, and Wilander
NOES: None
ABSENT: None

The Motion was approved.

MATTERS FROM CITY COUNCIL LIAISON

Dr. Cao reported that on Saturday, February 11, the Arcadia Police Department hosted a "Meet your Commanders" program at the Arcadia High School.

The Arcadia Community Center will have Spring Class registrations starting March 6th.

On Saturday, February 25, the Arcadia Pony League, and the Santa Anita Little League will be having their opening ceremonies. The Arcadia Little League will have their opening ceremony on Sunday, February 26.

On Saturday, February 25, The Arcadia Orchestra will have their benefit dinner.

MATTERS FROM THE PLANNING COMMISSONERS

Commissioner Hui invited everyone to the Arcadia Orchestra benefit dinner at the Masonic Center.

MATTERS FROM ASSISTANT CITY ATTORNEY

City Attorney Mike Mauer commented about a new law that affects projects within one-half mile of a major transit and how it might affect the City.

MATTERS FROM STAFF INCLUDING UPCOMING AGENDA ITEMS

Ms. Flores reported that there will be three items in the next Planning Commission Meeting and the Brown Act training will begin at 6:00 p.m. prior to the regular meeting.

ADJOURNMENT

The Planning Commission adjourned the meeting at 8:18 p.m., to Tuesday, February 28, 2023, at 6:00 p.m. for the Brown Act training with the Commissioners followed by the regular meeting at 7:00 p.m. in the City Council Chamber.

Brad Thompson
Chair, Planning Commission

ATTEST: _____
Lisa Flores
Secretary, Planning Commission