



# STAFF REPORT

Development Services Department

**DATE:** July 14, 2020

**TO:** Honorable Chair and Planning Commission

**FROM:** Lisa L. Flores, Planning & Community Development Administrator  
By: Luis Torrico, Senior Planner

**SUBJECT:** RESOLUTION NO. 2057 – A MINOR USE PERMIT NO. MUP 20-04, ARCHITECTURAL DESIGN REVIEW NO. ADR 18-05, VESTING TENTATIVE MAP NO. TTM 19-01 (82734), DEVELOPMENT AGREEMENT, AND A MITIGATED NEGATIVE DECLARATION FOR THE DEVELOPMENT OF A MIXED-USE PROJECT WITH 139 RESIDENTIAL UNITS AND COMMERCIAL AREA ALONG HUNTINGTON DRIVE LOCATED AT 117-129 E. HUNTINGTON DRIVE AND 124-134 WHEELER AVENUE

**Recommendation: Adopt Resolution No. 2057 and Recommend Approval to the City Council**

## SUMMARY

The property owner, New World International, LLC is requesting approval of Minor Use Permit No. MUP 20-04, Architectural Design Review No. ADR 18-05, and Vesting Tentative Map No. TTM 19-01 (82734) to redevelop two sites and an existing City parking lot with a new mixed-use development consisting of two separate buildings and a shared subterranean parking structure. The first building consists of four (4) stories of residential units (39 condominiums) over 10,200 square feet of ground floor commercial at 117-129 E. Huntington Drive. The second building is a five-story residential building with surface parking on the ground floor that consists of private and public parking spaces at 124-134 Wheeler Avenue.

It is recommended that the Planning Commission adopt Resolution No. 2057 (Attachment No. 1) recommending approval of the proposed project to the City Council, along with a Mitigated Negative Declaration in accordance with the California Environmental Quality Act (CEQA), and direct staff to convey the Commission's comments to the City Council.

## **BACKGROUND**

The project site consists of seven (7) parcels, which includes a City parking lot, totaling 1.74 acres in size that front on E. Huntington Drive and Wheeler Avenue, located at 117-129 E. Huntington Drive and 124-134 Wheeler Avenue. The alley between both areas will be vacated for the construction of the subterranean parking structure; however, it will still be used for vehicular access via a public easement. The parcels fronting on E. Huntington Drive are zoned Central Business District (CBD) and have a Commercial Land Use Designation with a density of 80 units per acre and a Floor Area Ratio of 1.0. The parcels fronting on Wheeler Avenue are zoned Downtown Mixed Use (DMU) and have a Mixed Use Land Use Designation with a residential density allowance of 80 units per acre and a Floor Area Ratio of 1.0. The project site is currently developed with five commercial buildings and a surface City-owned parking lot (see Figure 1) - refer to Attachment No. 2 for an Aerial Photo with Zoning Information and Photos of the subject site.

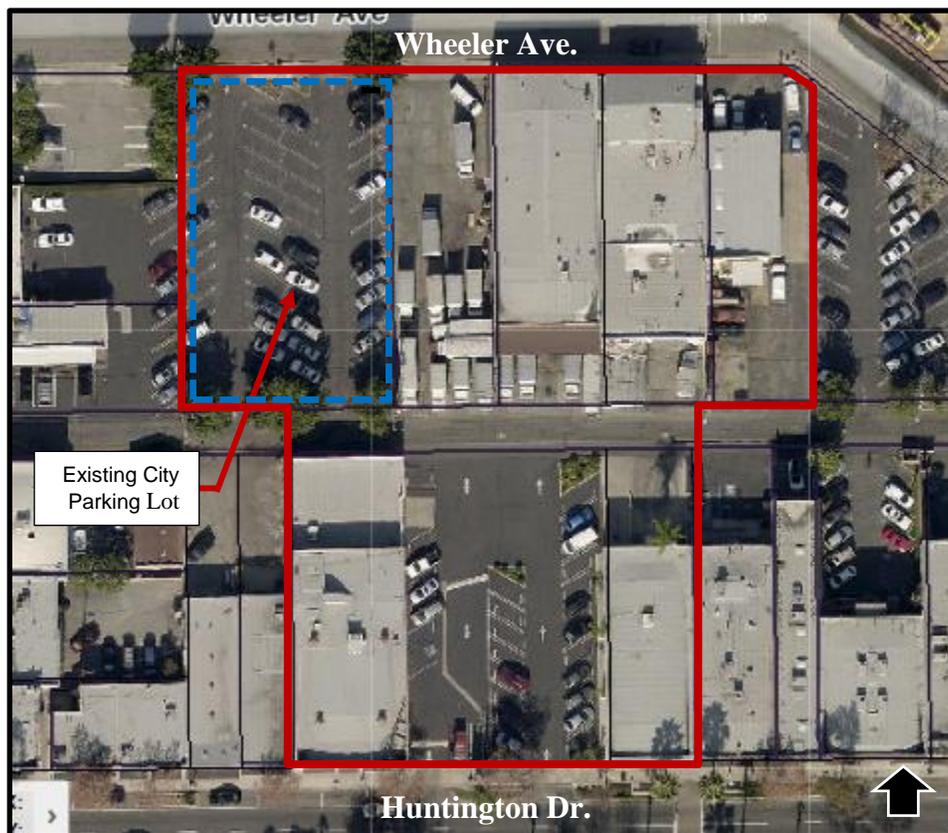


Figure 1 - Aerial of Subject Site

The existing City-owned parking lot includes 55 public parking spaces and is accessed from the alley and Wheeler Avenue. As part of the development, a Development Agreement will need to be approved to facilitate the sale of the parking lot to the applicant to include into the overall project site. As required by the Development Agreement, the applicant will need to replace the 55 public parking spaces at a 1:1 ratio, within the proposed mixed-use development site. Conceptual plans of the proposed mixed-use development were presented to the City Council at three (3) study sessions, all of which

included sale of the City-owned parking lot. The proposed Development Agreement includes the following deal points:

- \$2.15 M purchase price
- 10 year term
- Applicant will provide 55 public parking spaces in perpetuity
- Requires City and applicant to enter into Access and Parking Easement Agreement
- Requires applicant to maintain public access to the existing 55 public parking spaces until building permits are issued for the proposed mixed-use development.

## **PROPOSAL**

### **Mixed-Use Development**

The proposed mixed-use development will be parcelized into two separate areas because of the alley. The first area will front Huntington Drive, and two of the parcels will be merged to accommodate the first part of the mixed-use development, which consists of four (4) stories (39 residential units) above 10,200 square feet of commercial. The second area, five of the parcels, which includes the City's parking lot, will be merged to accommodate a five story residential building (100 residential units) over surface parking within the parking lot area. This area is located across from the alley and fronts Wheeler Avenue. Both areas will include a total of five (5) stories with a total height of 58'-6"; therefore, the development will be in compliance with the maximum height of 60 feet. Residential units, located throughout both areas, will consist of consist of two (2) one-bedroom units, 100 two-bedroom units, and 37 three-bedroom units ranging in size from 867 square feet to 1,727 square feet. All of the units will have a private deck or balcony ranging in size from 42 square feet to 106 square feet.

The ground floor commercial will be divided into five units ranging in size from 1,100 square feet to 3,200 square feet. The commercial units will be centered around an outdoor public plaza intended to interact with the streetscape along E. Huntington Drive. Staff worked with the applicant through several iterations to ensure that the project included a component that would activate the street frontage, as required by the General Plan and City Center Design Plan. The plaza, as depicted on the architectural plans (Attachment 3) will include a lawn area and outdoor seating; however, Staff recommends that the entire area be hardscaped (See Condition No. 7). The plaza will act as an activity node where people can congregate and experience the outdoors. The plaza will be accessible to the public from E. Huntington Drive and via a retail paseo walkway that will connect the alley, residential units, and the parking structure on the north portion of the site, and will be accessible to residents of the project and the general public.

Open space for the project will be provided through private unit balconies and common outdoor space. The area fronting on E. Huntington Drive will provide common open space on the fourth floor and will include two (2) rooftop decks totaling approximately 3,000 square feet of common open space. The decks will include outdoor seating areas and landscaping. The second area, on the north side of the site, will provide approximately

5,500 square feet of common open space located on second level, which will include an indoor clubhouse and two open-air courtyards. The courtyards will include, but not be limited to, a wading pool, seating areas, landscaping, and an outdoor kitchen with pergola and community table. The common open space and other project amenities in both areas will be accessible to all residents of both Buildings.

### Parking and Public Alley

Both private and public parking will be provided on this site within the covered parking lot area, and a one-level subterranean parking structure is proposed for resident and guest parking. The parking structure has openings off of Wheeler Avenue and the alleyway. Both options allows patrons and residents to access from either side. In order to allow the subterranean parking structure to be built under the alley, the City has to vacate the rights beneath the surface area, however, an easement will be required over the alley as a public easement in order to maintain vehicular access at all times. As part of the project, the alley within the project boundaries will be improved with enhancements such as pavers, bollards and lighting. In addition, as part of the sewer relocation discussed later in this report, the applicant will be required to extend the alley improvements westerly to First Avenue.

Parking for the entire development will be provided via surface parking and a subterranean parking structure. A total of 350 parking spaces will be provided, which complies with the Code minimum. The surface parking garage will provide parking for the commercial uses, for some of the residential uses, and 55 public parking spaces, as required as part of the Development Agreement which will be discussed further in this report. The subterranean parking structure will provide parking for majority of the residential uses and guest spaces. All the residential spaces will be enclosed as required by the Development Code. The project will also provide a total of 32 bicycle parking in the surface parking garage, complying the minimum requirement

### Zoning

The subject site is zoned CBD and DMU. Both zoning designations can remain in place as both zones have very similar development standards and permitted uses. Table 1 below identifies the only differences in permitted uses between both zones. The northern area of the project, which will include the surface parking and residential above is zoned DMU. Since this area will not include commercial space, there should not be any concerns with the commercial uses. The area fronting on E. Huntington Drive will include commercial only on the ground floor; therefore, office and tutoring uses will not be allowed as there is no upper floor commercial. The other uses are related to vehicle uses, which would not be appropriate for this location; therefore, they do not pose any concerns. Therefore, there is no conflict with keeping both zones in place.

Allowed Uses		
Land Use	Zone	
	CBD	DMU
Office	Permitted by right (upper floors)	Permitted
Tutoring & Educational Centers	Conditional Use Permit (upper floors)	Not Allowed
Live/Work Unit	Not Allowed	Minor Use Permit (upper floors)
Vehicle Sales	Conditional Use Permit	Not Allowed
Service/Fueling Station	Conditional Use Permit	Not Allowed
Vehicle Washing/Detailing	Accessory	Not Allowed
Vehicle Repair, Minor	Accessory	Not Allowed

Table 1 – Allowed Uses in CBD & DMU Zones

In terms of development standards for both zones, the only difference pertains to minimum lot size and rear yard setback when adjacent to residential zones (see Table 2). The project site will be merged and re-subdivided as part of the vesting tentative map process, and the site is not adjacent to residential zones; therefore, Staff has no concerns with keeping both zones.

Development Standards		
	Development Code	Provided
Density	80	79
Height	60 ft.	58 ft. - 6 inches
Floor Area Ratio (Non-Residential Uses)	1.0	0.14
Open Space	13,900 Sq. Ft.	24,296 Sq. Ft.
Setbacks:		
Front	0 ft. (10 ft. max)	5 ft.
Side	0 ft.	5 ft.
Rear	0 ft.	0 ft.

Table 2 – Development Standards in CBD & DMU Zones

The project site's zoning and location in the Downtown Area subject it to compliance with the City Center Design Plan. The City Center Design Plan was created to guide development in the Downtown by providing a set of standards, including but not limited to, increasing pedestrian activity and street interaction, and stepping buildings to be respectful to the existing one- and two-story developments in the Downtown area. Staff

worked extensively with the applicant on the design to ensure the development provided ground-floor commercial that would activate the streetscape and that the overall building massing was stepped back from E. Huntington Drive to maintain a pedestrian scale at the street level. In compliance with the policies of the City Center Design Plan, the ground floor commercial will be setback five feet from the front property line and will be centered around an outdoor public plaza to act as an activity node. The plaza will be accessible to the public from E. Huntington Drive and via a retail paseo walkway that will connect to the alley, the residential units, and the parking structure on the north portion of the site. The second and third levels of residential will be stepped back 11'-10" from the front property line, the fourth level 40'-5", and the fifth level will be stepped back 134' from the front property line (see Figure 4). This design will provide relief for the streetscape and will also be complimentary to the adjacent single- and two-story buildings.

### Relocation of Utilities

In order to construct the subterranean parking structure, the applicant will be required to relocate existing dry and wet utilities, including electricity, telephone, cable lines, and sewer which span the length of the project site running east to west along the alley.

The dry utilities would be relocated above ground and partially undergrounded around the perimeter of the project site. The relocated lines will span north from the alley to Wheeler Avenue along the west project perimeter, and east along Wheeler Avenue along the north project perimeter. Meetings were held with Edison on several occasions to identify any issues with the proposed relocation and ensure that it could be completed. In addition, the applicant met with adjacent property owners to inform them of the proposed relocation and to obtain consent for related work to be completed on their properties. Existing utility services to adjacent neighbors and nearby parcels will be maintained throughout construction of the project, and would only temporarily be turned off to switch from the existing to the new underground conduits and power poles once they are constructed and ready for use. The relocation plans are currently being reviewed by Edison and no issues are anticipated.

The existing sewer line is located along the alley to be vacated. The line will be capped at the eastern project boundary, and the remaining portion, which connects to a Los Angeles County Sanitation District (LACSD) trunk line sewer main located in N. 1<sup>st</sup> Avenue, will be removed and replaced. As part of the project, a new 8-inch sewer line will be installed from the project's western boundary to the existing LACSD main line in N. 1<sup>st</sup> Avenue. LACSD has confirmed that sewage generated by the project can be accommodated with the existing sewage infrastructure, and no capacity driven expansions and/or relocations are required.

### Vesting Tentative Map

The Development Code allows a vesting tentative map to be submitted and processed in lieu of a tentative map. If approved, the vesting tentative map is intended to establish vested rights pertaining to development standards for the project, and protects those rights in the event there are changes to the applicable standards. For this map, the

applicant has requested that current development standards be vested, such as minimum lot area, density, floor area ratio and building height. The vesting tentative map will be processed to subdivide the airspace through the vesting tentative map process – see Attachment No. 4. The map proposes to merge the existing seven (7) parcels and re-subdivide the property into six (6) new lots including one (1) comprehensive ground lot (Lot 1) and five (5) air-space lots for the residential condominium units, commercial units, and residential, commercial, and public parking. Lot 2 will contain the residential parking and the 55 public parking spaces, Lots 3 & 4 will contain the retail parking, Lot 5 will contain the commercial units and retail parking, and Lot 6 will contain all the residential units.

As part of the map, a triangular portion of property in the northeast corner of the project site adjacent to Wheeler Avenue and Indiana Street will be dedicated to the City for streets, sidewalks and parking purposes. Adjacent to the east of the project site is a City owned parking lot which is not part of this project. The City has plans to improve the City parking lot by reconfiguring and restriping the parking lot to improve circulation and increase the number of parking spaces. The proposed dedication will be incorporated into the proposed parking lot improvements. The improvements will not be completed until after the mixed-use project is completed.

## **ANALYSIS**

Both the CBD and DMU zones allow the proposed development subject to the approval of a Minor Use Permit. Residential uses are allowed only in conjunction with a commercial use, and are permitted above ground-floor commercial or adjacent to a commercial development; therefore, the proposed development is in compliance. Properties in the CBD and DMU zones allow a building up to a maximum height of 60 feet. The proposed development will be in compliance as it will include five stories with a maximum height of 58'-6". The Code requires a minimum open space of 100 square feet per unit, which amounts to 13,900 square feet of required space. The proposed development will provide a total of 24,296 square feet of combined private and open space, exceeding the Code minimum. The development will also be in compliance with all other Code requirements including density, FAR, and setbacks.

The proposed mixed-use development requires approval of a vesting tentative map to subdivide the airspace for the different uses on the project site, including the commercial units, residential units, and retail, residential and public parking spaces. The applicant has chosen to process a vesting tentative map to ensure the development is vested with the current applicable development standards. As part of the subdivision process, a triangular portion of property in the northeast corner of the project site adjacent to Wheeler Avenue and Indiana Street will be dedicated to the City for streets, sidewalks and parking purposes. This area will be incorporated into a proposed City parking lot improvement plan. The proposed subdivision has been reviewed by the applicable City department and it complies with the subdivision regulations of the Arcadia Municipal Code and the State Subdivision Map Act, and will not violate any requirements of the California Regional Water Quality Control Board.

## Parking

For a mixed-use development, the Development Code requires 1.5 parking spaces for every residential unit and one guest space for every three (3) units, which amounts to a total of 256 required spaces for the residential component. The Code requires one space for every 200 square feet of commercial space, which amounts to 51 required spaces for the commercial component. Since the project site is located within a ¼ mile from the Metro light rail station, the code allows up to a 25% reduction for commercial uses; therefore, 39 spaces are required for the commercial uses rather than 51 parking spaces. The total parking requirement for the project is 295 spaces, which is being provided by the proposed development. In addition to the required parking for the residential and commercial uses, the development is required to provide 55 public parking as part of a Development Agreement, as discussed later in this staff report. Parking for the project will be per Table 3 below.

<b>Parking</b>			
	<b>Code Required Parking Space</b>	<b>Applicable Parking Ratio</b>	<b>Proposed Parking Spaces</b>
<b>Residential Units</b>	209	1.5 Per Unit	209
<b>Residential Guests</b>	47	1 Per Every 3 Units	47
<b>Commercial*</b>	39	1 Per 200 SF	39
<b>Public Parking**</b>	55	N/A	55
<b>Total</b>	350		350

Table 3 – Parking Requirements

\*The Code allows a 25% reduction for commercial uses that are located within ¼ mile of a light rail station.

\*\*55 public parking spaces are required as part of a Development Agreement.

In order to construct the subterranean parking structure, the alley running the length of the project site will be vacated. The request has been reviewed by the applicable City departments including Engineering, Public Works and the Building departments and no concerns were raised. While the alley will be vacated, public access will still be provided at all times throughout the alley via a public easement provided to the City. Therefore, vacating the alley will not cause any impacts as public access will continue to be provided.

The Code also requires bicycle parking for both the residential and commercial uses. A total of 0.2 spaces per residential unit are required, for a total required 28 spaces. For commercial uses, both short term and long term bicycle parking are required at a rate of 5% of non-residential parking for each, for a total of 4 required spaces. Therefore, a minimum of 32 bicycle spaces are required for the development. The development will provide a total of 32 spaces, including 30 long term spaces in the surface parking garage, in compliance with Code.

## Development Agreement

The project site is made up of seven (7) parcels, including a City owned parking lot which contains 55 public parking spaces (See Figure 1). The applicant intends on purchasing the City-owned parking lot from the City and incorporating it into the overall project site. As part of the Development Agreement (for the purchase of the City owned parking lot), the 55 public parking spaces will need to be replaced at a 1:1 ratio within the proposed development, and be dedicated as public parking spaces in perpetuity – see Attachment No. 5. The Development Agreement will have a 10 year term, and it requires that a parking access easement agreement be recorded within 30 days of the effective date of the Development Agreement to ensure that the 55 parking spaces remain public and accessible at all times – see Attachment No. 6. A Condition of approval has been placed on this project that requires the Parking Access Easement be approved by the City prior to recordation of the Final Tract Map. The Development Agreement also requires that access to the existing 55 public parking space be maintained by the applicant until building permits are issued for the proposed mixed-use development.

The 55 public parking spaces will be located within the surface parking garage on the north end of the project site. They will be dispersed throughout the parking garage and will be primarily located along the perimeter (See Figure 2). The public parking spaces will be available for use by any member of the public whether they are visiting the mixed-use development or any other use in the Downtown area. The spaces will not be metered; however, the parking access easement allows the City to install parking meters or other forms of parking management systems, in the future, should it be necessary.

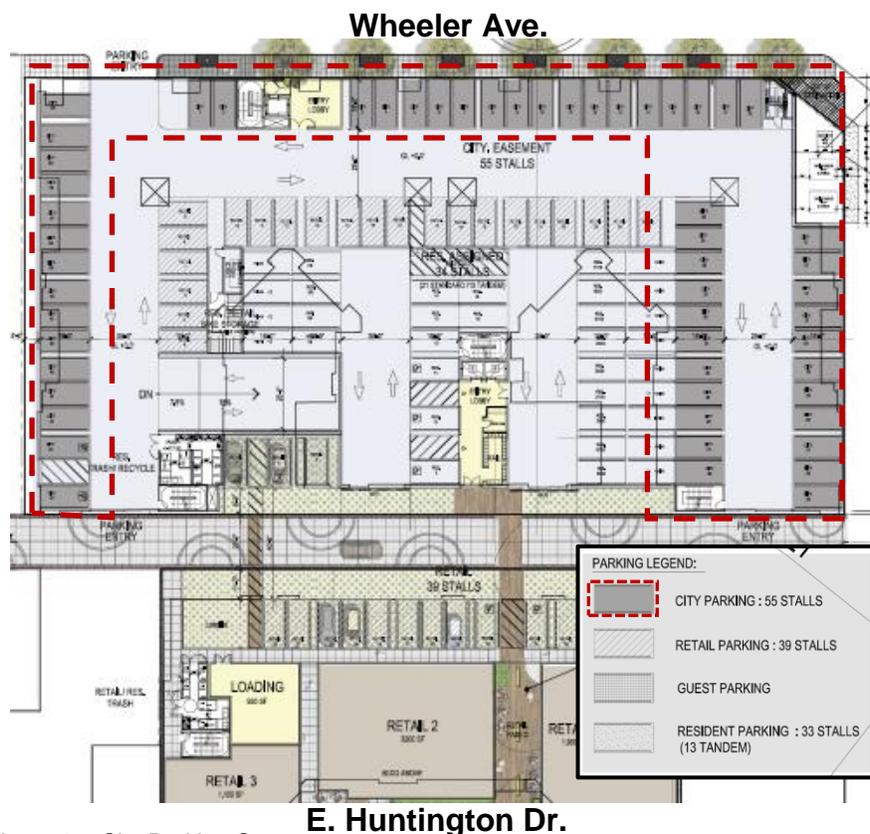


Figure 2 – City Parking Spaces

## Traffic

As part of the Initial Study, a Traffic Impact Analysis was prepared, by Psomas, an environmental consulting firm. Based on the analysis, the proposed mixed-use development is expected to generate 856 new daily trips over a 24 hour period. It was determined that the proposed project would not change the existing Level of Service (LOS) of D at any of the intersections shown below:

1. Colorado Boulevard and Santa Anita Avenue
2. Santa Clara Street and Santa Anita Avenue
3. Wheeler Avenue and Santa Anita Avenue
4. Huntington Drive and 1st Avenue
5. Wheeler Avenue and 1st Avenue
6. Santa Clara Street and 1st Avenue
7. Huntington Drive and 2nd Avenue

In addition, the analysis also determined that the proposed project would not change the existing LOS of E, at the intersections below:

1. Santa Anita Avenue/Huntington Drive

## Architectural Design

The proposed mixed-use development will be a contemporary architectural style building. Staff has worked through several iterations with the applicant to achieve a design that would not only comply with the City's Design Guidelines and City Center Design Plan, but also be complimentary to the existing uses in the general area and provide architectural interest along the E. Huntington Drive streetscape. The proposed design includes a variety of finishes and materials including smooth stucco finish, different colored brick veneer, brushed carbon and bronze accents, and metal siding (See Figure 3). The ground-floor commercial uses were designed in a manner to interact with the street by orienting the project's retail components and a public open space area towards the E. Huntington Drive streetscape. The commercial store fronts will have a ceiling height of 13 feet, exceeding the Code minimum of 12'-6". Metal accent canopies will be installed over the window panes and doorways to highlight the commercial areas.



Figure 3 – E. Huntington Drive Elevation

This will be the first development to take advantage of the increased height and density in the Downtown area since the Development Code Update. Staff has worked extensively with the applicant to ensure the design complies with the City Center Design Plan and is complimentary to the adjacent structures. The purpose of the City Center Design Plan is to provide a set of standards, including but not limited to, increasing pedestrian activity and street interaction, and stepping buildings to be respectful to the existing single story developments in the Downtown area. Both buildings will include five stories with a total building height of 58'-6", complying with the Code maximum of 60 feet. The development is designed to step back from E. Huntington Drive. The ground floor commercial will be setback five feet from the front property line. The second and third levels of residential will be stepped back 11'-10" from the front property line, the fourth level 40'-5", and the fifth level will be stepped back 134' from the front property line (See Figure 4). This design will provide relief from the streetscape and will also be complimentary to the adjacent one- and two-story buildings. The public outdoor plaza is designed to interact with the streetscape along E. Huntington Drive. The public plaza will include a lawn area and outdoor seating; however, as previously mentioned, Staff recommends that the entire area be hardscaped. The plaza will be accessible to the public from E. Huntington Drive and via a retail paseo walkway that will connect the alley, residential units, and the parking structure on the north portion of the site.



Figure 4 - E. Huntington Drive Elevation

Building 2, located on the north portion of the project site will include four levels of residential over one level of at-grade parking for a total of five stories. The development will include two residential lobbies, both located within Building 2. The main entry lobby will be accessed from Wheeler Avenue. The entry will include a metal canopy over the entry, similar to the ones over the commercial storefronts (See Figure 5). The second lobby will be located in the parking garage, north of the alley. The second lobby will be accessible from E. Huntington Drive and the public plaza via a pedestrian paseo. In addition to the residential entry, one of the vehicular entry points will also be located along the Wheeler elevation. (See Figure 6). Lastly, the east elevation of Building 2 (See Figure 7) will provide key signage opportunities for project identification, and/or murals that are reminiscent of the City's history and heritage. Such signage will be returned for review at a later time.



Figure 5 - Residential Entry at Wheeler Avenue

The proposed mixed-use development has been designed to comply with the City's Design Guidelines, the City Center Design Plan, and to complement the existing commercial structures in the Downtown area. The overall design, including the public plaza, have been thoughtfully designed to interact with the E. Huntington Drive streetscape, and provides architectural interest. Therefore, the proposed design is adequate and complementary to the surrounding area.



Figure 6 – Rear Elevation along Wheeler Avenue



Figure 7 – Building 2 East Elevation along Indiana Street

## **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.**

**Facts to Support This Finding:** Approval of the proposed mixed-use development would be consistent with the General Plan Land Use Designation of Commercial and Mixed Use, both of which allow a residential density of 80 units per acre, and a Floor Area Ratio of 1.0. Both land use designations allow mixed-use developments that encourage a strong pedestrian-oriented environment that takes advantage of easy access to transit. The proposed commercial uses integrate well with the proposed residential use and both will assist in increasing activity in the Downtown area. The proposed mixed-use development will 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-1.8: Encourage development types that support transit and other alternative forms of transportation, including bicycling and walking.

- Policy LU-4.2: Encourage residential development that enhances the visual character, quality, and uniqueness of the City's neighborhoods and districts.
- Policy LU-4.3: Require the provision of adequate private and common open space for residential units. Require sufficient on-site recreational facilities to meet the daily needs of residents, if possible, commensurate with the size of the development.
- Policy LU-6.4: Encourage design approaches that create a cohesive, vibrant look and that minimize the appearance of expansive parking lots on major commercial corridors for new or redeveloped uses.
- Policy LU-6.5: Where mixed use is permitted, promote commercial uses that are complementary to adjacent residential uses.

**2. The proposed use 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:** The Project Site is zoned Central Business District (CBD) and Downtown Mixed Use (DMU), which both allow for mixed-use developments subject to the review and approval of a Minor Use Permit. The proposed mixed-use development complies with all the development standards of the CBD and DMU zone. As required by the California Environmental Quality Act (CEQA), the Development Services Department prepared an Initial Study/ Mitigated Negative Declaration (MND) for the proposed project, which determined that the project, with mitigation measures, will have less-than-significant impacts. Lastly, the proposed mixed-use development complies with all other applicable provisions of the Development Code and the Municipal Code.

**3. 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 subject site for the proposed mixed-use development measures approximately 1.74 acres in lot area, and is located within the Central Business District (CBD) and Downtown Mixed Use (DMU) zones. The site is located within the City's Downtown area and is bounded by commercial uses to the west, east, north and south, across E. Huntington Drive. The proposed mixed-use development will provide ground-floor commercial uses which will be compatible with the existing and future land uses in the vicinity. The project will also provide residential which will bring a much needed residential population to the Downtown area which will support the commercial uses in the area. In addition, as part of the proposed mixed-use development, and as required by the California Environmental Quality Act (CEQA), an Initial Study/Mitigated Negative Declaration (MND) was prepared for the proposed development and it concluded that with implemented mitigation measures, the project will have less-than-significant impacts. Therefore, the development and operation of the mixed-use development will be compatible with the existing and future land uses in the vicinity.

**4. 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, and all fences, landscaping, loading, parking, spaces, walls, yards, and other features required to adjust the use with the land and uses in the neighborhood;**

**Facts to Support This Finding:** The project site measures approximately 1.74 acres in lot area, and can physically support the proposed mixed-use development. The proposed commercial component of the proposed development will not exceed the Floor Area Ratio of 1.0 (proposed: 0.14), and the residential component will not exceed the maximum density of 80 units per acre (proposed at 79 du). In addition, Code compliant parking for both the commercial and residential uses will be provided on site. Therefore, the site is adequate in size to accommodate the existing uses and the proposed mixed-use development.

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

**Facts to Support This Finding:** The project site is located along E. Huntington Drive and Wheeler Avenue, both of which are designated and designed with the capacity to accommodate both public and emergency vehicles. The streets are adequate in width and pavement type to carry the traffic that would be generated by the proposed mixed-use development, and to support emergency vehicle access. In addition, as part of the environmental review for the project, a Traffic Impact Analysis was prepared. The analysis evaluated eight (8) intersections in the vicinity of the proposed mixed-use development. The analysis concluded that the project will not create significant traffic impacts at any of the studied intersections. Therefore, no traffic mitigation measures are required for the proposed development.

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

**Facts to Support This Finding:** The proposed mixed-use development will be constructed on seven commercial parcels which will be subdivided as part of the proposed development. The existing commercial parcels are serviced by the Arcadia Fire and Police Departments. As part of the environmental review process, the Initial Study/Mitigated Negative Declaration (MND) determined that Fire and Police protection services would not be impacted. The need for new or altered Fire or Police services is usually associated with substantial population growth. The proposed mixed-use development is not anticipated to cause substantial population growth; 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 mixed-use development will be located on seven commercial parcels which will be subdivided as part of the proposed development and all are serviced by existing utilities. As part of the development, new utility connections, including connections for potable water and storm drainage, will be required. The Initial Study/Mitigated Negative Declaration (MND) prepared for the project determined that no impacts to the provision of utilities would be created by the proposed mixed-use development.

5. **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 mixed-use development is not expected to be detrimental to the public health or welfare, or the surrounding properties. The project will be compatible with the surrounding commercial uses in the general area. The Initial Study/Mitigated Negative Declaration (MND) prepared for the mixed-use development analyzed all the potential impacts and all the project impacts are less than significant or can be reduced to less than significant level with the implementation of the recommended mitigation measures. Therefore, no impacts to the uses in the vicinity and zone in which the property is located are anticipated.

### ***Vesting Tentative Map***

The proposal to subdivide the airspace for the commercial component, parking and the 139 residential condominium units requires a subdivision through the Vesting Tentative Map process – see Attachment No. 4 for Vesting Tentative Map No. TTM 19-01 (82734). The proposed subdivision complies with the subdivision regulations of the Arcadia Municipal Code and the Subdivision Map Act, and will not violate any requirements of the California Regional Water Quality Control Board. The following findings are required for approval of a Vesting Tentative 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:** Approval of the proposed mixed-use development with a vesting tentative map to subdivide the airspace is consistent with the Commercial and Mixed Use Land Use designations. Both land uses are intended to accommodate mixed-use development with a residential density of up to 80 units per acre, and a floor area ratio of 1.0. The proposed mixed-use development is located in the Downtown area and is in conformance with the City's General Plan, Development Code, and the Subdivision Map Act. 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 proposal will 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-1.8: Encourage development types that support transit and other alternative forms of transportation, including bicycling and walking.
- Policy LU-4.2: Encourage residential development that enhances the visual character, quality, and uniqueness of the City's neighborhoods and districts.
- Policy LU-4.3: Require the provision of adequate private and common open space for residential units. Require sufficient on-site recreational facilities to meet the daily needs of residents, if possible, commensurate with the size of the development.
- Policy LU-6.4: Encourage design approaches that create a cohesive, vibrant look and that minimize the appearance of expansive parking lots on major commercial corridors for new or redeveloped uses.
- Policy LU-6.5: Where mixed use is permitted, promote commercial uses that are complementary to adjacent residential uses.

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

**Facts in Support of the Finding:** The subject site measures approximately 1.74 acres in lot size and is located within the Central Business District (CBD) and Downtown Mixed Use (DMU) zones. Both zones have a minimum residential density of 80 units per acre, and a floor area ratio of 1.0 for non-residential uses. The proposed mixed-use development proposes a residential density of 79, and a commercial FAR of 0.14; therefore the development is in compliance with the Development Code and the site is physically suitable for the proposed development. In addition, there are no physical impediments to the development of this site for residential condominiums or the proposed commercial and parking airspace subdivision.

**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 vesting tentative map to subdivide the air space for the proposed mixed-use development is a minor subdivision of an infill site within an urbanized area; therefore, it will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

**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 air space of the proposed mixed-use development. The construction of the proposed development will be done in compliance with Building and Fire Codes and all other applicable regulations. The proposed density will be below the maximum allowed by the Central Business District (CBD) and Downtown Mixed Use (DMU) zones and the City's existing infrastructure will adequately serve the new development. In addition, the Project meets all health and safety requirements, and will 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 mixed use development will include the construction of a subterranean parking structure underneath a public alley. As part of the development, the alley will be vacated and an access easement will be provided to the City for public alley access purposes. Based on the vesting tentative map, there are no other easements on the subject properties.

**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.**

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

**G. The design of the subdivision provides, to the extent feasible, passive or natural heating and cooling opportunities.**

**Facts in Support of the Finding:** The proposed vesting tentative map and mixed-use development have been reviewed by Building Services to ensure compliance with the California Building Code, which includes requirements associated with heating and cooling requirements.

**H. The proposed subdivision, its design, density, and type of development and improvements conforms 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 subdivision as conditioned complies with the density requirements of the City's Development Code, and all the improvements required for the site and each unit will comply with the regulations in the City's Development Code.

### Architectural Design Review

The proposed mixed-use development is located within the CBD and DMU zones, both of which allow residential density of up to 80 units per acre, and a building height of up to 60 feet. The proposed mass, scale, and design are in compliance with the City's Design Guidelines and the City Center Design Plan, and are compatible with the existing developments in the Downtown area. The proposed contemporary architectural style will include a variety of finishes and materials including smooth stucco finish, different colored brick veneer, brushed carbon and bronze accents, and metal siding; which will provide architectural interest along E. Huntington Drive. The development will also be designed to further the General Plan's goals of interacting with the streetscape with the inclusion of 13-foot tall commercial storefronts and a public plaza. Lastly, the design has been stepped to provide vertical relief from E. Huntington Drive, and to complement the one- and two-story developments in the Downtown area. Therefore, the design of the proposed mixed-use development is adequate and consistent with the City's Design Guidelines and City Center Design Plan.

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 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**

Pursuant to the provisions of the California Environmental Quality Act (CEQA), the Development Services Department has prepared the attached Initial Study/Mitigated Negative Declaration (MND) for the proposed project (refer to Attachment No. 8). The project with mitigation measures will have less-than-significant impacts for the following areas: Geology & Soils, Hazards & Hazardous Materials, Noise, and Transportation/Traffic. A detailed review is included in the Initial Study. The mitigation measures have been added as conditions of approval (condition nos. 41-47) for the project. The City has prepared a Mitigated Negative Declaration and a Mitigation Monitoring and Reporting Program (MMRP) – refer to Attachment No. 8.

In accordance with Section 21091 of the California Environmental Quality Act (CEQA) and Section 15073 of the CEQA Guidelines, the Draft Initial Study/Mitigated Negative Declaration (IS/MND) for the mixed-use development was circulated for public review and comments for 29 days from April 23, 2020 to May 22, 2020. Due to Covid-19, the IS/MND circulation period was extended from 20 to 29 days to give additional time for comments because of the pandemic. CEQA also requires the lead agency (City of Arcadia) to specify

the location and custodian of the documents and other materials which constitute the record of proceedings upon which the lead agency's decision is based. Due to Covid-19, City Hall was closed to the public during the circulation period; therefore, these documents were made available to the public on the City's website. During this time period, public agencies, organizations, and the public in general were afforded the opportunity to review the Draft IS/MND, and submit written comments regarding the documents and the proposed project.

During the comment period, staff received two comments from the following:

- Law firm Lozeau Drury LLP on behalf of their client Supporters Alliance For Environmental Responsibility ("SAFER") dated May 20, 2020

The comment indicated that they believe the proposed project may have adverse environmental impacts, including impacts related to air quality, health risk impacts, greenhouse gas emissions, potential release of hazardous materials, and noise during construction, and requested that the City prepare an Environmental Impact Report for the project.

The comment letter did not identify any specific deficiencies in the content or analysis provided in the IS/MND, therefore the City determined that no further responses or analysis is warranted due to the general nature of the comment – refer to Attachment No. 8.

- Los Angeles County Sanitation Districts, dated May 21, 2020

The comment letter submitted by the Los Angeles County Sanitation Districts (Districts) provides clarification related to the project's wastewater generation factors, and provides clarification related to the wastewater treatment facility that would treat wastewater from the project.

The comments on the Draft IS/MND necessitated clarification on the project's wastewater section. The Planning Commission is required to consider the IS/MND together with any comments received during the public review process. Attached is the Response to Comment, which adequately addresses the comments made by Lozeau Drury LLP, and the Los Angeles County Sanitation Districts on the IS/MND. The comments and their responses do not change the determination of the project IS/MND (i.e., that all the project impacts are less than significant or can be reduced to less than significant levels by implementation of the recommended mitigation measures).

## **PUBLIC NOTICE/COMMENTS**

Public hearing notices for this item were originally mailed on April 23, 2020, for the June 23, 2020 Planning Commission meeting. However, due to a lack of quorum, the meeting was rescheduled, and a revised noticed was mailed on June 18, 2020 and published on June 18, 2020 for the July 1, 2020 meeting. The July 1, 2020 meeting was continued to the July 14, 2020 meeting because of an incorrect email that was on the public hearing notice for public comments. As a result, a revised notice was mailed and published on

July 2, 2020. Staff also had the phone line open on July 1, 2020 to inform the public of this change.

During the notification period, staff received three comments (Attachment No. 7); two from property owners/tenants of adjacent parcels, and the third from a property owner on N. 1<sup>st</sup> Avenue. The first comment was from the property owner/tenant located at 131 E. Huntington Drive who had concerns with impacts to his property and medical business, related to dust control, noise, liquefaction, and general impacts to the operation of his business, the second comment was from the property owner of 12 – 16 N. 1<sup>st</sup> Avenue who had concerns regarding parking during and after construction, and the third comment was from the property owner of 133 – 137 E. Huntington Drive, who had concerns regarding access to the property's parking lot accessed from the alley, and concerns with dust and debris during construction.

The project IS/MND analyzed potential impacts from dust, noise and liquefaction, and concluded that with the implementation of required regulatory requirements and mitigation measure no impacts are anticipated. In response to concerns about parking, as previously discussed in the Staff Report, the 55 public parking spaces will be replaced at a 1:1 ratio within the project, and the Applicant will ensure to work with the adjacent property owners to ensure access to their parking areas will be maintained during construction.

The Applicant also held a neighborhood meeting on November 14, 2019 at a local business adjacent to the subject site to inform the residents/business owners about the proposed project and to canvas their concerns/comments early on the process. All the property owners within the 300 feet radius were invited to the meeting. The meeting was well attended mainly by local business owners, including members of the Downtown Arcadia Improvement Association. A majority had questions about the proposed project, construction issues, and parking.

## **RECOMMENDATION**

It is recommended that the Planning Commission adopt Resolution No. 2057 to recommend approval of MUP 20-04, ADR 18-05, TTM 19-01 (82734) and a Development Agreement, and recommend adoption of the Mitigated Negative Declaration, and Mitigated Monitoring and Reporting Program to the City Council, subject to the following conditions of approval:

1. The project shall be developed and maintained by the Owner/Applicant in a manner that is consistent with the plans submitted and recommend for approval to the City Council for MUP 20-04, ADR 18-05, TTM 19-01 (82734) and a Development Agreement, subject to the satisfaction of the Planning & Community Development Administrator or designee.
2. The Owner/Applicant shall submit a haul route map and construction staging plan to Planning Services prior to issuance of a grading permit.

3. The Owner/Applicant shall be responsible for the repair of all damage to public improvements in the public right-of-way resulting from construction related activities, including, but not limited to, the movement and/or delivery of equipment, materials, and soils to and/or from the site.
4. Prior to issuance of a building permit, the Owner/Applicant shall submit a parking management plan of which spaces will be allocated to each of the residential units, and said plan shall be subject to review and approval by the Planning & Community Development Administrator, or designee.
5. The Applicant/Owner shall prepare and record in the Office of the Los Angeles County Recorder the Development Agreement and the Access and Parking Easement Agreement. Such easement shall be in a form and substance approved by the City Attorney. The easement shall be approved prior to approval by the City and recordation of the Final Tract Map.
6. Prior to issuance of any permits from the City, the Owner/Applicant shall lease 55 parking spaces within 1,000 feet of the subject site, on a temporary basis for the general public to use. The parking spaces shall be made available until the completion of the project. A copy of the tentative lease agreement shall be provided to Planning Services, and shall be subject to review and approval by the City Attorney, the Planning & Community Development Administrator and Deputy Development Services Director/City Engineer, prior to executing the lease agreement with the affected owners.
7. The outdoor plaza fronting on E. Huntington Drive shall be entirely hardscaped with no lawn area provided. The final layout and materials shall be reviewed and approved by the Planning & Community Development Administrator, or designee during the Building plan check review.
8. 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
9. The grading plans shall indicate all site improvements, and shall indicate complete drainage paths of all drainage water run-off.
10. The Owner/Applicant will be required to pay the City's Map and Final Approval Fee prior to approval of the Final Map.

11. Prior to the recordation of the final map, the public alley shall be formally vacated and a public access easement shall be retained in its place. The following steps shall be taken to formally vacate the alley:
  - a. All utilities shall be relocated out of the alley.
  - b. All utility companies shall be notified of the intend to vacate the alley and utility clearances shall be submitted to the City.
  - c. The land owner shall make application with the City to vacate the alley and pay the necessary fees.
  - d. The City shall conduct a formal street vacation process for the alley per the requirements of the California Streets and Highways Code.
  - e. An access easement shall be retained by the City for public access across the alley alignment with a minimum height clearance of fifteen feet.
  - f. The alley Vacation Resolution shall be recorded and documented on the final map.
  
12. Prior to the recordation of the final map, the owner shall dedicate to the City a triangular portion of property in the northeast corner of the property adjacent to Wheeler Avenue and Indiana Street, measuring a minimum of 12 feet perpendicular to Indiana Street, for streets and parking purposes.
  
13. Prior to approval of the Final Map or the issuance of a demolition permit, whichever comes first, the Owner/Applicant shall either construct or post security for all public improvements shown on the Vesting Tentative Map 82734 and the following item(s);
  - a. Remove and replace existing sidewalk, curb and gutter from property line to property line for all adjacent public right-of-way.
  - b. Coordinate with Public Works Services on replacement or protection of street trees.
  - c. Install new driveway per City Standard plans.
  - d. Improvements to alleys shall be through the project and extend westerly to First Avenue. The improvement concept shall be in accordance with the City's alley improvement plan currently in design at the time of this action. This concept plan is intended to include enhancements like pavers, bollards lighting etc.
  
14. The Property Owner/Applicant shall be responsible for the repair of all damage to public improvements in the public right-of-way resulting from construction related activities, including, but not limited to, the movement and/or delivery of equipment, materials, and soils to and/or from the site. This shall be determined by the Planning & Community Development Administrator and Public Works Director during construction and up until issuance of a certificate of occupancy.

15. The proposed development will require a Low Impact Development (LID) plan for the permanent treatment of the stormwater runoff and a SWPPP for the handling of stormwater runoff during construction. Plan requirements include using infiltration trenches, bioretention planter boxes, roof drains connected to a landscaped area, pervious concrete/paver, etc.
16. The buildings on E. Huntington Drive and Wheeler Avenue shall have separate fire sprinkler systems and fire alarm systems.
17. Class 1 standpipes shall be provided on all floors inside stairwells and shall extend to the roof.
18. A minimum of one elevator capable of accommodating at 24-inch by 84-inch gurney shall be provided for each building.
19. An emergency radio responder system shall be provided for both buildings.
20. Number and placement of fire hydrants shall be determined once the final building areas and construction types have been determined. Hydrants may be required in alleyway.
21. The ladder truck access road for each building shall be a minimum 26 feet in width, located at least 15 feet away but no farther than 30 feet away from the tallest roofline of the structure, and be clear to the sky.
22. The Owner/Applicant shall provide calculations to determine the maximum domestic demand, maximum commercial demand and maximum fire demand in order to verify the required water service size required.
23. The Owner/Applicant shall provide separate water services and meters for each separate structure as well as designated services for specific residential, commercial and irrigation uses.
24. The Owner/Applicant shall provide a separate landscape meter for common area landscape irrigation. The backflow preventer on the common area irrigation shall be Reduce Pressure Backflow Assembly as approved by the Public Works Services Department.
25. Domestic water service for residential condominiums for each building shall be provided by a common master meter installed within the public right of way. Approved back flow prevention devices shall be installed for meter services protection.
26. Fire protection requirements shall be as stipulated by the Arcadia Fire Department and shall be conformed to Arcadia Standard Plan. A separate fire service with Double Check Detector Assembly (DCDA) shall be installed for each fire service required.

27. A Water Meter Permit Application shall be submitted to the Public Works Services Department prior to final plan check approval.
28. New water service installations shall be by the Owner/Applicant. Installation shall be according to the specifications of the Public Works Services Department, Engineering Section. Abandonment of existing water services, if necessary, shall be by the Owner/Applicant, according to Public Works Services Department, Engineering Section specifications.
29. An 8-inch City sewer main is available in the alley between Wheeler Ave. and Huntington Dr. A portion of this sewer main will be under the proposed underground parking structure, which is not acceptable to the City. If a portion of this line is removed or abandoned to accommodate the proposed underground parking structure, the developer shall re-establish all affected services in the area.
30. If a connection to a City sewer main is proposed, the Owner/Applicant shall provide a Sewer Area Study to determine whether or not the existing City sewer system is capable of meeting all anticipated demands of the proposed improvements. If the developer connects directly to the County trunk line on First Ave, the Owner/Applicant shall coordinate with the County and obtain a will serve letter from the County.
31. If connecting to a City sewer main, the Owner/Applicant shall utilize existing sewer lateral(s) if possible.
32. If any drainage fixture elevation is lower than the elevation of the next upstream manhole cover, an approved backwater valve is required.
33. The Owner/Applicant shall contact Dave Thompson or designee, from the Public Works Services Department prior to removal of any trees located within City-owned parking lot area.
34. Existing trees on E. Huntington Drive and Wheeler Avenue shall remain and be protected in place. Should any of those trees be damaged during construction, replacement trees may be required subject to review and approval by the Public Works Services Department.
35. The proposed project is subject to the State Water Resources Control Board's NPDES General Construction Permit requirements:
  - a. Applicant submit Notice of Intent along with applicable fees to the State.
  - b. Applicant to prepare a Stormwater Pollution Prevention Plan.
  - c. City will not issue a grading permit until Waste Discharge ID # can be furnished.
36. The trash enclosure area shall comply with the following:
  - a. Provide a minimum of 9'-7" space for each 3 yard bin.

- b. Provide a minimum roof clearance to allow the bin lids to open completely.
  - c. Need to accommodate all required bins, including but not limited to, trash, recycling and organics recycling bins.
  - d. Provide a minimum of one (1) foot clearance around the trash bin/recycling bin.
37. The project shall comply with the City's Water Efficient Landscaping Ordinance (WELO). The application shall be submitted with the plans for plan check in Building Services.
38. 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 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.
39. The Owner/Applicant shall defend, indemnify, and hold harmless the City of Arcadia and its officials, officers, employees, and agents from and against any claim, action, or proceeding against the City of Arcadia, its officials, officers, employees or agents to attack, set aside, void, or annul any approval or conditional approval of the City of Arcadia concerning this project and/or land use decision, including but not limited to any approval or conditional approval of the City Council, Planning Commission, or City Staff, which action is brought within the time period provided for in Government Code Section 66499.37 or other provision of law applicable to this project or decision. The City shall promptly notify the Applicant of any claim, action, or proceeding concerning the project and/or land use decision and the City shall cooperate fully in the defense of the matter. The City reserves the right, at its own option, to choose its own attorney to represent the City, its officials, officers, employees, and agents in the defense of the matter.
40. Approval of Minor Use Permit No. MUP 20-04, Architectural Design Review No. ADR 18-05, and Vesting Tentative Map No. TTM 19-01 (82734) 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.

### **Mitigation Measures as Conditions of Approval**

The following conditions are found in the Mitigation Monitoring and Reporting Program (MMRP). They are recorded here to facilitate review and implementation. More

information on the timing and responsible parties for these mitigation measures is detailed in the MMRP.

41. **Geology & Soils – MM GEO-1** Prior to the issuance of a demolition permit, the Applicant shall submit the name and qualifications of a qualified paleontologist to the City of Arcadia Development Services Department for review and approval. Once approved, the qualified paleontologist shall be retained by the Applicant on an on-call basis to observe grading activities in the older Quaternary Alluvium on the Project site and to salvage and catalogue fossils as necessary. At the Project's Pre-Grade Meeting, the paleontologist shall discuss the sensitivity of the sediment being graded and shall establish procedures for monitoring. Protocols must be developed and explained for temporarily halting or redirecting work to permit sampling, identification, and evaluation of any fossils discovered. If the fossils are deemed significant, the paleontologist shall determine appropriate actions, in cooperation with the City of Arcadia, to recover and treat the fossils and to prepare them to the point of identification. A final Paleontological Resources Monitoring Report shall include a catalogue and analysis of the fossils found; a summary of their significance; and the repository that will curate the fossils in perpetuity.
  
42. **Hazards & Hazardous Materials - MM HAZ-1** Prior to the issuance of a demolition permit, pre-demolition surveys for asbestos-containing materials (ACMs) and lead-based paint (LBP) shall be performed for the structures proposed for demolition. All surveys, inspections, and analyses shall be performed by fully licensed and qualified individuals in accordance with all applicable federal, State, and local regulations. If the pre-demolition surveys/inspections do not identify ACMs or LBP, the Developer shall provide documentation to the City of the survey/inspection showing that no further abatement actions are required. If the pre-demolition surveys/inspections identify ACMs or LBP, all such materials shall be handled in accordance with applicable regulations, including, but not limited to 15 *United States Code* (USC) Chapter 53 Toxic Substances Control; Division of Occupational Safety and Health (Cal/OSHA) regulations (8 CCR Section 1529 [Asbestos] and Section 1532.1 [Lead]); and SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). After demolition, the Developer shall provide documentation to the City illustrating that abatement of any ACMs or LBP identified in the demolished structure has been completed in full compliance with applicable regulations.
  
43. **Noise MM NOI-1** The Developer shall require that all construction contractors restrict the operation of the following construction equipment to beyond the following distances from off-site buildings: (1) vibratory rollers and large bulldozers – 25 feet, and (2) loaded trucks and other large equipment (vehicle weight greater than 25,000 lbs.) – 15 feet. Any activities occurring within 5 feet of existing property line shall use non-vibration intensive methods such as use of concrete saws, universal processors, expansive agents for demolition.

44. **Transportation MM TRANS-1** Prior to the issuance of a grading permit, a Construction Management Plan shall be prepared by the Developer for the review and approval of the City of Arcadia and any other affected jurisdictions in accordance with the Manual on Uniform Traffic Control Devices (MUTCD). Construction activities shall comply with the approved plan to the satisfaction of the City of Arcadia. The Developer will begin coordination with the City on the Construction Management Plan as soon as practicable during the final design process and in advance of construction so that effective measures can be developed to avoid, minimize, and mitigate construction impacts to parking and circulation within the City of Arcadia downtown. At a minimum, the Construction Management Plan shall:
- a. Describe the duration and location of lane closures (if any).
  - b. Address traffic control for any partial street closures, detours, or other disruption to traffic circulation during project construction, including as-needed use of flag persons and signage.
  - c. Identify the routes that construction vehicles would utilize for the delivery of construction materials to access the project site. Haul routes would follow the City's approved truck routes and avoid residential streets.
  - d. Identify the location of parking and materials storage for construction workers during all phases of construction. Parking for construction workers would be provided on-site or at additional off-site locations that are not on public streets.
  - e. Identify of emergency access points/routes.
  - f. Specify the hours during which transport activities can occur and methods to mitigate construction-related impacts to adjacent streets.
  - g. Require the contractor to keep all haul routes clean and free of debris including but not limited to gravel and dirt as a result of its operations. The contractor shall clean adjacent streets, as directed by the City Engineer (or representative of the City Engineer), of any material, which may have been spilled, tracked, or blown onto adjacent streets or areas.
  - h. All hauling or transport of oversize loads would occur between the hours of 7:00 AM and 5:00 PM only, Monday through Friday, unless approved otherwise by the City Engineer. No hauling or transport shall be allowed during nighttime hours, weekends or Federal holidays.
  - i. Include details on the maintenance of bicycle and pedestrian facilities and connectivity through the Project to the satisfaction of the City Engineer.
  - j. Require that haul trucks entering or exiting public streets shall at all times yield to public traffic, pedestrians, bicyclists, and other users.
  - k. Provisions for the contractor to repair existing pavement, streets, curbs, sidewalks, and/or gutters that may be altered during project construction. The repairs shall be completed in consultation with and to the satisfaction of the City Engineer.
  - l. Require that all construction-related parking and staging of vehicles will be kept out of the adjacent public roadways and will occur either on-site or on

designated off-site parcels that would not adversely affect access to or parking within the downtown.

- m. Use of temporary fencing around the project site (e.g., temporary fencing with opaque material).

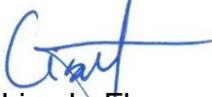
45. **Transportation MM TRANS-2 Technical Review:** Prior to the issuance of a demolition permit for the Project, the Applicant shall submit written proof to the City that engineering drawings and calculations as well as construction work plans and methods including any crane placement and radius have been submitted to Metro for review. Approval from Metro shall not be required to proceed with the Project.
46. **Transportation MM TRANS-3 Overhead Catenary System (OCS):** The Applicant shall take all necessary measures to protect the OCS from damage due to Project activities during and after construction. During construction, the Applicant shall post warning signage for equipment working around the OCS wires.
47. **Transportation MM TRANS-4 Construction Safety:** The construction and operation of the Project shall not disrupt the operation and maintenance activities of the Metro Gold Line or the structural and systems integrity of Metro's light rail infrastructure. Not later than one month before Project construction, the Applicant shall schedule a pre-construction meeting to discuss Project construction, communication protocols, and other related topics. The meeting would include the Applicant, key Project construction personnel, the City of Arcadia, and Metro staff, which may include staff from Real Estate, Construction Management, and Construction Safety staff. During Project construction, the Applicant shall coordinate with Metro as needed to ensure that Metro infrastructure and operations are not compromised by construction activities or permanent build conditions. The Applicant shall notify Metro of any changes to construction activities that may impact the use of the ROW. The Applicant shall allow Metro staff to monitor demolition and/or construction activities to confirm no impacts have occurred to the Gold Line right-of-way.

## **RECOMMENDATION**

It is recommended that the Planning Commission adopt Resolution No. 2057 (Attachment No. 1) and recommend approval to the City Council of Minor Use Permit No. MUP 20-04, Architectural Design Review No. ADR 18-05, Vesting Tentative Map No. TTM 19-01 (82734), and a Development Agreement with a Mitigated Negative Declaration in accordance with the California Environmental Quality Act (CEQA), and direct staff to proceed with an ordinance and convey the Commission's comments to the City Council.

If any Planning Commissioner or other interested party has any questions or comments regarding this matter prior to the July 14, 2020, hearing, please contact Senior Planner, Luis Torrico, at (626) 574-5442, or by email at [ltorrico@ArcadiaCA.gov](mailto:ltorrico@ArcadiaCA.gov).

Approved:



Lisa L. Flores  
Planning & Community Development Administrator

- Attachment No. 1: Resolution No. 2057
- Attachment No. 2: Aerial Photo and Zoning Information and Photos of the Subject Property
- Attachment No. 3: Architectural Plans
- Attachment No. 4: Vesting Tentative Map
- Attachment No. 5: Development Agreement
- Attachment No. 6: Access and Parking Easement Agreement
- Attachment No. 7: Neighbor Comments
- Attachment No. 8: Draft Initial Study/MND with Errata, Response to Comments, and MMRP. Technical Studies (Appendix A-H) for the Draft IS/MND can be found at [www.arcadiaca.gov/projects.com](http://www.arcadiaca.gov/projects.com)

# Attachment No. 1

Resolution No. 2057

RESOLUTION NO. 2057

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ARCADIA, CALIFORNIA, RECOMMENDING APPROVAL TO THE CITY COUNCIL OF A MINOR USE PERMIT NO. MUP 20-04, ARCHITECTURAL DESIGN REVIEW NO. ADR 18-05, VESTING TENTATIVE MAP NO. TTM 19-01 (82734), DEVELOPMENT AGREEMENT, AND A MITIGATED NEGATIVE DECLARATION FOR THE DEVELOPMENT OF A MIXED-USE PROJECT WITH 139 RESIDENTIAL UNITS AND COMMERCIAL AREA ALONG HUNTINGTON DRIVE LOCATED AT 117-129 E. HUNTINGTON DRIVE AND 124-134 WHEELER AVENUE.

WHEREAS, applications were filed by New World International, LLC ("Property Owner"), for Minor Use Permit No. MUP 20-04, Architectural Design Review No. ADR 18-05, Vesting Tentative Map No. TTM 19-01 (82734), and a Development Agreement with a Mitigated Negative Declaration in accordance with the California Environmental Quality Act (CEQA), hereinafter individually and collectively referred to as the "Project"; and

WHEREAS, on April 23, 2020, the Draft Initial Study/Mitigated Negative Declaration for the Project was circulated for public review and comment for 29 days from April 23, 2020 to May 22, 2020. Due to COVID-19, the IS/MND circulation period was extended from 20 days to 29 days to give additional time for comments because of the pandemic. During this time period, public agencies, organizations, and the public in general were afforded the opportunity to review the Draft IS/MND, and submit written comments regarding the documents and the Project; and

WHEREAS, the Initial Study/Mitigated Negative Declaration concluded that the implementation of the Project will have less-than significant impacts with mitigation measures for the following categories: Geology & Soils, Hazards & Hazardous Materials, Noise, and Transportation/Traffic; and

WHEREAS, on July 14, 2020, 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 July 14, 2020 are true and correct.

SECTION 2. This Commission finds that based upon the entire record, pursuant to Sections 9107.09.050 and 9105.03.060 of the 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.

FACT: Approval of the Project would be consistent with the General Plan Land Use Designation of Commercial and Mixed Use, both of which allow a residential density of 80 units per acre, and a Floor Area Ratio of 1.0. Both land use designations allow mixed-use developments that encourage a strong pedestrian-oriented environment that takes advantage of easy access to transit. The proposed commercial uses integrate well with the proposed residential use and both will assist in increasing activity in the Downtown area. The Project will 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-1.8: Encourage development types that support transit and other alternative forms of transportation, including bicycling and walking.
- Policy LU-4.2: Encourage residential development that enhances the visual character, quality, and uniqueness of the City's neighborhoods and districts.
- Policy LU-4.3: Require the provision of adequate private and common open space for residential units. Require sufficient on-site recreational facilities to meet the daily needs of residents, if possible, commensurate with the size of the development.
- Policy LU-6.4: Encourage design approaches that create a cohesive, vibrant look and that minimize the appearance of expansive parking lots on major commercial corridors for new or redeveloped uses.
- Policy LU-6.5: Where mixed use is permitted, promote commercial uses that are complementary to adjacent residential uses.

2. The proposed uses are 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: The project site is zoned Central Business District (CBD) and Downtown Mixed Use (DMU), which both allow mixed-use developments subject to the review and approval of a Minor Use Permit. The Project complies with all the development standards of the CBD and DMU zone. As required by the California Environmental Quality Act (CEQA), the Development Services Department prepared an Initial Study/Mitigated Negative Declaration (MND) for the Project, which determined that the Project, with mitigation measures, will have less-than-significant impacts. Lastly, the Project complies with all other applicable provisions of the Development Code and the Municipal Code.

3. 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 subject site for the Project measures approximately 1.74 acres in lot area, and is located within the Central Business District (CBD) and Downtown Mixed Use (DMU) zones. The site is located within the City's Downtown area and is bounded by commercial uses to the west, east, north and south, across E. Huntington Drive. The Project will provide ground-floor commercial uses which will be compatible with the existing and future land uses in the vicinity. The Project will also provide residential units which will bring a much needed residential population to the Downtown area which will support the commercial uses in the area. In addition, as part of the Project, and as required by the California Environmental Quality Act (CEQA), an Initial Study/Mitigated Negative Declaration (MND) was prepared for the proposed Project and it concluded that with implemented mitigation measures, the Project will have less-than-significant impacts. Therefore, the Project and operation of the Project will be compatible with the existing and future land uses in the vicinity.

4. 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, and all fences, landscaping, loading, parking, spaces, walls, yards, and other features required to adjust the use with the land and uses in the neighborhood;

FACT: The project site measures approximately 1.74 acres in lot area, and can physically support the proposed Project. The proposed commercial component of the Project will not exceed the Floor Area Ratio of 1.0 (proposed: 0.14), and the residential component will not exceed the maximum density of 80 units per acre (proposed at 79 du). In addition, Code compliant parking for both the commercial and residential uses will be

provided on site. Therefore, the site is adequate in size to accommodate the existing uses and 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 project site is located along E. Huntington Drive and Wheeler Avenue, both of which are designated and designed with the capacity to accommodate both public and emergency vehicles. The streets are adequate in width and pavement type to carry the traffic that would be generated by the Project, and to support emergency vehicle access. In addition, as part of the environmental review for the project, a Traffic Impact Analysis was prepared. The analysis evaluated eight (8) intersections in the vicinity of the Project. The analysis concluded that the Project will not create significant traffic impacts at any of the studied intersections. Therefore, no traffic mitigation measures are required for the Project.

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

FACT: The Project will be constructed on seven commercial parcels which will be subdivided as part of the proposed development. The existing commercial parcels are serviced by the Arcadia Fire and Police Departments. As part of the environmental review process, the Initial Study/Mitigated Negative Declaration (MND) determined that Fire and Police protection services would not be impacted. The need for new or altered Fire or Police services is usually associated with substantial population growth. The Project is not anticipated to cause substantial population growth; 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 seven commercial parcels which will be subdivided as part of the proposed Project and all are serviced by existing utilities. As part of the development, new utility connections, including connections for potable water and storm drainage, will be required. The Initial Study/Mitigated Negative Declaration (MND) prepared for the Project determined that no impacts to the provision of utilities would be created by the proposed mixed-use development.

5. 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 not expected to be detrimental to the public health or welfare, or the surrounding properties. The Project will be compatible with the surrounding commercial uses in the general area. The Initial Study/Mitigated Negative Declaration (MND) prepared for the Project analyzed all the potential impacts and all the Project impacts are less than significant or can be reduced to less than significant level with the implementation of the recommended mitigation measures. Therefore, no impacts to the uses in the vicinity and zone in which the property is located are anticipated.

## Vesting Tentative Map

6. 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: Approval of the Project with a vesting tentative map to subdivide the airspace is consistent with the Commercial and Mixed-Use Land Use designations. Both land uses are intended to accommodate mixed-use developments with a residential density of up to 80 units per acre, and a floor area ratio of 1.0. The proposed Project is located in the Downtown area and is in conformance with the City's General Plan, Development Code, and the Subdivision Map Act. 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 proposal will 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-1.8: Encourage development types that support transit and other alternative forms of transportation, including bicycling and walking.
- Policy LU-4.2: Encourage residential development that enhances the visual character, quality, and uniqueness of the City's neighborhoods and districts.
- Policy LU-4.3: Require the provision of adequate private and common open space for residential units. Require sufficient on-site recreational facilities to meet the daily needs of residents, if possible, commensurate with the size of the development.
- Policy LU-6.4: Encourage design approaches that create a cohesive, vibrant look and that minimize the appearance of expansive parking lots on major commercial corridors for new or redeveloped uses.

- Policy LU-6.5: Where mixed-use is permitted, promote commercial uses that are complementary to adjacent residential uses.

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

FACT: The subject site measures approximately 1.74 acres in lot size and is located within the Central Business District (CBD) and Downtown Mixed Use (DMU) zones. Both zones have a minimum residential density of 80 units per acre, and a floor area ratio of 1.0 for non-residential uses. The Project proposes a residential density of 79, and a commercial FAR of 0.14; therefore the Project is in compliance with the Development Code and the site is physically suitable for the Project. In addition, there are no physical impediments to the development of this site for residential condominiums or the proposed commercial and parking airspace subdivision.

8. 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 proposed vesting tentative map to subdivide the air space for the Project is a minor subdivision of an infill site within an urbanized area; therefore, it will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

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

FACT: The proposed subdivision is to subdivide the air space of the proposed Project. The construction of the proposed Project will be done in compliance with Building

and Fire Codes and all other applicable regulations. The proposed density will be below the maximum allowed by the Central Business District (CBD) and Downtown Mixed Use (DMU) zones and the City's existing infrastructure will adequately serve the Project. In addition, the Project meets all health and safety requirements, and will not cause any public health or safety problems.

10. 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).

FACT: The Project will include the construction of a subterranean parking structure underneath a public alley. As part of the development, the alley will be vacated and an access easement will be provided to the City for public alley access purposes. Based on the vesting tentative map, there are no other easements on the subject properties.

11. 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 will adequately serve the new development, and the requirements of the California Regional Water Quality Control Board will be satisfied.

12. The design of the subdivision provides, to the extent feasible, passive or natural heating and cooling opportunities.

FACT: The proposed vesting tentative map and Project have been reviewed by Building Services to ensure compliance with the California Building Code, which includes requirements associated with heating and cooling requirements.

13. The proposed subdivision, its design, density, and type of development and improvements conforms to the regulations of the City's Development Code and the regulations of any public agency having jurisdiction by law.

FACT: The proposed subdivision as conditioned complies with the density requirements of the City's Development Code, and all the improvements required for the site and each unit will comply with the regulations in the City's Development Code.

SECTION 3. For the foregoing reasons the Planning Commission recommends adoption of the Mitigated Negative Declaration and Mitigated Monitoring and Reporting Program in accordance with the California Environmental Quality Act (CEQA), and recommends approval to the City Council of Minor Use Permit No. MUP 20-04, Architectural Design Review No. ADR 18-05, Vesting Tentative Map No. TTM 19-01 (82734), and a Development Agreement.

SECTION 4. The Secretary shall certify to the adoption of this Resolution.

Passed, approved and adopted this 14<sup>th</sup> day of July, 2020.

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Deborah Lewis  
Chair, Planning Commission

ATTEST:

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Lisa L. Flores  
Secretary

APPROVED AS TO FORM:

*Stephen P. Deitsch*

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Stephen P. Deitsch  
City Attorney

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RESOLUTION NO. 2057

**Conditions of Approval**

1. The project shall be developed and maintained by the Owner/Applicant in a manner that is consistent with the plans submitted and recommend for approval to the City Council for MUP 20-04, ADR 18-05, TTM 19-01 (82734), and a Development Agreement, subject to the satisfaction of the Planning & Community Development Administrator or designee.
2. The Owner/Applicant shall submit a haul route map and construction staging plan to Planning Services prior to issuance of a grading permit.
3. The Owner/Applicant shall be responsible for the repair of all damage to public improvements in the public right-of-way resulting from construction related activities, including, but not limited to, the movement and/or delivery of equipment, materials, and soils to and/or from the site.
4. Prior to issuance of a building permit, the Owner/Applicant shall submit a parking management plan of which spaces will be allocated to each of the residential units, and said plan shall be subject to review and approval by the Planning & Community Development Administrator, or designee.
5. The Applicant/Owner shall prepare and record in the Office of the Los Angeles County Recorder the Development Agreement and the Access and Parking Easement Agreement. Such easement shall be in a form and substance approved by the City Attorney. The easement shall be approved prior to approval by the City and recordation of the Final Tract Map.
6. Prior to issuance of any permits from the City, the Owner/Applicant shall lease 55 parking spaces within 1,000 feet of the subject site, on a temporary basis for the general public to use. The parking spaces shall be made available until the completion of the project. A copy of the tentative lease agreement shall be provided to Planning Services, and shall be subject to review and approval by the City Attorney, the Planning & Community Development Administrator and Deputy Development Services Director/City Engineer, prior to executing the lease agreement with the affected owners.
7. The outdoor plaza fronting on E. Huntington Drive shall be entirely hardscaped with no lawn area provided. The final layout and materials shall be reviewed and approved by the Planning & Community Development Administrator, or designee during the Building plan check review.
8. The plans submitted tor Building Services for 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
9. The grading plans shall indicate all site improvements, and shall indicate complete drainage paths of all drainage water run-off.
10. The Owner/Applicant will be required to pay the City's Map and Final Approval Fee prior to approval of the Final Map
11. Prior to the recordation of the final map, the public alley must be formally vacated and a public access easement shall be retained in its place. The following steps shall be taken to formally vacate the alley:
- a. All utilities shall be relocated out of the alley,
  - b. All utility companies shall be notified of the intend to vacate the alley and utility clearances shall be submitted to the City.
  - c. The land owner shall make application with the City to vacate the alley and pay the necessary fees.
  - d. The City shall conduct a formal street vacation process for the alley per the requirements of the California Streets and Highways Code
  - e. An access easement shall be retained by the City for public access across the alley alignment with a minimum height clearance of fifteen feet.
  - f. The alley Vacation Resolution shall be recorded and documented on the final map.
12. Prior to the recordation of the final map, the owner shall dedicate to the City a triangular portion of property in the northeast corner of the property adjacent to Wheeler Avenue and Indiana Street, measuring a minimum of 12-foot perpendicular to Indiana Street, for streets and parking purposes.
13. Prior to approval of the Final Map or the issuance of a demolition permit, whichever comes first, the Owner/Applicant shall either construct or post security for all public improvements shown on the Vesting Tentative Map 82734 and the following item(s);
- a. Remove and replace existing sidewalk, curb and gutter from property line to property line for all adjacent public right-of-way.
  - b. Coordinate with Public Works Services on replacement or protection of street trees.
  - c. Install new driveway per City Standard plans.

- d. Improvements to alley shall be through the project and extend westerly to First Avenue. The improvement concept shall be in accordance with the City's alley improvement plan currently in design at the time of this action. This concept plan is intended to include enhancements like pavers, bollards lighting etc.
14. The Property Owner/Applicant shall be responsible for the repair of all damage to public improvements in the public right-of-way resulting from construction related activities, including, but not limited to, the movement and/or delivery of equipment, materials, and soils to and/or from the site. This shall be determined by the Planning & Community Development Administrator and Public Works Director during construction and up until issuance of a certificate of occupancy.
15. The proposed development will require a Low Impact Development (LID) plan for the permanent treatment of the stormwater runoff and a SWPPP for the handling of stormwater runoff during construction. Plan requirements include using infiltration trenches, bioretention planter boxes, roof drains connected to a landscaped area, pervious concrete/paver, etc.
16. The buildings on E. Huntington Drive and Wheeler Avenue shall have separate fire sprinkler systems and fire alarm systems.
17. Class 1 standpipes shall be provided on all floors inside stairwells and shall extend to the roof.
18. A minimum of one elevator capable of accommodating a 24-inch by 84-inch gurney shall be provided in each building.
19. An emergency radio responder system shall be provided for both buildings.
20. Number and placement of fire hydrants shall be determined once the final building areas and construction types have been determined. Hydrants may be required in alleyway.
21. The ladder truck access road for each building shall be a minimum 26 feet in width, located at least 15 feet away but no farther than 30 feet away from the tallest roofline of the structure, and be clear to the sky.
22. The Owner/Applicant shall provide calculations to determine the maximum domestic demand, maximum commercial demand and maximum fire demand in order to verify the required water service size required.
23. The Owner/Applicant shall provide separate water services and meters for each separate structure as well as designated services for specific residential, commercial and irrigation uses.

24. The Owner/Applicant shall provide a separate landscape meter for common area landscape irrigation. The backflow preventer on the common area irrigation shall be Reduce Pressure Backflow Assembly as approved by the Public Works Services Department.
25. Domestic water service for residential condominiums for each building shall be provided by a common master meter installed within the public right of way. Approved back flow prevention devices shall be installed for meter services protection.
26. Fire protection requirements shall be as stipulated by the Arcadia Fire Department and shall be conformed to Arcadia Standard Plan. A separate fire service with Double Check Detector Assembly (DCDA) shall be installed for each fire service required.
27. A Water Meter Permit Application shall be submitted to the Public Works Services Department prior to final plan check approval.
28. New water service installations shall be by the Owner/Applicant. Installation shall be according to the specifications of the Public Works Services Department, Engineering Section. Abandonment of existing water services, if necessary, shall be by the Owner/Applicant, according to Public Works Services Department, Engineering Section specifications.
29. An 8-inch City sewer main is available in the alley between Wheeler Ave. and Huntington Dr. A portion of this sewer main will be under the proposed underground parking structure, which is not acceptable to the City. If a portion of this line is removed or abandoned to accommodate the proposed underground parking structure, the developer shall re-establish all affected services in the area.
30. If a connection to a City sewer main is proposed, the Owner/Applicant shall provide a Sewer Area Study to determine whether or not the existing City sewer system is capable of meeting all anticipated demands of the proposed improvements. If the developer connects directly to the County trunk line on First Ave, the Owner/Applicant shall coordinate with the County and obtain a will serve letter from the County.
31. If connecting to a City sewer main, the Owner/Applicant shall utilize existing sewer lateral(s) if possible.
32. If any drainage fixture elevation is lower than the elevation of the next upstream manhole cover, an approved backwater valve is required.
33. The Owner/Applicant shall contact Dave Thompson or designee, from the Public Works Services Department prior to removal of any trees located within City-owned parking lot area.

34. Existing trees on E. Huntington Drive and Wheeler Avenue shall remain and be protected in place. Should any of those trees be damaged during construction, replacement trees may be required subject to review and approval by the Public Works Services Department.
35. The proposed project is subject to the State Water Resources Control Board's NPDES General Construction Permit requirements:
  - a. Applicant submit Notice of Intent along with applicable fees to the State.
  - b. Applicant to prepare a Stormwater Pollution Prevention Plan.
  - c. City will not issue a grading permit until Waste Discharge ID # can be furnished.
36. The trash enclosure area shall comply with the following:
  - a. Provide a minimum of 9'-7" space for each 3 yard bin.
  - b. Provide a minimum roof clearance to allow the bin lids to open completely.
  - c. Need to accommodate all required bins, including but not limited to, trash, recycling and organics recycling bins.
  - d. Provide a minimum of one (1) foot clearance around the trash bin/recycling bin.
37. The project shall comply with the City's Water Efficient Landscaping Ordinance (WELO). The application shall be submitted with the plans for plan check in Building Services.
38. 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 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.
39. The Owner/Applicant shall defend, indemnify, and hold harmless the City of Arcadia and its officials, officers, employees, and agents from and against any claim, action, or proceeding against the City of Arcadia, its officials, officers, employees or agents to attack, set aside, void, or annul any approval or conditional approval of the City of Arcadia concerning this project and/or land use decision, including but not limited to any approval or conditional approval of the City Council, Planning Commission, or City Staff, which action is brought within the time period provided for in Government Code Section 66499.37 or other provision of law applicable to this project or decision. The City shall promptly notify the Applicant

of any claim, action, or proceeding concerning the project and/or land use decision and the City shall cooperate fully in the defense of the matter. The City reserves the right, at its own option, to choose its own attorney to represent the City, its officials, officers, employees, and agents in the defense of the matter.

40. Approval of Minor Use Permit No. MUP 20-04, Architectural Design Review No. ADR 18-05, and Vesting Tentative Map No. TTM 19-01 (82734) 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.

### **Mitigation Measures as Conditions of Approval**

The following conditions are found in the Mitigation Monitoring and Reporting Program (MMRP). They are recorded here to facilitate review and implementation. More information on the timing and responsible parties for these mitigation measures is detailed in the MMRP.

41. **Geology & Soils – MM GEO-1** Prior to the issuance of a demolition permit, the Applicant shall submit the name and qualifications of a qualified paleontologist to the City of Arcadia Development Services Department for review and approval. Once approved, the qualified paleontologist shall be retained by the Applicant on an on-call basis to observe grading activities in the older Quaternary Alluvium on the Project site and to salvage and catalogue fossils as necessary. At the Project's Pre-Grade Meeting, the paleontologist shall discuss the sensitivity of the sediment being graded and shall establish procedures for monitoring. Protocols must be developed and explained for temporarily halting or redirecting work to permit sampling, identification, and evaluation of any fossils discovered. If the fossils are deemed significant, the paleontologist shall determine appropriate actions, in cooperation with the City of Arcadia, to recover and treat the fossils and to prepare them to the point of identification. A final Paleontological Resources Monitoring Report shall include a catalogue and analysis of the fossils found; a summary of their significance; and the repository that will curate the fossils in perpetuity.
42. **Hazards & Hazardous Materials - MM HAZ-1** Prior to the issuance of a demolition permit, pre-demolition surveys for asbestos-containing materials (ACMs) and lead-based paint (LBP) shall be performed for the structures proposed for demolition. All surveys, inspections, and analyses shall be performed by fully licensed and qualified individuals in accordance with all applicable federal, State, and local regulations. If the pre-demolition surveys/inspections do not identify ACMs or LBP, the Developer shall provide documentation to the City of the survey/inspection showing that no further abatement actions are required. If the pre-demolition surveys/inspections identify ACMs or LBP, all such materials shall be handled in accordance with applicable regulations, including, but not limited to 15 *United*

*States Code* (USC) Chapter 53 Toxic Substances Control; Division of Occupational Safety and Health (Cal/OSHA) regulations (8 CCR Section 1529 [Asbestos] and Section 1532.1 [Lead]); and SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). After demolition, the Developer shall provide documentation to the City illustrating that abatement of any ACMs or LBP identified in the demolished structure has been completed in full compliance with applicable regulations.

43. **Noise MM NOI-1** The Developer shall require that all construction contractors restrict the operation of the following construction equipment to beyond the following distances from off-site buildings: (1) vibratory rollers and large bulldozers – 25 feet, and (2) loaded trucks and other large equipment (vehicle weight greater than 25,000 lbs.) – 15 feet. Any activities occurring within 5 feet of existing property line shall use non-vibration intensive methods such as use of concrete saws, universal processors, expansive agents for demolition.
  
44. **Transportation MM TRANS-1** Prior to the issuance of a grading permit, a Construction Management Plan shall be prepared by the Developer for the review and approval of the City of Arcadia and any other affected jurisdictions in accordance with the Manual on Uniform Traffic Control Devices (MUTCD). Construction activities shall comply with the approved plan to the satisfaction of the City of Arcadia. The Developer will begin coordination with the City on the Construction Management Plan as soon as practicable during the final design process and in advance of construction so that effective measures can be developed to avoid, minimize, and mitigate construction impacts to parking and circulation within the City of Arcadia downtown. At a minimum, the Construction Management Plan shall:
  - a. Describe the duration and location of lane closures (if any).
  - b. Address traffic control for any partial street closures, detours, or other disruption to traffic circulation during project construction, including as-needed use of flag persons and signage.
  - c. Identify the routes that construction vehicles would utilize for the delivery of construction materials to access the project site. Haul routes would follow the City's approved truck routes and avoid residential streets.
  - d. Identify the location of parking and materials storage for construction workers during all phases of construction. Parking for construction workers would be provided on-site or at additional off-site locations that are not on public streets.
  - e. Identify of emergency access points/routes.
  - f. Specify the hours during which transport activities can occur and methods to mitigate construction-related impacts to adjacent streets.
  - g. Require the contractor to keep all haul routes clean and free of debris including but not limited to gravel and dirt as a result of its operations. The contractor shall clean adjacent streets, as directed by the City Engineer (or

representative of the City Engineer), of any material, which may have been spilled, tracked, or blown onto adjacent streets or areas.

- h. All hauling or transport of oversized loads would occur between the hours of 7:00 AM and 5:00 PM only, Monday through Friday, unless approved otherwise by the City Engineer. No hauling or transport shall be allowed during nighttime hours, weekends or Federal holidays.
  - i. Include details on the maintenance of bicycle and pedestrian facilities and connectivity through the Project to the satisfaction of the City Engineer.
  - j. Require that haul trucks entering or exiting public streets shall at all times yield to public traffic, pedestrians, bicyclists, and other users.
  - k. Provisions for the contractor to repair existing pavement, streets, curbs, sidewalks, and/or gutters that may be altered during project construction. The repairs shall be completed in consultation with and to the satisfaction of the City Engineer.
  - l. Require that all construction-related parking and staging of vehicles will be kept out of the adjacent public roadways and will occur either on-site or on designated off-site parcels that would not adversely affect access to or parking within the downtown.
  - m. Use of temporary fencing around the project site (e.g., temporary fencing with opaque material).
45. **Transportation MM TRANS-2** Technical Review: Prior to the issuance of a demolition permit for the Project, the Applicant shall submit written proof to the City that engineering drawings and calculations as well as construction work plans and methods including any crane placement and radius have been submitted to Metro for review. Approval from Metro shall not be required to proceed with the Project.
46. **Transportation MM TRANS-3** Overhead Catenary System (OCS): The Applicant shall take all necessary measures to protect the OCS from damage due to Project activities during and after construction. During construction, the Applicant shall post warning signage for equipment working around the OCS wires.
47. **Transportation MM TRANS-4** Construction Safety: The construction and operation of the Project shall not disrupt the operation and maintenance activities of the Metro Gold Line or the structural and systems integrity of Metro's light rail infrastructure. Not later than one month before Project construction, the Applicant shall schedule a pre-construction meeting to discuss Project construction, communication protocols, and other related topics. The meeting would include the Applicant, key Project construction personnel, the City of Arcadia, and Metro staff, which may include staff from Real Estate, Construction Management, and Construction Safety staff. During Project construction, the Applicant shall coordinate with Metro as needed to ensure that Metro infrastructure and operations are not compromised by construction activities or permanent build conditions. The Applicant shall notify Metro of any changes to construction activities that may impact the use of the ROW. The Applicant shall allow Metro staff to monitor

demolition and/or construction activities to confirm no impacts have occurred to the Gold Line right-of-way.

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# Attachment No. 2

Aerial Photo with Zoning Information &  
Photos of the Subject Property

**Site Address: 117 E HUNTINGTON DR**

**Property Owner(s): NEW FEILUN USA INTERNATIONAL INVESTMENT INC AND NEW WORLD INTERNATIONAL LLC C/O SIHUI WANG**



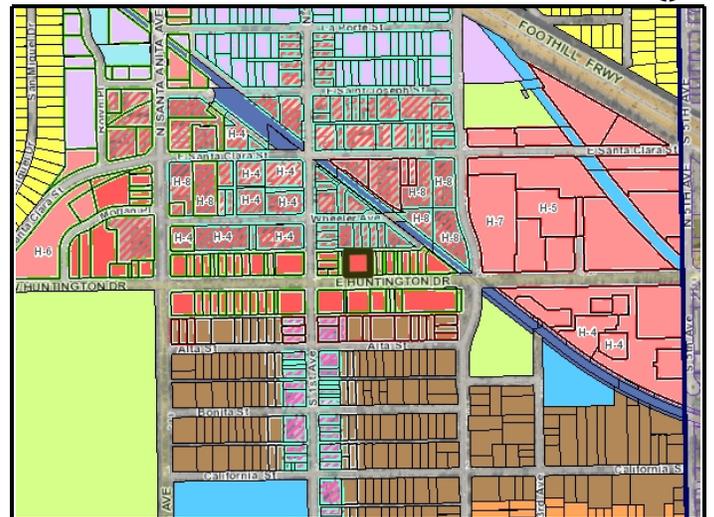
**Property Characteristics**

<b>Zoning:</b>	CBD
<b>General Plan:</b>	C 1.0
<b>Lot Area (sq ft):</b>	
<b>Main Structure / Unit (sq. ft.):</b>	7,704
<b>Year Built:</b>	1950
<b>Number of Units:</b>	0

**Overlays**

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

Selected parcel highlighted



Parcel location within City of Arcadia

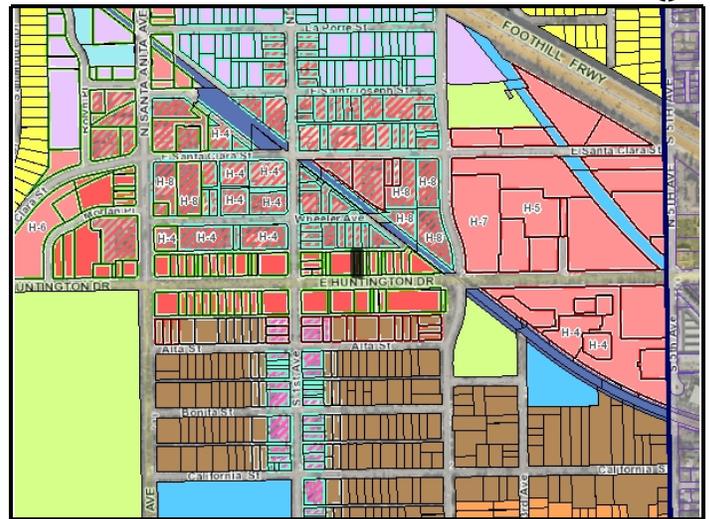
**Site Address: 129 E HUNTINGTON DR**

**Property Owner(s): NEW FEILUN USA INTERNATIONAL INVESTMENT INC AND NEW WORLD INTERNATIONAL LLC C/O SIHUI WANG**



Property Characteristics	
<b>Zoning:</b>	CBD
<b>General Plan:</b>	C 1.0
<b>Lot Area (sq ft):</b>	
<b>Main Structure / Unit (sq. ft.):</b>	4,000
<b>Year Built:</b>	1948
<b>Number of Units:</b>	0
Overlays	
<b>Architectural Design Overlay:</b>	N/A
<b>Downtown Overlay:</b>	Yes
<b>Downtown Parking Overlay:</b>	Yes
<b>Parking Overlay:</b>	N/A
<b>Racetrack Event Overlay:</b>	N/A
<b>Residential Flex Overlay:</b>	N/A
<b>Special Height Overlay:</b>	N/A

Selected parcel highlighted



Parcel location within City of Arcadia

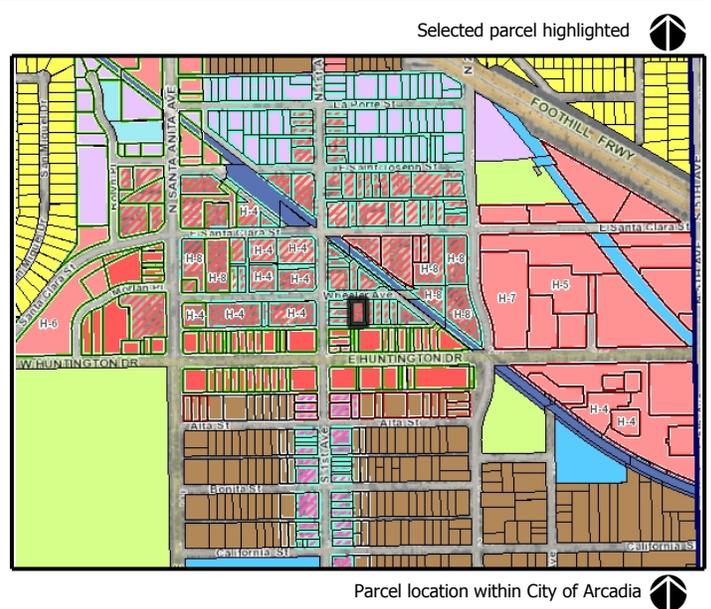
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Site Address:

Property Owner(s): ARCADIA CITY

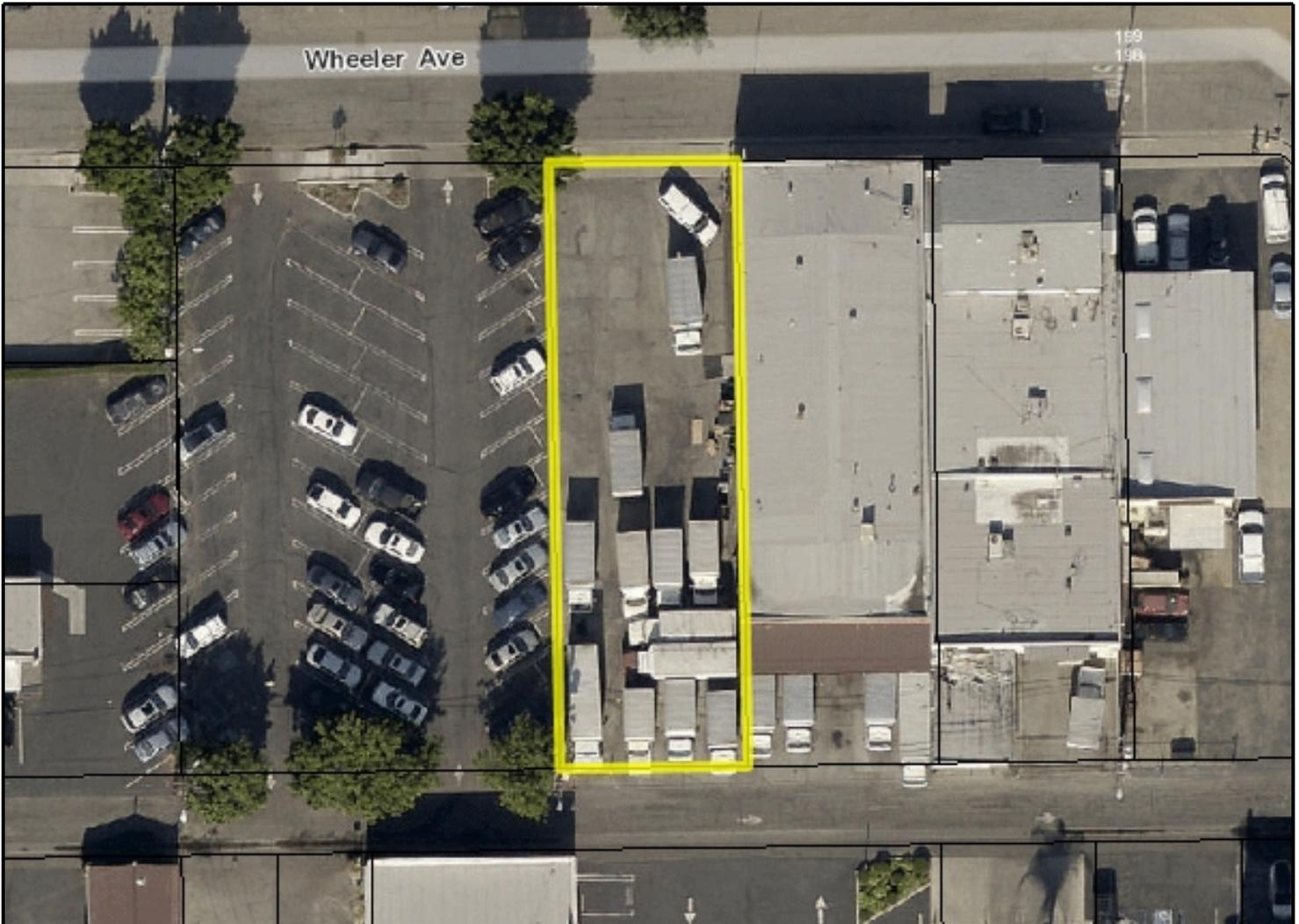


Property Characteristics	
<b>Zoning:</b>	DMU
<b>General Plan:</b>	DMU
<b>Lot Area (sq ft):</b>	
<b>Main Structure / Unit (sq. ft.):</b>	
<b>Year Built:</b>	
<b>Number of Units:</b>	0
Overlays	
<b>Architectural Design Overlay:</b>	N/A
<b>Downtown Overlay:</b>	N/A
<b>Downtown Parking Overlay:</b>	Yes
<b>Parking Overlay:</b>	N/A
<b>Racetrack Event Overlay:</b>	N/A
<b>Residential Flex Overlay:</b>	N/A
<b>Special Height Overlay:</b>	N/A

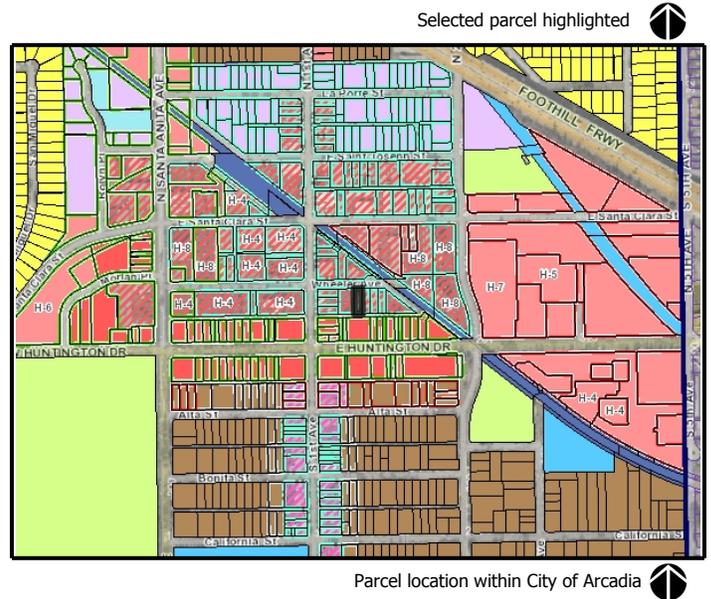


**Site Address:**

**Property Owner(s):** NEW FEILUN USA INTERNATIONAL INVESTMENT INC AND NEW WORLD INTERNATIONAL LLC C/O SIHUI WANG



Property Characteristics	
<b>Zoning:</b>	DMU
<b>General Plan:</b>	DMU
<b>Lot Area (sq ft):</b>	
<b>Main Structure / Unit (sq. ft.):</b>	8,000
<b>Year Built:</b>	1953
<b>Number of Units:</b>	0
Overlays	
<b>Architectural Design Overlay:</b>	N/A
<b>Downtown Overlay:</b>	N/A
<b>Downtown Parking Overlay:</b>	Yes
<b>Parking Overlay:</b>	N/A
<b>Racetrack Event Overlay:</b>	N/A
<b>Residential Flex Overlay:</b>	N/A
<b>Special Height Overlay:</b>	N/A



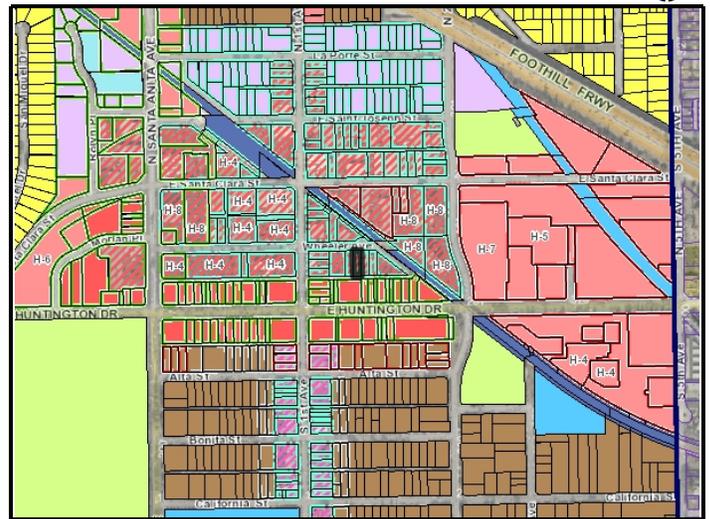
**Site Address:** 124 WHEELER AVE

**Property Owner(s):** NEW FEILUN USA INTERNATIONAL INVESTMENT INC AND NEW WORLD INTERNATIONAL LLC C/O SIHUI WANG



Property Characteristics	
<b>Zoning:</b>	DMU
<b>General Plan:</b>	DMU
<b>Lot Area (sq ft):</b>	
<b>Main Structure / Unit (sq. ft.):</b>	6,000
<b>Year Built:</b>	1953
<b>Number of Units:</b>	0
Overlays	
<b>Architectural Design Overlay:</b>	N/A
<b>Downtown Overlay:</b>	N/A
<b>Downtown Parking Overlay:</b>	Yes
<b>Parking Overlay:</b>	N/A
<b>Racetrack Event Overlay:</b>	N/A
<b>Residential Flex Overlay:</b>	N/A
<b>Special Height Overlay:</b>	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.

**Site Address:** 126 WHEELER AVE

**Property Owner(s):** NEW FEILUN USA INTERNATIONAL INVESTMENT INC AND NEW WORLD INTERNATIONAL LLC C/O SIHUI WANG



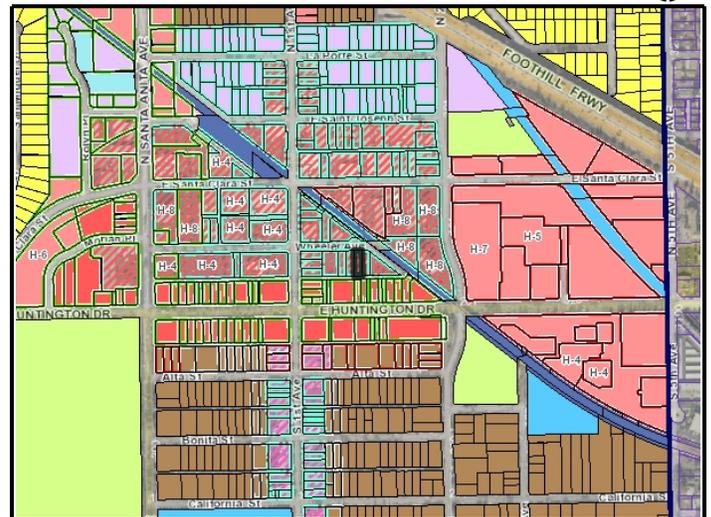
**Property Characteristics**

<b>Zoning:</b>	DMU
<b>General Plan:</b>	DMU
<b>Lot Area (sq ft):</b>	
<b>Main Structure / Unit (sq. ft.):</b>	7,624
<b>Year Built:</b>	1946
<b>Number of Units:</b>	0

**Overlays**

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

Selected parcel highlighted



Parcel location within City of Arcadia

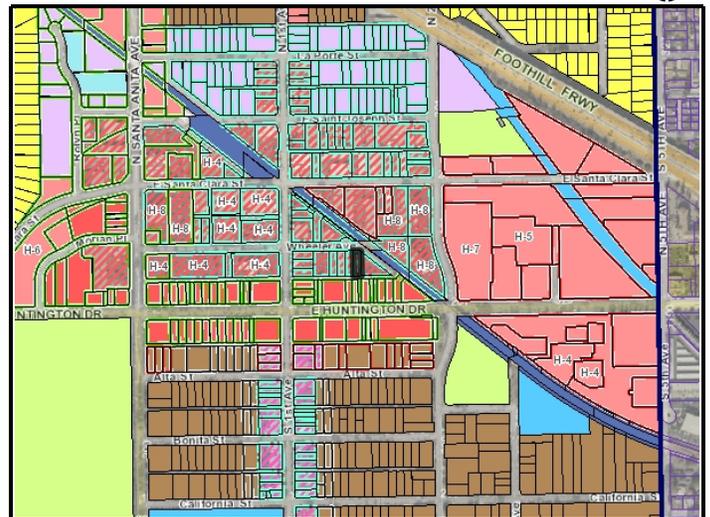
Site Address: **134 WHEELER AVE**

Property Owner(s): **NEW FEILUN USA INTERNATIONAL INVESTMENT INC AND NEW WORLD INTERNATIONAL LLC C/O SIHUI WANG**



Property Characteristics	
<b>Zoning:</b>	DMU
<b>General Plan:</b>	DMU
<b>Lot Area (sq ft):</b>	
<b>Main Structure / Unit (sq. ft.):</b>	1,825
<b>Year Built:</b>	1955
<b>Number of Units:</b>	0
Overlays	
<b>Architectural Design Overlay:</b>	N/A
<b>Downtown Overlay:</b>	N/A
<b>Downtown Parking Overlay:</b>	Yes
<b>Parking Overlay:</b>	N/A
<b>Racetrack Event Overlay:</b>	N/A
<b>Residential Flex Overlay:</b>	N/A
<b>Special Height Overlay:</b>	N/A

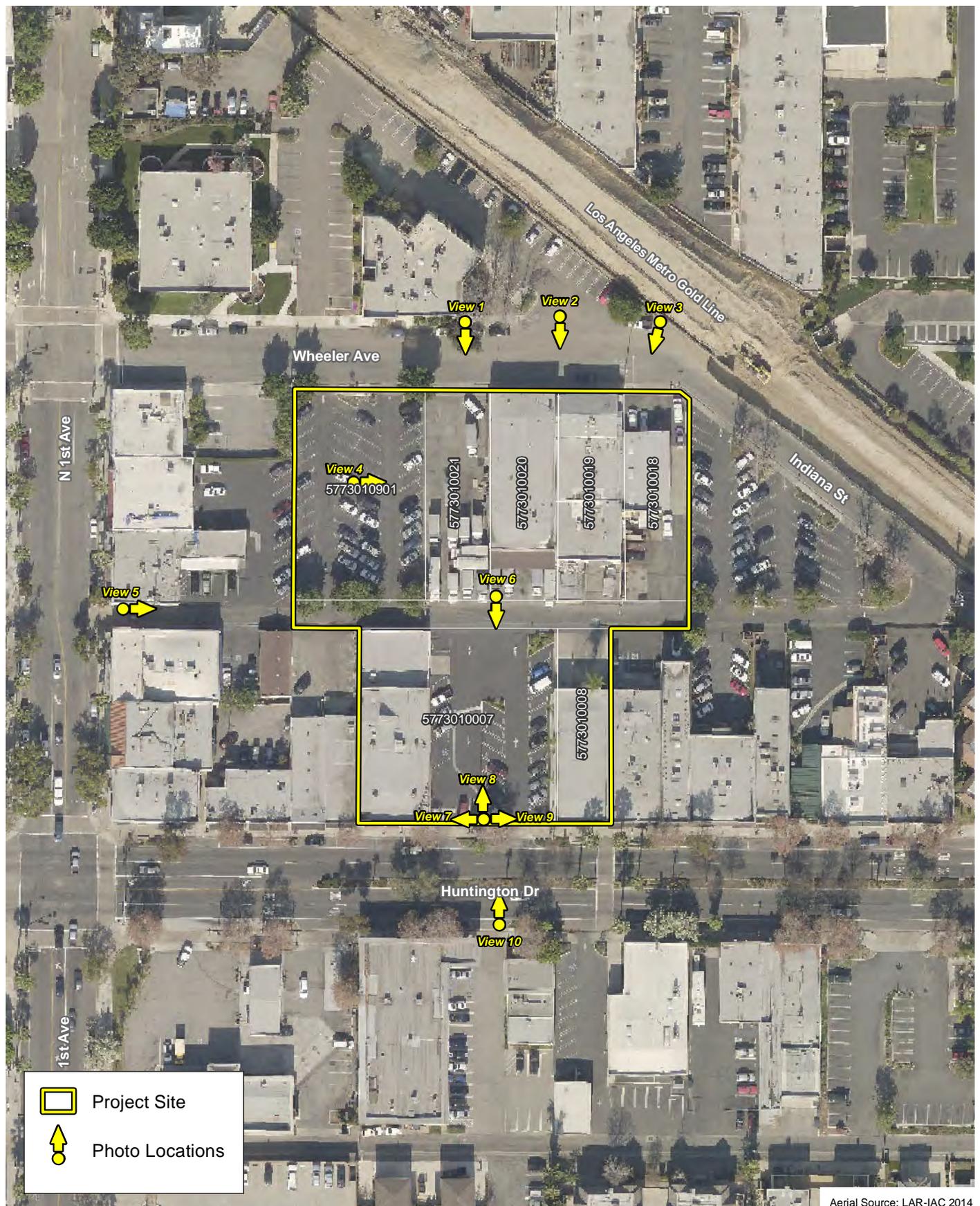
Selected parcel highlighted



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.

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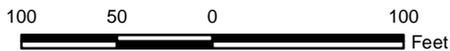
Aerial Source: LAR-IAC 2014

 Project Site  
 Photo Locations

# Photos of Existing Project Setting

# Exhibit 3a

*Huntington Plaza Mixed-Use Project*





View 1



View 2

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## Site Photographs

*Huntington Plaza Mixed-Use Project*

Exhibit 3b





View 3



View 4

D:\Projects\3NW\10100\Graphics\IND\ex\_SP2\_20190613.ai

## Site Photographs

*Huntington Plaza Mixed-Use Project*

Exhibit 3c





View 5



View 6

## Site Photographs

*Huntington Plaza Mixed-Use Project*

Exhibit 3d





View 7



View 8

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## Site Photographs

*Huntington Plaza Mixed-Use Project*

Exhibit 3e





View 9



View 10

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## Site Photographs

*Huntington Plaza Mixed-Use Project*

Exhibit 3f



# Attachment No. 3

Architectural Plans



**Huntington Plaza, Mixed-use**  
ARCADIA, CALIFORNIA  
**Architectural Design Review Set**  
**Resubmittal set**

Date : 02/ 14/ 2020  
Job # 17476

Ownership: **NEW WORLD  
INTERNATIONAL  
INVESTMENT. LLC**

Architect: **HUMPHREYS & PARTNERS ARCHITECTS, L.P.**  
5339 Alpha Rd., Suite 300, Dallas, TX 75240 | 972.701.9636 | www.humphreys.com

<b>APN:</b>	<b>TBD</b>						
<b>Address:</b>	Wheeler Ave, Huntington Dr, Arcadia, CA 91007						
<b>Current Zoning:</b>	Central Business District (CBD), Downtown Mixed Use (DMU)						
<b>Proposed Zoning:</b>	Central Business District (CBD), Downtown Mixed Use (DMU) <span style="float: right;">no change</span>						
<b>Site Area (Net):</b>	<table border="1"> <tr> <td>75,530 SF</td> <td>1.740 AC</td> </tr> <tr> <td>27,530 SF</td> <td>0.640 AC</td> </tr> <tr> <td>48,000 SF</td> <td>1.110 AC</td> </tr> </table>	75,530 SF	1.740 AC	27,530 SF	0.640 AC	48,000 SF	1.110 AC
75,530 SF	1.740 AC						
27,530 SF	0.640 AC						
48,000 SF	1.110 AC						
<b>Max Height Proposed:</b>	60'						
<b>Proposed Units:</b>	139						
<b>Proposed Density:</b>	79.9 DU/AC NET <span style="margin-left: 100px;">80 du/AC max.</span>						

<b>Setbacks Required:</b>		<b>Setbacks Proposed:</b>	
Front:	0' min., 10' max.	Front:	+/- 31.72' avg min.
Side (int., abutting nonresidential or mixed-use zone):	0'	Side (int., abutting nonresidential or mixed-use zone):	+/- 1', 2' min.
Side (Street Side):	0' min., 10' max.	Side (Street Side):	+/- 2' min.
Rear (abutting nonresidential or mixed-use zone):	0'	Rear (abutting alley):	+/- 11', 10'-3" min.

<b>Floor Area Ratio - Allowed:</b>		<b>Floor Area Ratio - Proposed:</b>	
<b>Net Site Area:</b>	75,530 sf	<b>Nonresidential Floor Area:</b>	0.14 du/AC
<b>Max FAR*</b> Per AMC 9102.05.030	1.0 du/AC	<b>Nonresidential Floor Area Ratio (FAR):</b>	10,200 sf
<b>Max Nonresidential Floor Area:</b>	75,530 sf		
*note: Max FAR is applicable only to non residential component of a development		*note: FAR is measured as Gross floor area (less parking) divided by Net lot area.	

Huntington Plaza		Arcadia, CA		#17476				
PROJECT SUMMARY		PROJECT TOTAL		02/14/20				
RESIDENTIAL	#	NET SF*	deck	total NRSF	Ave NSF	Mix	# BUILDING 1	# BUILDING 2
							#	NRSF
<b>1-bedroom</b>								
A1	2	867	42	1,734			0	-
Subtotal 1-bedroom	2			1,734	867	1.4%	0	-
<b>2-bedroom</b>								
B1	36	1,066	42	38,376			20	21,320
B2	4	1,148	64	4,592			0	4
B2-ALT	4	1,144	64	4,576			0	4
B3	6	1,212	71	7,272			6	7,272
B4	6	1,057	71	6,342			6	6,342
B5	16	1,198	67	19,168			0	-
B6	16	1,132	47	18,112			0	-
B7	10	914	42	9,140			0	-
B7-ALT	2	758	42	1,516			0	-
Subtotal 2-bedroom	100			109,094	1,091	71.9%	32	34,934
<b>3-bedroom</b>								
C1	8	1,343	106	10,744			0	-
C2	15	1,606	78	24,090			3	4,818
C2-ALT	4	1,484	78	5,936			0	-
C3	4	1,378	52	5,512			4	5,512
C4-TH1	1	1,727	84	1,727			0	-
C4-TH1(ALT)	1	1,416	84	1,416			0	-
C5 (2-DEN)	4	1,152	56	4,608			0	-
Subtotal 3-bedroom	37			54,033	1,460	26.6%	7	10,330
<b>Total</b>	<b>139</b>			<b>8,218</b>	<b>164,861</b>	<b>1,186</b>	<b>39</b>	<b>45,264</b>
*NOTE: sf taken to outside of walls and CL of parti walls								
*NOTE: sf is approx. and subject to change as more information is known								
<b>COMMERCIAL</b>		<b>total NSF</b>		<b># BUILDING 1</b>				
Commercial 1:		2,000						
Commercial 2:		3,200						
Commercial 3:		1,100						
Commercial 4:		2,000						
Commercial 5:		1,900						
<b>Total Commercial:</b>		<b>10,200</b>						

Residential Floor Area: The floor area for buildings in single-family residential zones shall be measured as the total horizontal floor area of all the floors of a building from the outside walls. The total horizontal floor area shall include: the residential floor area of any building(s) located on the lot including the main dwelling, detached accessory structures, accessory dwelling units, all garage area except as exempted in Subsection a. below, enclosed patios, and high volume ceilings (all interior areas above 14 feet in height). The following shall be excluded from the floor area for the purposes of calculating floor area ratio

- For houses less than 5,000 square feet in size, floor area shall exclude required parking spaces (450 square feet for a two-car garage and 650 square feet for three-car garage). For houses 5,000 square feet or larger, floor area shall exclude up to four parking spaces (850 square feet maximum).
- Floor area shall exclude basements.
- Floor area shall exclude non-enclosed covered structures such as covered patios or porches, decks, and balconies.

	BLDG 1				BLDG 2				ALLEY		SUBTOTAL
	RESIDENTIAL	MVP/MEP STORAGE	RETAIL	GARAGE	RESIDENTIAL	MVP/MEP STORAGE	AMENITY	GARAGE	MVP/MEP STORAGE	GARAGE	
Level 5:	6,959	609			34,515	1,444			328	3,422	47,277 sf
Level 4:	13,339	609			34,515	1,444					49,907 sf
Level 3:	16,097	609			33,117	1,444	309				51,576 sf
Level 2:	16,097	609			33,656	1,443	905				52,710 sf
Level 1:	-	3,062	10,200	-	-	3,193	40,504	-	-	-	56,959 sf
Level B1:	-	1,486	25,442	-	-	3,128	42,302	-	-	-	72,358 sf
<b>Total</b>	<b>52,492</b>	<b>6,984</b>	<b>10,200</b>	<b>25,442</b>	<b>135,803</b>	<b>12,096</b>	<b>1,214</b>	<b>82,806</b>	<b>328</b>	<b>3,422</b>	<b>330,787 sf</b>

**Total Gross Residential Floor Area Provided:** 188,295 sf  
 Note: Floor Area is the total gross dimensions (in square feet) of all the floors below the roof and within the outer surface of the walls of a building or structure. See below for definitions for Residential Floor Area and Non-Residential Floor Area

<b>Parking Required:</b>	per AMC Sect. 9103.07					
<b>Residential:</b>	# du	Ratio	Total			
1-bed:	2	1.5	3			
2-bed:	100	1.5	150			
3-bed:	37	1.5	56			
<b>Subtotal:</b>	<b>139</b>		<b>209</b>			
<b>Guest:</b>	<b>139</b>	<b>0.333</b>	<b>47</b>			

<b>Parking Provided:</b>	per AMC Sect. 9103.07.070.A.2					
	Standard 9'x18'	TANDEM 9'x18'	Compact 9'x15'	Parallel 10'x24'	Handicap 9'x18'	Total
Level B1:	112	59	-	-	4	175
Level 1:	18	13	-	-	3	34
<b>Total:</b>	<b>130</b>	<b>72</b>	<b>0.0%</b>	<b>0.0%</b>	<b>3.3%</b>	<b>209</b>
	62.2%	34.4%	0.0%	0.0%	3.3%	
Level B1:	44	-	-	-	3	47
Level 1:	-	-	-	-	-	-
<b>Total</b>	<b>44</b>	<b>-</b>	<b>0.0%</b>	<b>0.0%</b>	<b>6.4%</b>	<b>47</b>
	93.6%	0.0%	0.0%	0.0%	6.4%	

\*note: guest proposed to be shared with retail parking per AMC Sect. 9103.07.070.A.2

<b>City Easement Parking</b>	per AMC Sect. 9103.07.070.A.2					
	sf	Ratio	Total			
Easement			55			
<b>Subtotal:</b>	<b>55</b>		<b>55</b>			

\*note: city parking agreement (date: -----)

<b>Commercial:</b>	per AMC Sect. 9103.07.070.A.2					
	sf	Ratio	Total			
Commercial	10,200	1:200	51			
<b>Subtotal:</b>	<b>51</b>		<b>51</b>			
<b>Subtotal after 25% reduction:</b>	<b>39</b>		<b>39</b>			
<b>Total Stalls Required:</b>	<b>350</b>		<b>350</b>			

\*note: a 25 percent reduction will be applied to the off-street parking requirement for any commercial use that is located within 1,320 feet (1/4 mile) of a light rail station.

<b>Bike Parking Required:</b>	per AMC Sect. 9103.07.150					
	#	Ratio	Total			
<b># BUILDING 1 (Huntington Drive)</b>						
Resident 1:	100	0.20 # du	20			
<b>Total Stalls Required:</b>	<b>20</b>		<b>20</b>			
<b># BUILDING 2 (Wheeler Ave)</b>						
Resident 2:	39	0.20 # du	8			
Retail:	39	0.05 # vehicles	2			
Retail:	39	0.05 # vehicles	2			
<b>Total Stalls Required:</b>	<b>12</b>		<b>12</b>			

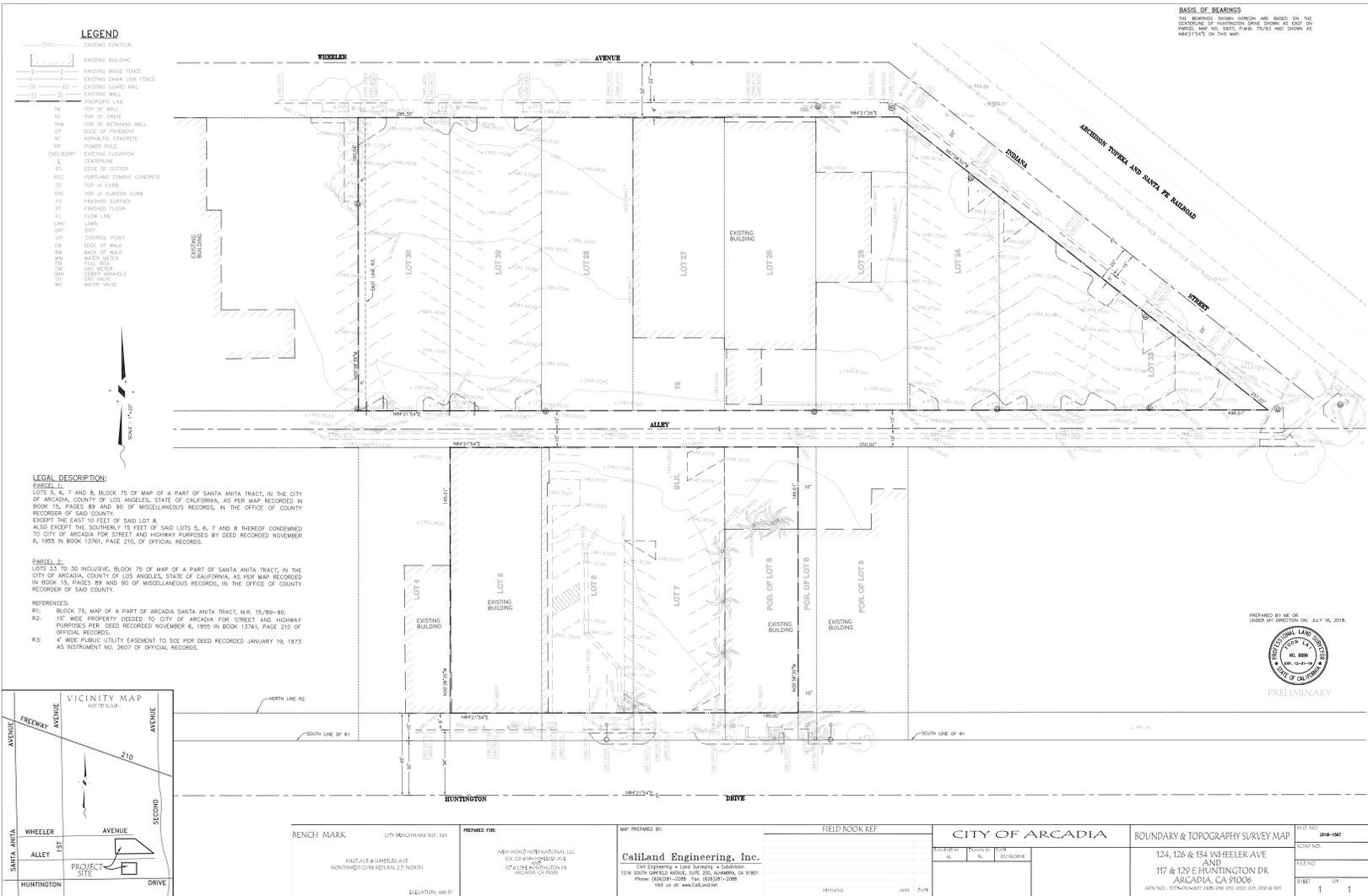
<b>Open Space Required:</b>	per AMC Sect. 9102.05.130		
	du	sf	Total
1-bed:	2	100	200 sf
2-bed:	100	100	10,000 sf
3-bed:	37	100	3,700 sf
<b>Total Open Space Required:</b>			<b>13,900 sf</b>

<b>Open Space Provided:</b>	7,732 sf	
Ground Level:	7,732 sf	
Podium Level:	5,556 sf	
Private Open Space:	8,218 sf	
Stacked (Level 4):	2,750 sf	
<b>Total Open Space Provided:</b>	<b>24,256 sf</b>	

Non-Residential Floor Area: The floor area shall include the total horizontal floor area of all the floors of a building measured from the outside walls, exclusive of vents, shafts, courts, elevators, stairways, mechanical, electrical, and communications equipment, and similar facilities. Floor area shall include mezzanine and lofts. The following shall be excluded from the floor area for the purposes of calculating floor area ratio.

- Floor area shall exclude required parking areas in the garage (with each required parking space not exceeding 200 square feet) but shall include any additional enclosed parking spaces provided on the addition to the minimum requirements.
- Floor area shall exclude fully subterranean garage and basement.
- Exclude non-enclosed covered structures such as decks, patios, porches, and balconies enclosed on three or fewer sides.



**HUNTINGTON PLAZA**  
Arcadia, CA  
HPA # 17476

**CIVIL ALTA TOPOGRAPHICAL SURVEY (FOR REFERENCE ONLY)**  
**ARCHITECTURAL DESIGN REVIEW**  
February 14, 2020

**NEW WORLD INTERNATIONAL INVESTMENT LLC**

**HUMPHREYS & PARTNERS ARCHITECTS, L.P.**  
5339 Alpha Rd., Suite 300, Dallas, TX 75240 | 972.701.9635 | www.humphreys.com

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1



2



3



4



5



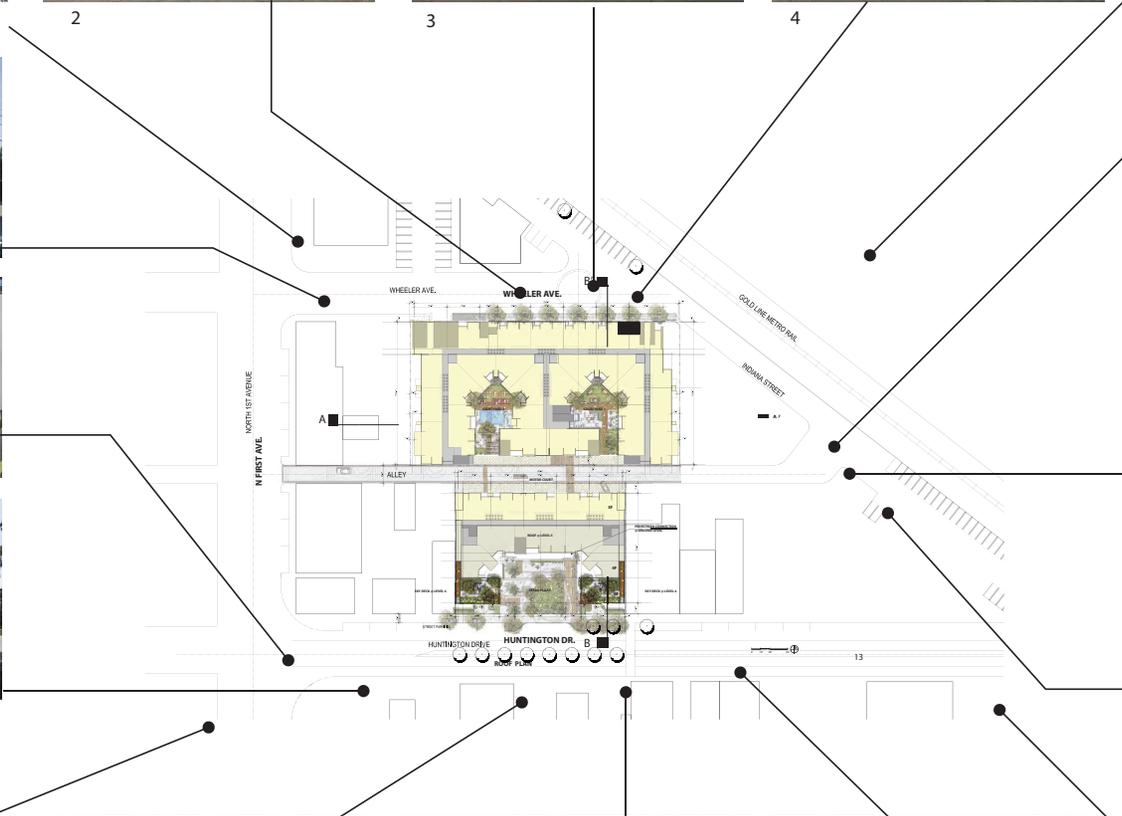
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14



6



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13



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11



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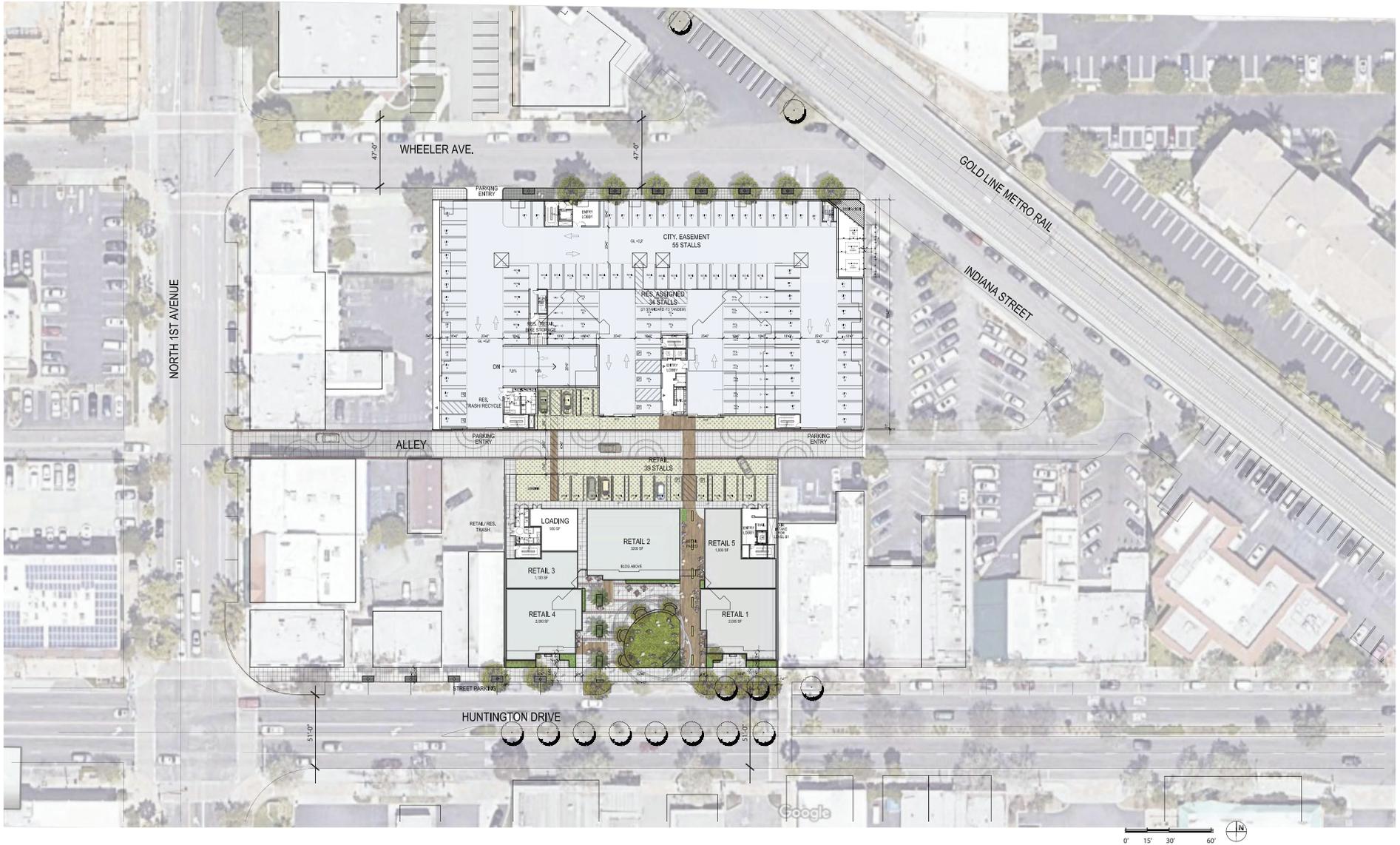
**HUNTINGTON PLAZA**  
Arcadia, CA  
HPA # 17476

**SITE PHOTO  
ARCHITECTURAL DESIGN REVIEW**  
February 14, 2020

**NEW WORLD  
INTERNATIONAL  
INVESTMENT LLC**

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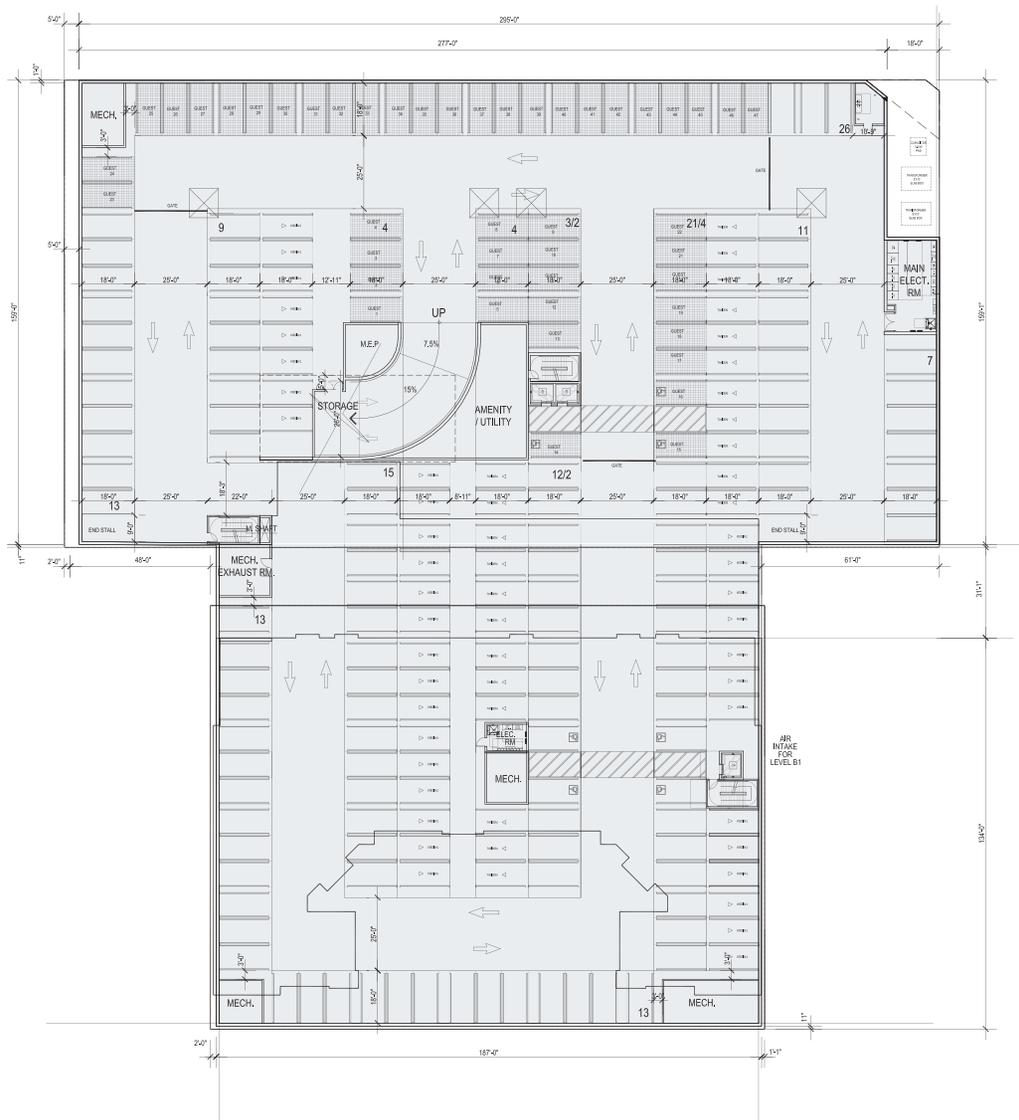


**ILLUSTRATIVE SITE PLAN  
ARCHITECTURAL DESIGN REVIEW**

February 14, 2020

**NEW WORLD  
INTERNATIONAL  
INVESTMENT LLC**

**HUMPHREYS & PARTNERS ARCHITECTS, L.P.**  
5339 Alpha Rd., Suite 300, Dallas, TX 75240 | 972.701.9636 | www.humphreys.com



**RESIDENTIAL & GUEST PARKING - BASEMENT 1**  
 TOTAL: 222 STALLS  
 STANDARD: 156  
 TANDEM: 59  
 HC: 7  
 RESIDENTIAL PARKING: 175 STALLS (STANDARD:112, TANDEM:59, HANDICAP: 4)  
 GUEST PARKING: 47 STALLS (STANDARD:44, HANDICAP:3)

- PARKING LEGEND:**
- CITY PARKING
  - RETAIL PARKING
  - GUEST PARKING : 47 STALLS
  - RESIDENT PARKING : 176 STALLS



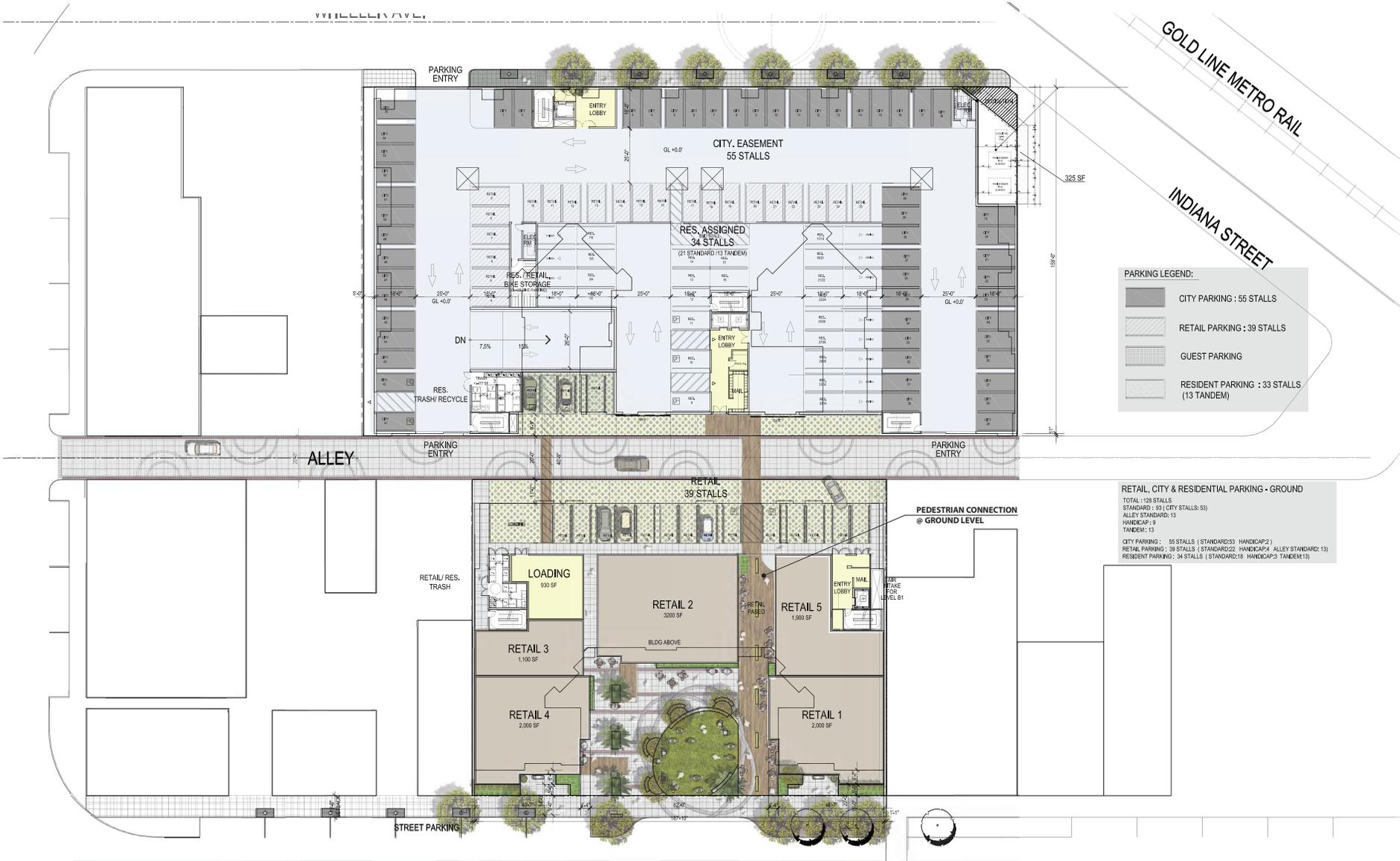
**LEVEL B1(SUB-T PARKING) PLAN**  
**ARCHITECTURAL DESIGN REVIEW**

February 14, 2020

**NEW WORLD INTERNATIONAL INVESTMENT LLC**

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**PARKING LEGEND:**

- CITY PARKING : 55 STALLS
- RETAIL PARKING : 39 STALLS
- GUEST PARKING
- RESIDENT PARKING : 33 STALLS (13 TANDEM)

**RETAIL, CITY & RESIDENTIAL PARKING - GROUND**

TOTAL : 128 STALLS  
 STANDARD : 99 (CITY STALLS: 53)  
 ALLEY STANDARD: 13  
 HANDICAP: 8  
 TANDEM: 13

CITY PARKING : 55 STALLS (STANDARD: 33 HANDICAP: 2)  
 RETAIL PARKING : 39 STALLS (STANDARD: 22 HANDICAP: 4 ALLEY STANDARD: 13)  
 RESIDENT PARKING : 34 STALLS (STANDARD: 18 HANDICAP: 3 TANDEM: 13)

**LEVEL 1 (GROUND LEVEL) PLAN**  
**ARCHITECTURAL DESIGN REVIEW**  
 February 14, 2020

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**HUNTINGTON PLAZA**  
 Arcadia, CA  
 HPA # 17476

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NORTH 1ST AVENUE

N FIRST AVE.

WHEELER AVE.

WHEELER AVE.

GOLD LINE METRO RAIL

INDIANA STREET

ALLEY

ALLEY

RETAIL PLAZA

STREET PARKING

HUNTINGTON DR.

HUNTINGTON DRIVE

LEVEL 2 (PODIUM LEVEL) PLAN  
ARCHITECTURAL DESIGN REVIEW

February 14, 2020

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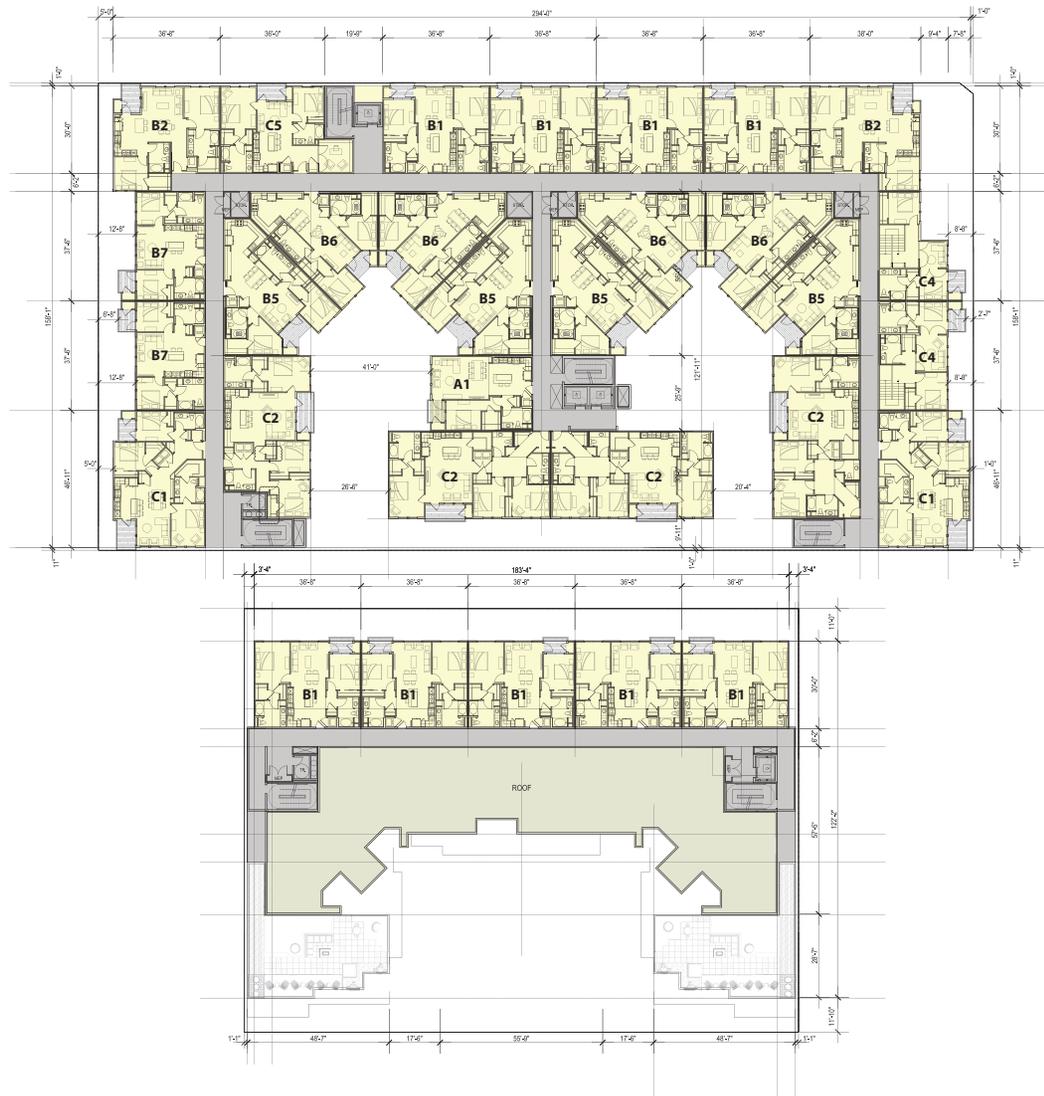


**LEVEL 4 PLAN (ROOF GARDEN)**  
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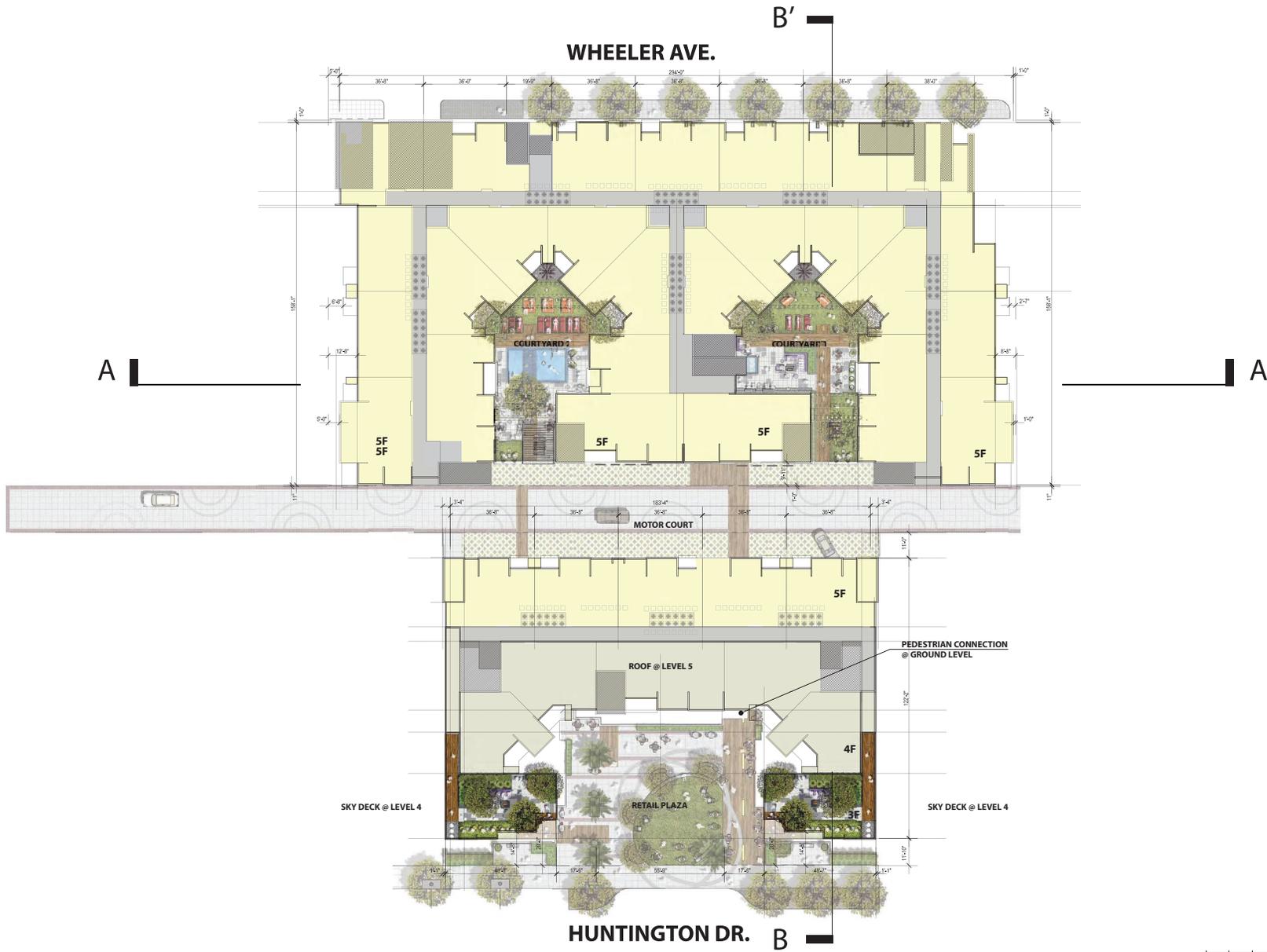
**LEVEL 5 PLAN (ROOF GARDEN)**  
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N FIRST AVE.





1. view of retail plaza From Huntington Dr.

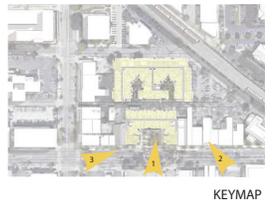


KEYMAP



Primary Stepback @ Level 4  
Residential Stepback (14'~20')

1. view from Huntington Dr. Main massing & Center Entry Plaza



KEYMAP



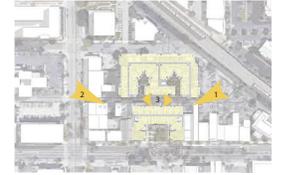
2. Bird's eye view from East-South corner



3. viewing west from Huntington Dr.



1. view From Alley (Indiana St.)



KEYMAP



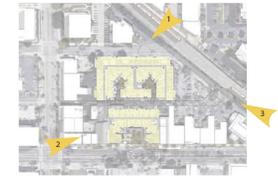
2. view from Alley , Rear massing & Motor Plaza



3. view of interior Motor Plaza



1. Bird's eye view from Metro Goldline



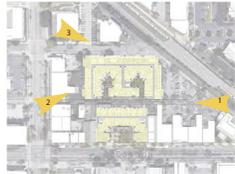
KEYMAP



2. View of stepped skyline from Huntington Dr.



3. Impact zone at Metro Gold Line, View Opportunity



KEYMAP



1. view from Indiana St.



2. Bird's eye view of Alley frontage



3. view from Wheeler Avenue

**PERSPECTIVE RENDERING  
ARCHITECTURAL DESIGN REVIEW**

February 14, 2020

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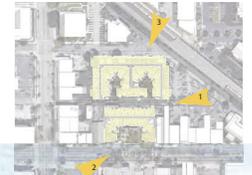
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1. view of exposed main corner



2. view of South Elevation from Huntington Dr.



KEYMAP



3. view of North Elevation from Gold Line



**ELEVATION (BLDG 2 :WHEELER AVE)**  
**ARCHITECTURAL DESIGN REVIEW**

February 14, 2020

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**ELEVATION (BLDG 1 : HUNTINGTON DR.)  
ARCHITECTURAL DESIGN REVIEW**

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0' 8' 16' 32'



0 8 16 32



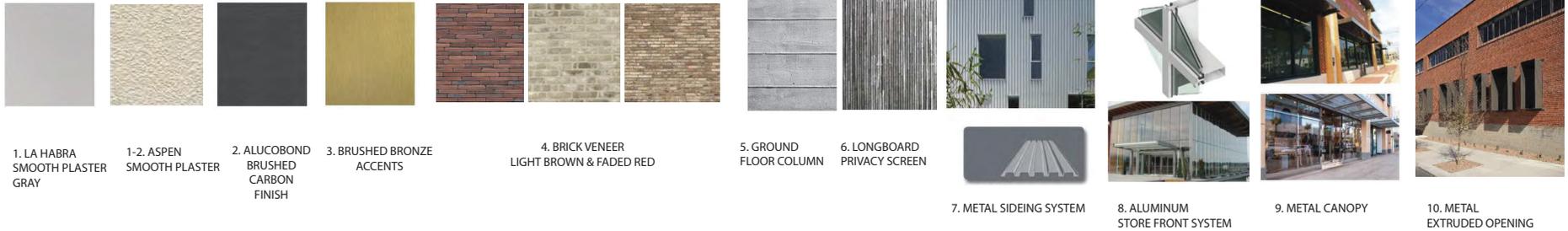
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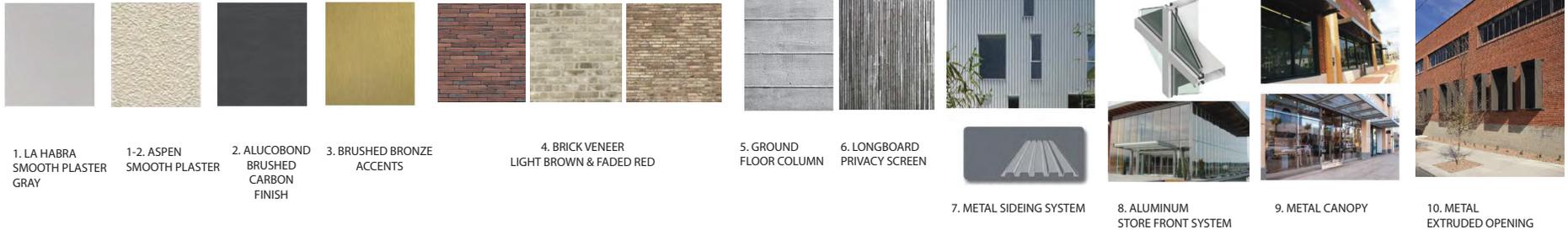
**ELEVATION (INDIANA ST. & N. FIRST AVE)**  
**ARCHITECTURAL DESIGN REVIEW**

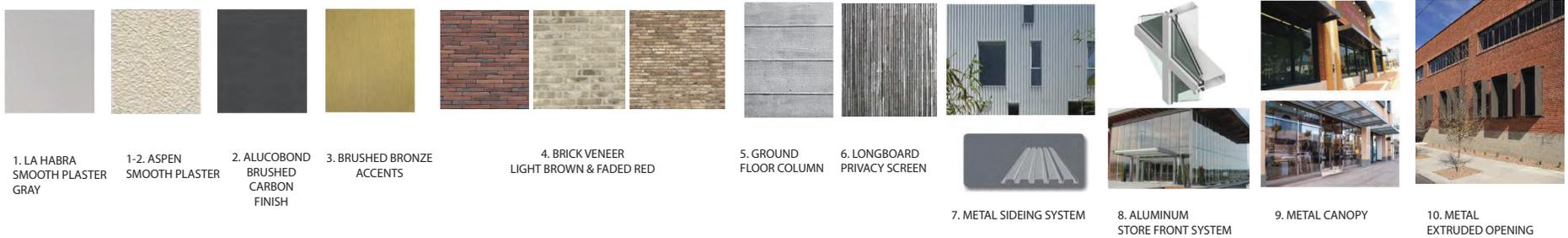
February 14, 2020

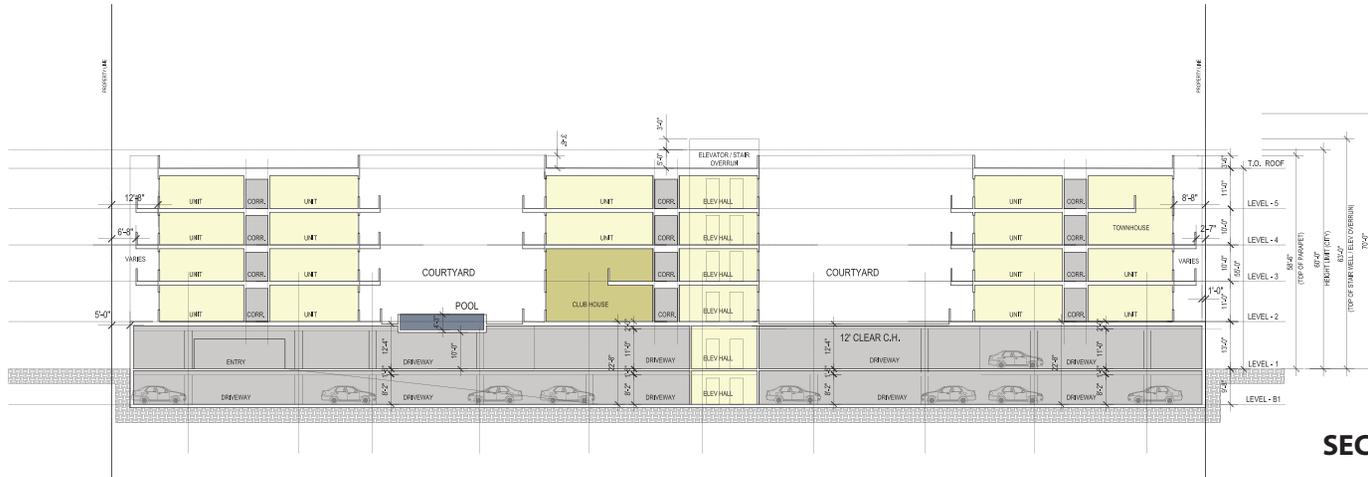
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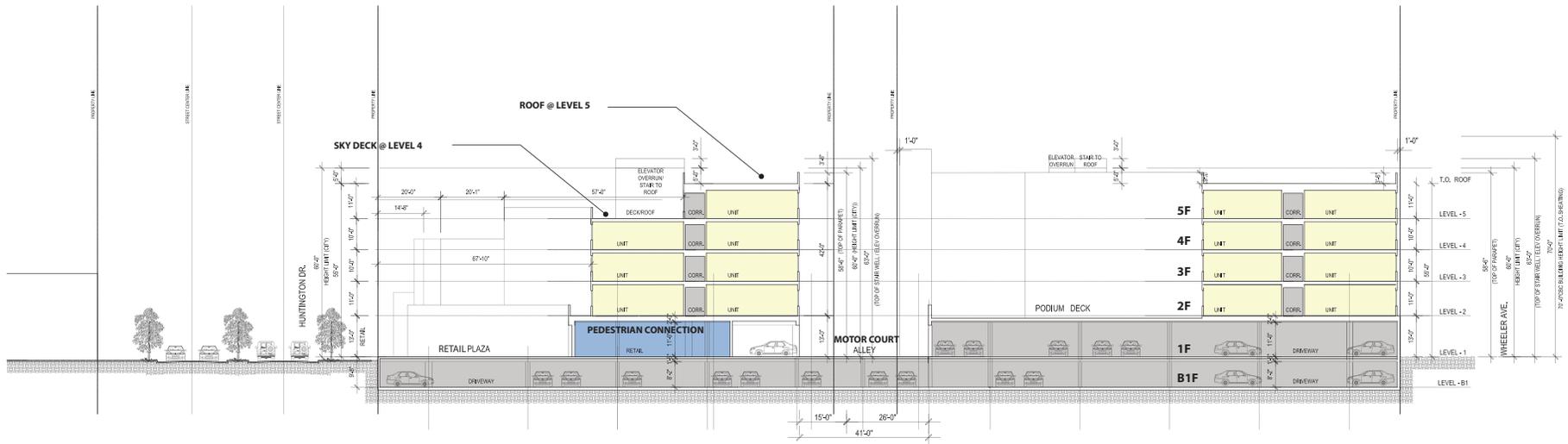








**SECTION A-A'**



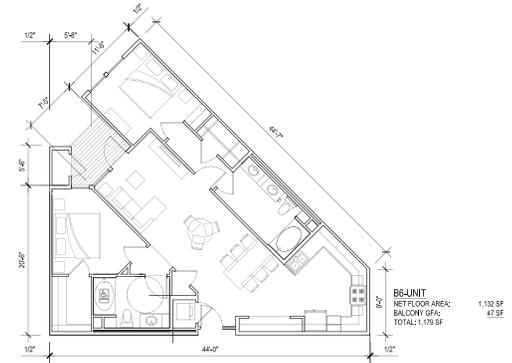
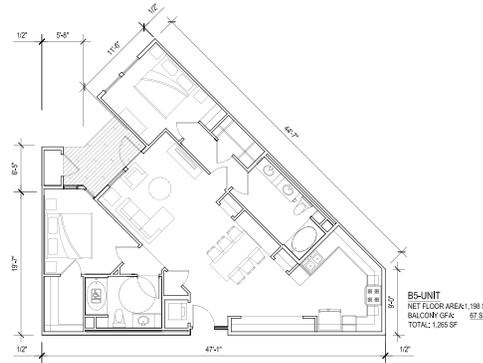
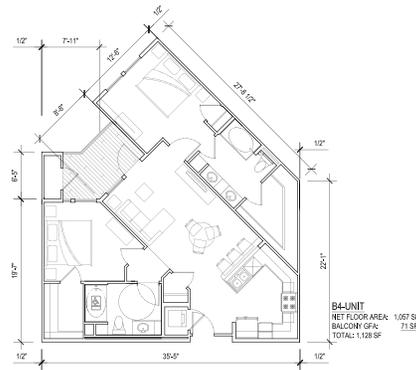
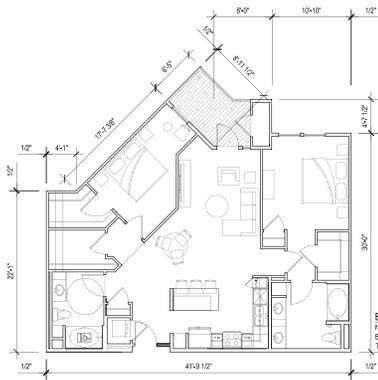
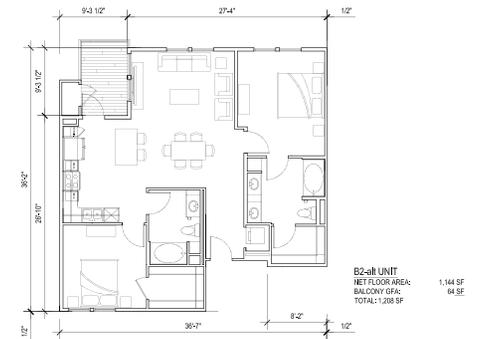
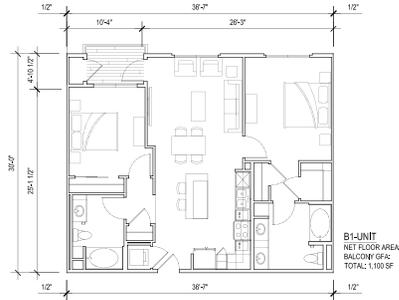
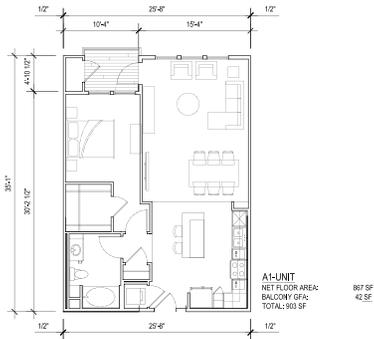
**SECTION B-B'**



**BUILDING SECTION  
ARCHITECTURAL DESIGN REVIEW**  
February 14, 2020

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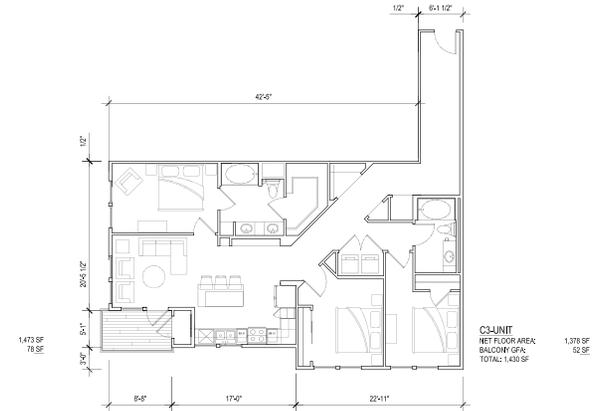
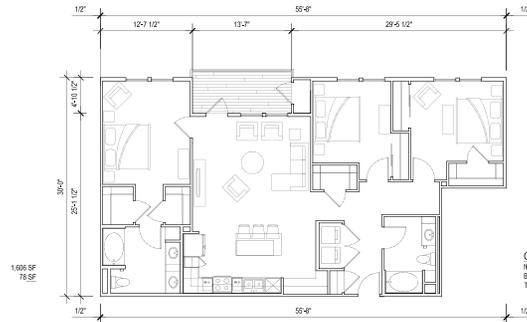
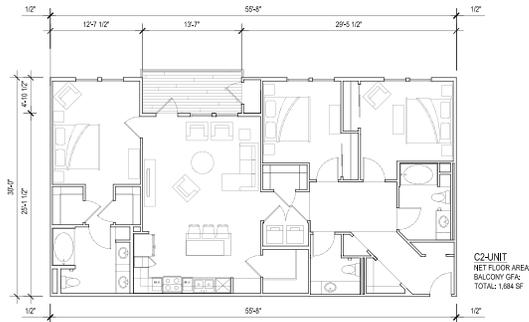
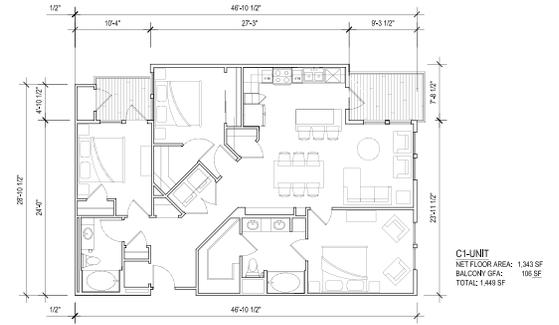
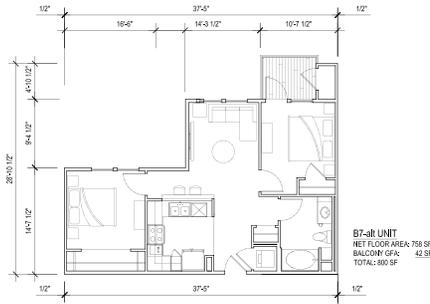
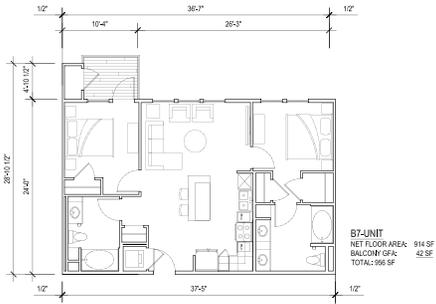
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**UNIT PLANS**  
**ARCHITECTURAL DESIGN REVIEW**  
 February 14, 2020

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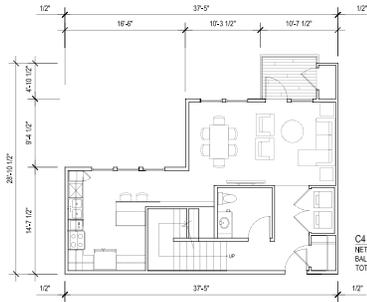
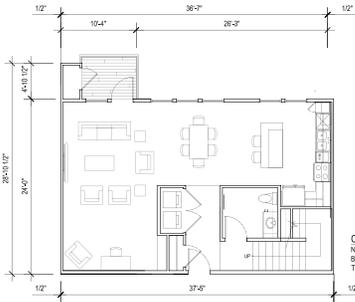
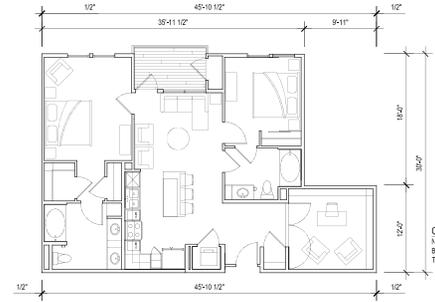
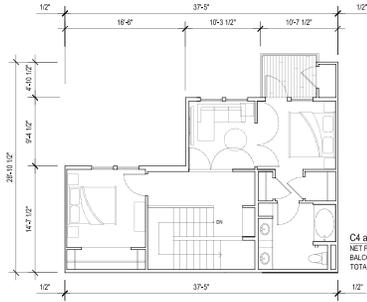
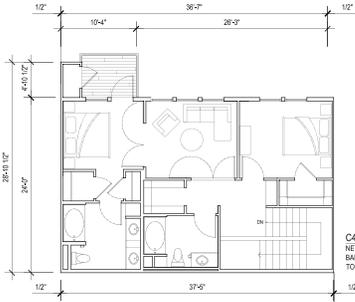
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**UNIT PLANS**  
**ARCHITECTURAL DESIGN REVIEW**  
 February 14, 2020

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**HUNTINGTON PLAZA**  
Arcadia, CA  
HPA # 17476

**ARCHITECTURAL RENDERING**  
**ARCHITECTURAL DESIGN REVIEW**  
February 14, 2020

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**HUNTINGTON PLAZA**  
Arcadia, CA  
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**ARCHITECTURAL RENDERING**  
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## Sheet Index

- 01. CHARACTER IMAGES
- 02. GROUND LEVEL SITE PLAN & NOTES
- 03. GROUND LEVEL ENLARGEMENT - PLAZA
- 04. GROUND LEVEL ENLARGEMENT - ALLEY
- 05. AMENITY DECK DESIGNS - PODIUM
- 06. PODIUM PRELIMINARY PERSPECTIVE A
- 07. PODIUM PRELIMINARY PERSPECTIVE B
- 08. ROOF DECK DESIGNS
- 09. ROOF DECK PRELIMINARY PERSPECTIVE C



GRASSCRETE PAVING



OUTDOOR KITCHEN



MULTI-USE LAWN



GREAT LAWN



RECESSED FLOOR LIGHTS



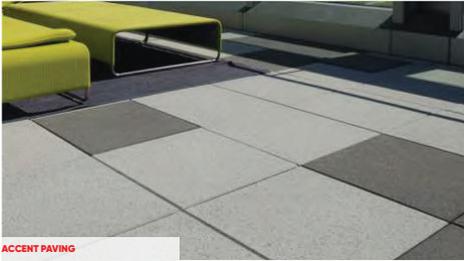
DECORATIVE ROCK



ZERO EDGE POOL



WATER FEATURE



ACCENT PAVING



OUTDOOR KITCHEN



WOOD DECKING



ORNAMENTAL PLANTING



LIGHTING SPHERES



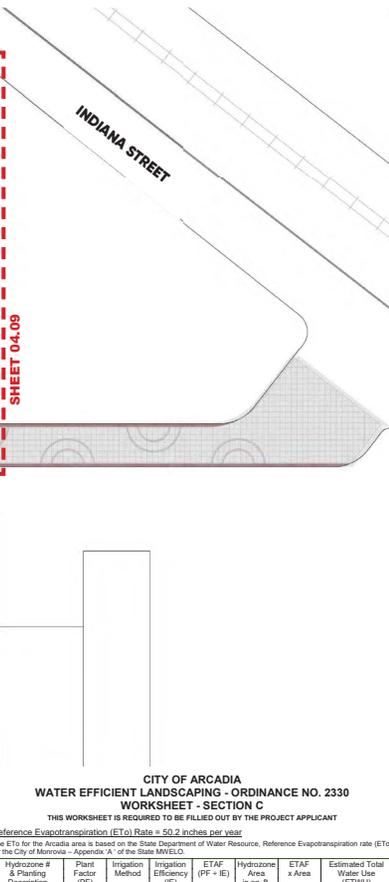
PREFAB FIRE FEATURE



PATIO FURNISHINGS



STRING LIGHTS



**CONCEPTUAL PLANT PALETTE**

**TREES:**

- ARBUTUS UNEDO  
STRAWBERRY TREE
- LAGERSTROEMIA INDICA  
CRAPE MYRTLE
- OLEA EUROPAEA  
OLIVE TREE
- PARKINSONIA FLORIDA  
PALO VERDE
- TRISTANIA CONFERTA  
BRISBANE BOX

**SHRUBS AND GROUNDCOVERS:**

- ASCLEPIAS CURA. 'RED BUTTERFLIES'  
RED BUTTERFLIES MILKWEEED
- BUDDLEJA 'BLUE CHIP'  
DWARF SUMMER LILAC
- CARISSA MACROCARPA  
NATAL PLUM
- CEANOTHUS GRIS. HORIZ. 'YANKEE POINT'  
YANKEE POINT CEANOTHUS
- DIANELLA REVOLUTA 'CLARITY BLUE'  
CLARITY BLUE FLAXLILY
- ECHINOCACTUS GRUSONII  
BARREL CACTUS
- LANTANA CAMARA 'MISS HUFF'  
MISS HUFF HARDY LANTANA
- LEUCOPHYLLUM SPP.  
TEXAS RANGER
- RHAPHIOLEPIS INDICA  
INDIAN HAWTHORNE
- ROSMARINUS OFF. 'LOCKWOOD DE FOREST'  
PROSTRATE ROSMARY
- SALVIA SPP.  
SAGE

**HEDGES:**

- LIGUSTRUM JAPONICUM  
JAPANESE PRIVET
- PITTOSPORUM TOBIRA 'MOJO'  
MOJO PITTOSPORUM
- PODOCARPUS ELONGATUS 'MONMAL'  
ICEE BLUE YELLOWWOOD
- PRUNUS CAROLINIANA  
CAROLINA CHERRY LAUREL

**SUCCULENTS:**

- AGAVE AMERI. VAR. MEDIO-PICTA 'ALBA'  
WHITE STRIPED CENTURY PLANT
- AGAVE 'BLUE GLOW'  
BLUE GLOW AGAVE
- AGAVE DESMETTIANA  
SMOOTH AGAVE
- AGAVE WEBERI  
WEBER'S AGAVE
- ALOE STRIATA  
CORAL ALOE
- ECHEVERIA SPP.  
HEN AND CHICKS
- SEDUM SPP.  
STONECROP
- SENECIO MANDRALISCAE  
BLUE CHALKSTICKS

**GRASSES:**

- MUHLENBERGIA LINDHEIMERI  
AUTUMN GLOW MUHLY
- PENNISETUM ALOPECUROIDES 'HAMELN'  
DWARF FOUNTAIN GRASS
- BOUGAINVILLEA SPP.  
BOUGAINVILLEA
- CLYTOSTOMA CALLISTEGIODES  
VIOLET TRUMPET VINE

**CITY OF ARCADIA  
WATER EFFICIENT LANDSCAPING - ORDINANCE NO. 2330  
WORKSHEET - SECTION C**

THIS WORKSHEET IS REQUIRED TO BE FILLED OUT BY THE PROJECT APPLICANT  
Reference Evapotranspiration (ET<sub>0</sub>) Rate = 50.2 inches per year  
The ET<sub>0</sub> for the Arcadia area is based on the State Department of Water Resource, Reference Evapotranspiration rate (ET<sub>0</sub>) for the City of Monrovia - Appendix A' of the State MWELO.

Hydrozone # & Planting Description	Plant Factor (PF)	Irrigation Method	Irrigation Efficiency (IE)	ETAF (PF x IE)	Hydrozone Area (sq. ft.)	ETAF x Area	Estimated Total Water Use (ETWU)
<b>Regular Landscape Areas</b>							
1) Low Water Use	0.3	Drip	0.81	0.37	2,564	949	29,556 Gallons
2) Med Water Use	0.5	Drip	0.81	0.617	1,098	678	21,095 Gallons
				<b>Average</b>	<b>Total</b>	<b>Total</b>	
				0.44	3,662	1,627	
<b>Special Landscape Areas (SLA)</b> - Includes areas irrigated with recycled water.							
				<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>
						<b>ETWU Total</b>	50,651 Gallons
						<b>MAWA</b>	51,289 Gallons

Hydrozone # & Planting Description - e.g., 1) Lawn(Turf), 2) Low Water Use Plantings, 3) Medium Water Use Plantings, etc.  
Plant Factor (PF) -  
Irrigation Method - Overhead Spray or Drip  
Irrigation Efficiency (IE) - 0.75 for Overhead Spray, 0.81 for drip  
ETWU (Annual Gallons Required) = ET<sub>0</sub> (50.2) x 0.62 x ETAF x Area  
MAWA (Annual Gallons Allowed) = ET<sub>0</sub> (50.2) x 0.62 x (ETAF x Area) + ((1-ETAF) x SLA)  
0.62 is a conversion factor to convert acre - inches per acre, to gallons per square foot per year  
Area is the total Regular Landscape Area  
SLA is the total Special Landscape Area  
ETAF is 0.65 for residential areas, and 0.45 for non-residential areas

**ETAF Calculations**  
Regular Landscape Areas: Average ETAF for Regular Landscape Areas must be 0.55

Total ETAF x Area	1,627
Total Area	3,662
<b>Average ETAF</b>	<b>0.44</b>

All Landscape Items

Total ETAF x Area	1,627
Total Area	3,662
<b>Sitewide ETAF</b>	<b>0.44</b>

**GENERAL NOTES:**

The images, illustrations, drawings, and statements ("information") contained herein are based upon a preliminary review of the entitlement requirements; thus are subject to change during the design review process. The information is provided merely to assist in how the site may eventually be developed. Consequently, there is no guarantee that the improvements depicted will be built, or if built, will be of the same type, material, size, appearance, or use as presented.

- PLANTING NOTES**
- All landscape planting improvements shall follow the city and/or county of Arcadia's guidelines.
  - The selection of plant material is based on cultural, aesthetic, water efficiency, and maintenance considerations.
  - All planting areas shall be prepared with appropriate soil amendments, fertilizers, and appropriate supplements based upon a soils report from a sample taken from the project site.
  - Groundcovers or bark mulch shall fill in between the shrubs to shield the soil from the sun, evapotranspiration, and runoff. All shrub beds shall be mulched to a 3" depth to help conserve water, lower the soil temperature, and reduce weed growth.
  - Trees and shrubs shall be allowed to grow to their natural forms.
  - Final landscape plans shall accurately show placement of trees, shrubs, and groundcovers.
  - All required landscape planting areas shall be maintained by owner per the City's requirements.
  - The landscape architect shall be aware of utility, sewer, and storm drain easements and place plantings accordingly.
  - Prior to the start of landscaping operations, the Landscape Architect and Landscape Contractor shall provide a sample of the weed fabric barrier to the Project Planner, City of Arcadia Planning Department.
  - All shrubs shall be installed at 5 gallons or 15 gallons.
  - All trees shall be installed at 24" box, 36" box, and/or 48" box.

**Huntington Plaza**  
ARCADIA, CALIFORNIA  
#17476

**SITE PLAN**  
SHEET 02 of 09

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SHEET 04.09  
SHEET 03.09



**AMENITY SPACES**

Legend

- A Great Lawn
- B Wood Pattern Stamped Concrete, Multi-Toned
- C Recessed Linear Floor Lights
- D Ornamental Planting
- E Grassy Concrete Paving
- F Isolation Band
- G Natural Gray Concrete
- H Seat Wall
- I Accent Paving
- J Wood Bench
- K Ornamental Pot
- L Tree Grate w/ Shade Tree
- M Exposed Aggregate Paving
- N Palm Tree
- O Exterior Furnishings
- P String Lights
- R Road Markings
- S Not in Use
- S Scored Natural Gray Concrete Alley

**HUNTINGTON DRIVE**

**GENERAL NOTES:**  
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Huntington Plaza  
ARCADIA, CALIFORNIA  
#17476

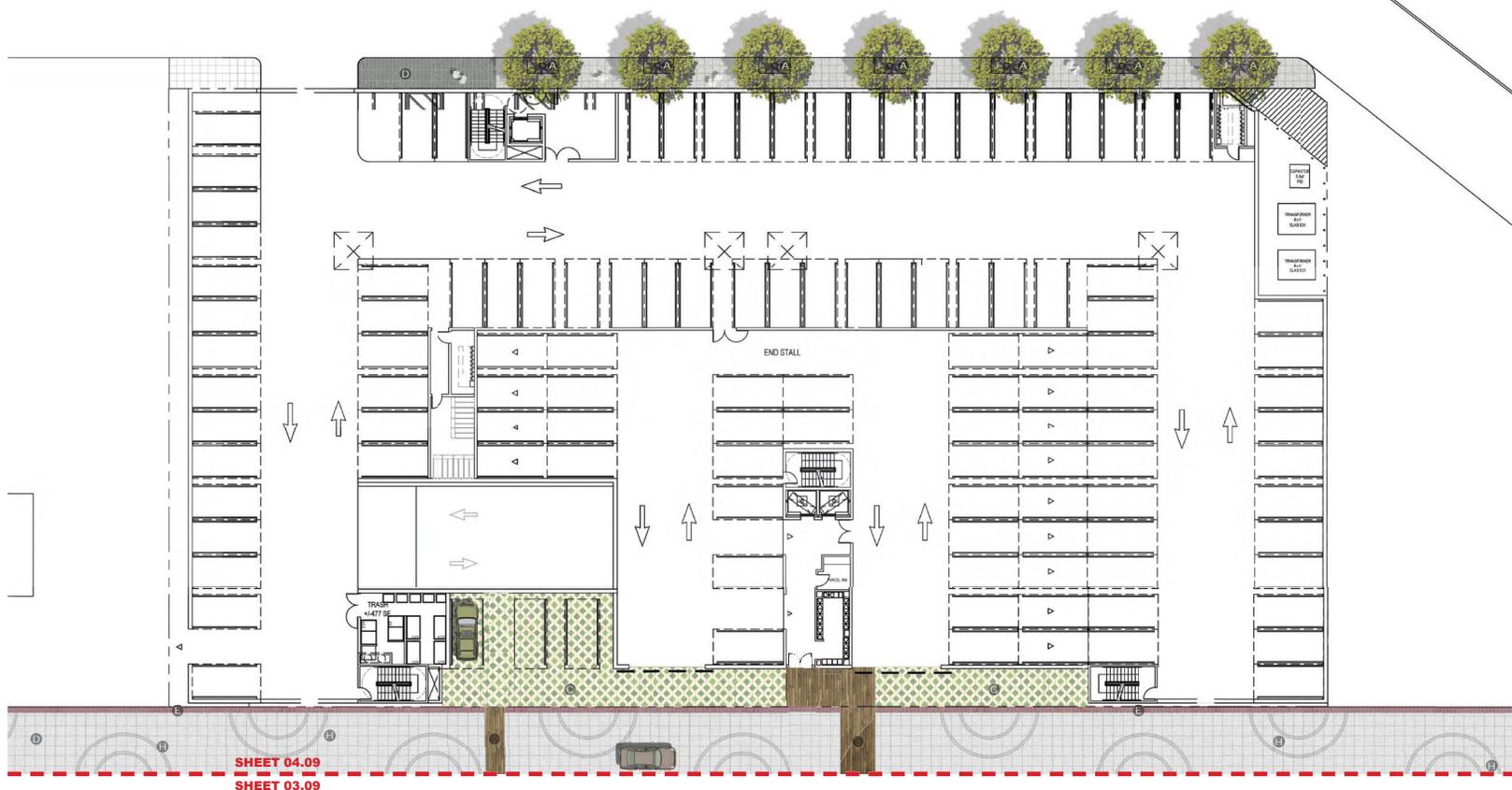
GROUND LEVEL COLORED PLAN - PLAZA  
SCALE NOT TO SCALE  
SHEET 03 of 09

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# WHEELER AVENUE



## AMENITY SPACES

### Legend

- A Street Tree w/ Grate
- B Natural Gray Concrete Sidewalk
- C Grasscrete Paving
- D Natural Gray Concrete Paving
- E Isolation Band
- F NOT IN USE
- G NOT IN USE
- H Road Markings
- I Accent Paving
- J Wood Pattern Stamped Concrete
- K Recessed Floor Lights
- L NOT IN USE

SHEET 04.09  
SHEET 03.09

### GENERAL NOTES:

The images, illustrations, drawings, and statements ("information") contained herein are based upon a preliminary review of the entitlement requirements, thus are subject to change during the design review process. The information is provided merely to assist in how the site may eventually be developed. Consequently, there is no guarantee that the improvements depicted will be built, or if built, will be of the same type, material, size, appearance, or use as presented.

Huntington Plaza  
ARCADIA, CALIFORNIA  
#17476

### GROUND LEVEL COLORED PLAN - ALLEY

SCALE: NOT TO SCALE  
SHEET 04 of 09

NEW WORLD INTERNATIONAL  
INVESTMENT LLC.

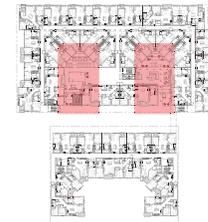
**hpla** studio 5339 ALPHA ROAD, SUITE 300, DALLAS, TX 75240  
972.701.9636 | www.hplastudio.com



## AMENITY SPACES

### Legend

- A** Zero-Edge Wading Pool
- B** Mosaic Tile
- C** Artificial Turf w/ Formal Seating
- D** Decorative Rock
- E** Sculpture
- F** String Lights
- G** Wood Decking
- H** Built-in Planter w/ Ornamental Tree
- I** 2' x 2' Multi-Toned Accent Pavers
- J** Prefab Planter
- K** Outdoor Kitchen w/ Pergola and Community Table
- L** Water Feature
- M** Prefab Fire Pit
- N** Lighting Spheres
- O** Planting Pots
- P** Recessed Linear Floor Lights
- Q** 5' x 5' Prefab Pot w/ Shade Tree
- R** Wood Bench
- S** Hammocks



### GENERAL NOTES:

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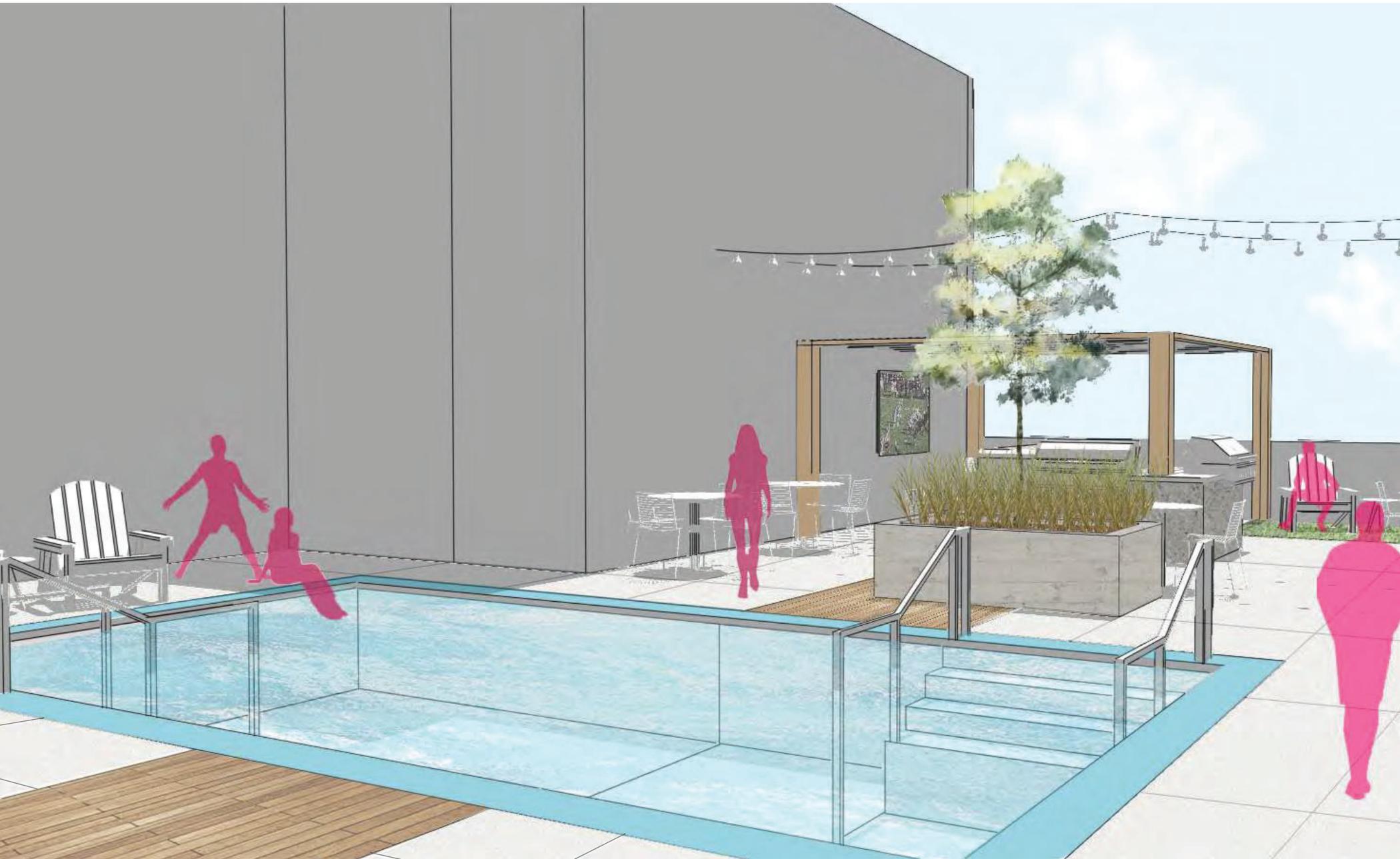
Huntington Plaza  
ARCADIA, CALIFORNIA  
#17476

### PODIUM AMENITIES COLORED PLAN

SCALE NOT TO SCALE  
SHEET 05 of 09

NEW WORLD INTERNATIONAL  
INVESTMENT LLC.

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Huntington Plaza  
ARCADIA, CALIFORNIA  
#17476

PODIUM AMENITIES PRELIMINARY PERSPECTIVE A

SCALE: NOT TO SCALE  
SHEET 06 of 09

NEW WORLD INTERNATIONAL  
INVESTMENT LLC.

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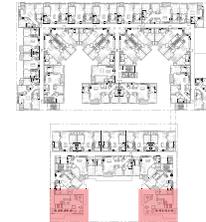




### AMENITY SPACES

#### Legend

- A 2' x 2' Multi-Toned Accent Paving
- B Wood Decking
- C Outdoor Sofa
- D Artificial Turf w/ Adirondack
- E Prefab Fire Pit
- F Prefab Pot w/ Shade Tree
- G Decorative Rock
- H Lighting Spheres



#### GENERAL NOTES:

The images, illustrations, drawings, and statements ("information") contained herein are based upon a preliminary review of the entitlement requirements, thus are subject to change during the design review process. The information is provided merely to assist in how the site may eventually be developed. Consequently, there is no guarantee that the improvements depicted will be built, or if built, will be of the same type, material, size, appearance, or use as presented.



# Attachment No. 4

Vesting Tentative Map

**LEGAL DESCRIPTION**

PARCEL 1:  
LOTS 25 TO 30 INCLUSIVE, BLOCK 75 OF MAP OF A PART OF SANTA ANITA TRACT, IN THE CITY OF ARCADIA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 15, PAGES 89 AND 90 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF COUNTY RECORDER OF SAID COUNTY.

APNs: 5773-010-018 THRU 021; 5773-010-901

REFERENCES:  
R1: 4' WIDE PUBLIC UTILITY EASEMENT TO SCE PER DEED RECORDED JANUARY 19, 1973 AS INSTRUMENT NO. 2607 OF OFFICIAL RECORDS.

PARCEL 2:  
LOTS 5, 6, 7 AND 8, BLOCK 75 OF MAP OF A PART OF SANTA ANITA TRACT, IN THE CITY OF ARCADIA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 15, PAGES 89 AND 90 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF COUNTY RECORDER OF SAID COUNTY.  
EXCEPT THE EAST 10 FEET OF SAID LOT 5,  
ALSO EXCEPT THE SOUTHERLY 15 FEET OF SAID LOTS 5, 6, 7 AND 8 THEREOF CONDEMNED TO CITY OF ARCADIA FOR STREET AND HIGHWAY PURPOSES BY DEED RECORDED NOVEMBER 6, 1955 IN BOOK 13761, PAGE 210, OF OFFICIAL RECORDS.

APNs: 5773-010-007 AND 5773-010-008

REFERENCES:  
R1: BLOCK 75, MAP OF A PART OF ARCADIA SANTA ANITA TRACT, M.R. 15/89-90.  
R2: 15' WIDE PROPERTY DEEDED TO CITY OF ARCADIA FOR STREET AND HIGHWAY PURPOSES PER DEED RECORDED NOVEMBER 6, 1955 IN BOOK 13761, PAGE 210 OF OFFICIAL RECORDS.

**SITE INFORMATION**

APN: 5773-010-007, 008, AND 018 THRU 021; 5773-010-901  
SITE ADDRESS: 113-129 HUNTINGTON DRIVE, 124-134 WHEELER AVE  
SITE AREA (GROSS): 75,561 SF (1.73 AC)  
SITE AREA (WITH VACATION AND DEDICATION): 79,198 SF (1.82 AC)

**LOT PROGRAM**

- LOT 1: GROUND MASTER LOT
- LOT 2: VERTICAL AIRSPACE LOT - RESIDENTIAL PARKING WITH AIRSPACE VACATION
- LOT 3: VERTICAL AIRSPACE LOT - RETAIL PARKING
- LOT 4: VERTICAL AIRSPACE LOT - RETAIL PARKING
- LOT 5: VERTICAL AIRSPACE LOT - 11,150 SF OF RETAIL SPACE AND PARKING
- LOT 6: VERTICAL AIRSPACE LOT - MULTIFAMILY RESIDENTIAL W/ AN ALLOCATION OF 139 RESIDENTIAL CONDOMINIUMS

**SUBDIVIDER**

NEW WORLD INTERNATIONAL INVESTMENTS, LLC  
23341 GOLDEN SPRINGS DRIVE, SUITE 200  
DIAMOND BAR, CA 91765

**CIVIL ENGINEER**

FUSCOE ENGINEERING  
600 WILSHIRE BOULEVARD, SUITE 1470  
LOS ANGELES, CA 90017  
TEL: 213-988-8802  
FAX: 213-988-8803  
CONTACT: ANDREW WILLRODT

**ZONING**

EXISTING: CENTRAL BUSINESS DISTRICT; DOWNTOWN MIXED USE  
PROPOSED: NO ZONE CHANGE PROPOSED

**RIGHT-OF-WAY DEDICATION**

- (A) A PROPOSED 163 SF DEDICATION IN FEE FOR PUBLIC STREET PURPOSES
- (B) A PROPOSED AIR-SPACE EASEMENT DEDICATION FOR PUBLIC ALLEY PURPOSES

**RIGHT-OF-WAY VACATION & MERGER**

- (C) PROPOSED 20' WIDE AND 190' LONG VACATION FROM ELEVATIONS 472 THRU 498 WITHIN THE PUBLIC ALLEY (3800 SF)

**BASIS OF BEARING**

THE BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF HUNTINGTON DRIVE SHOWN AS EAST ON PARCEL MAP NO. 5937, P.M.B. 75/63 AND SHOWN AS N84°21'54"E ON THIS MAP.

**BENCHMARK**

FIRST AVE AND WHEELER AVE  
NORTHWEST CURB RETURN, 2.5' NORTH

**GENERAL NOTES**

1. THE SUBJECT PROPERTY WILL BE SERVED BY PUBLIC WATER, SEWER LINES AND STORM DRAIN(DRAINAGE) DIRECTLY ADJACENT TO THE PROPERTY.
2. ALL BOUNDARY MONUMENTS ARE TO BE SET WITHIN 24 MONTHS AFTER FINAL MAP RECORDATION, OR MONUMENTS WILL BE BONDED FOR.

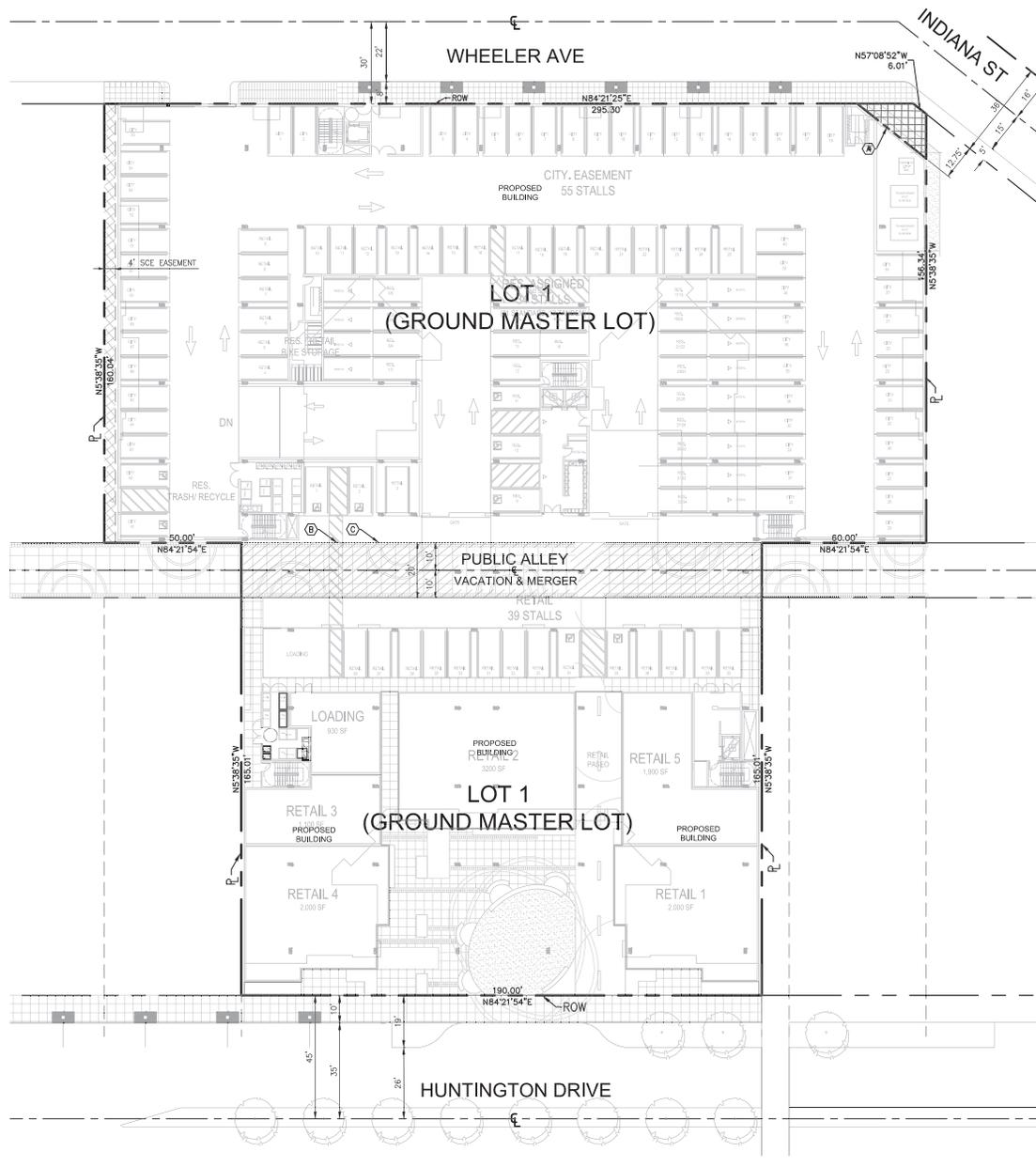
**GRADING NOTES**

THE PROPOSED SITE IS A CUT SITE AND WILL REQUIRE APPROXIMATELY 18,500 CY OF EXPORTED MATERIAL. NOTE THAT THIS VALUE IS BASED ON PRELIMINARY DESIGN OF THE PROJECT AND WILL CHANGE AS DESIGN DEVELOPMENT PROGRESSES. AN EXCAVATION PLAN SHALL BE REQUIRED FOR SUBMITTAL TO OBTAIN A GRADING PERMIT FROM THE CITY OF ARCADIA.

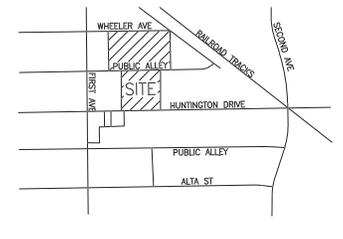
**TREE NOTES**

THERE ARE 30 TREES IN THE PUBLIC RIGHT-OF-WAY (SIDEWALK OR CALLED A STREET TREE), OF WHICH ONE (1) IS A PROTECTED SPECIES AND WILL NOT BE REMOVED. OF THE 29 NON-PROTECTED STREET TREES, 19 TREES WILL BE REMOVED AND REPLACED. THERE ARE 29 TREES ON THE PRIVATE PORTION OF THE PROJECT SITE, NONE OF WHICH ARE PROTECTED SPECIES. OF THESE, 24 WILL BE REMOVED.

**VESTING TENTATIVE TRACT NO. 82734**  
**FOR LOT MERGING, LOT SUBDIVIDING, VACATIONING, AND CONDOMINIUM PURPOSES**  
**IN THE CITY OF ARCADIA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA**



**VICINITY MAP**  
NOT TO SCALE



**PARKING ACCESS EASEMENT**

CITY AERIAL EASEMENT FOR CITY PARKING SPACE DESIGNATION OVER LOT 2 FOR THE BENEFIT OF THE CITY TO BE RESERVED BY SEPARATE INSTRUMENT.

**VESTING DEVELOPMENT STANDARDS**

THIS VESTING TENTATIVE TRACT MAP VESTS THE CITY OF ARCADIA DEVELOPMENT STANDARDS AS GENERALLY DESCRIBED AS ARTICLE IX, CHAPTER 1 DEVELOPMENT CODE (ADOPTED NOVEMBER 15, 2016) INCLUDING SECTION 9102.05.030 - DEVELOPMENT STANDARDS & SECTION 9102.05.040 - ADDITIONAL DEVELOPMENT STANDARDS, NAMELY: MINIMUM LOT AREA, MAXIMUM DENSITY, MAXIMUM FAR, MINIMUM STORE FRONT, MINIMUM SETBACK (FRONT, SIDE, & REAR), MAXIMUM HEIGHT & MINIMUM OPEN SPACE.

**LEGEND**

- TRACT MAP RIGHT-OF-WAY/PROPERTY LINE
- EXISTING RIGHT-OF-WAY/PROPERTY LINE
- CENTERLINE
- CENTERLINE
- CENTERLINE
- R/W RIGHT-OF-WAY
- P PROPERTY LINE
- PROPOSED VACATION/MERGER OF EXISTING ALLEY
- EXISTING SCE EASEMENT (4' WIDE)
- PROPOSED DEDICATION FOR PUBLIC STREET PURPOSES (243 SQUARE FEET)

**UTILITY PURVEYORS**

- WATER:** CITY OF ARCADIA PUBLIC WORKS  
11800 GOLDING ROAD  
P.O. BOX 60021  
ARCADIA, CA 91066-6021  
(626) 254-2700
- SEWER:** CITY OF ARCADIA PUBLIC WORKS  
11800 GOLDING ROAD  
P.O. BOX 60021  
ARCADIA, CA 91066-6021  
(626) 254-2700
- STORM DRAIN:** CITY OF ARCADIA PUBLIC WORKS  
11800 GOLDING ROAD  
P.O. BOX 60021  
ARCADIA, CA 91066-6021  
(626) 254-2700
- LOS ANGELES COUNTY FLOOD CONTROL DISTRICT**  
900 S. FREMONT AVE  
ALHAMBRA, CA 91803  
(626) 498-5100
- ELECTRIC:** SOUTHERN CALIFORNIA EDISON  
1440 CALIFORNIA AVE  
MONROVIA, CA 91016  
(626) 303-8452
- GAS:** SOCAL GAS  
11912 VALLEY BLVD  
EL MONTE, CA 91732  
(800) 427-2000

**SHEET INDEX**

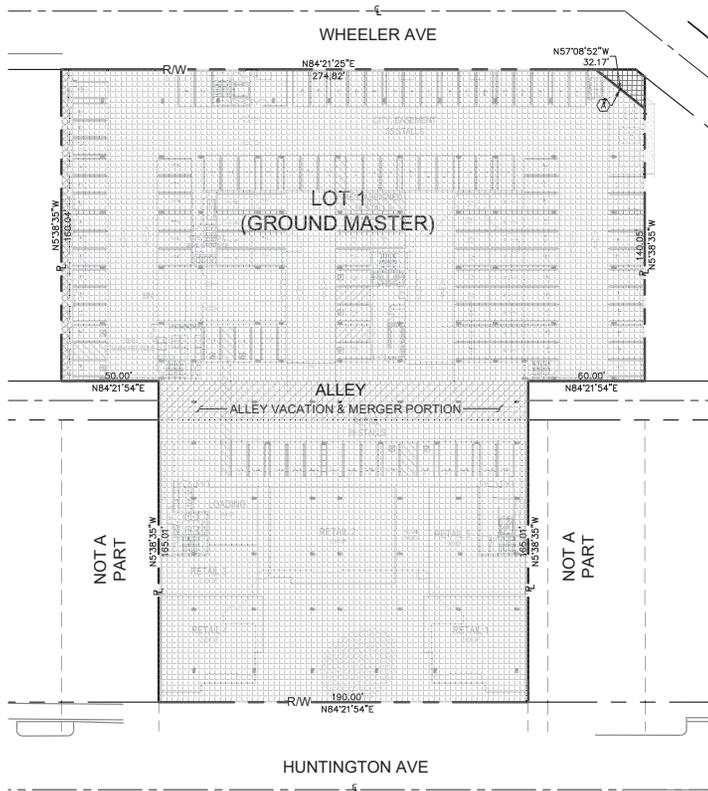
TITLE SHEET	1
2D AIRSPACE DIAGRAMS	2-3
3D AIRSPACE DIAGRAMS	4

**FUSCOE ENGINEERING**  
600 Wilshire, Suite 1470 Los Angeles, California 90017  
Tel 213.988.8802 Fax 213.988.8803 www.fuscoe.com

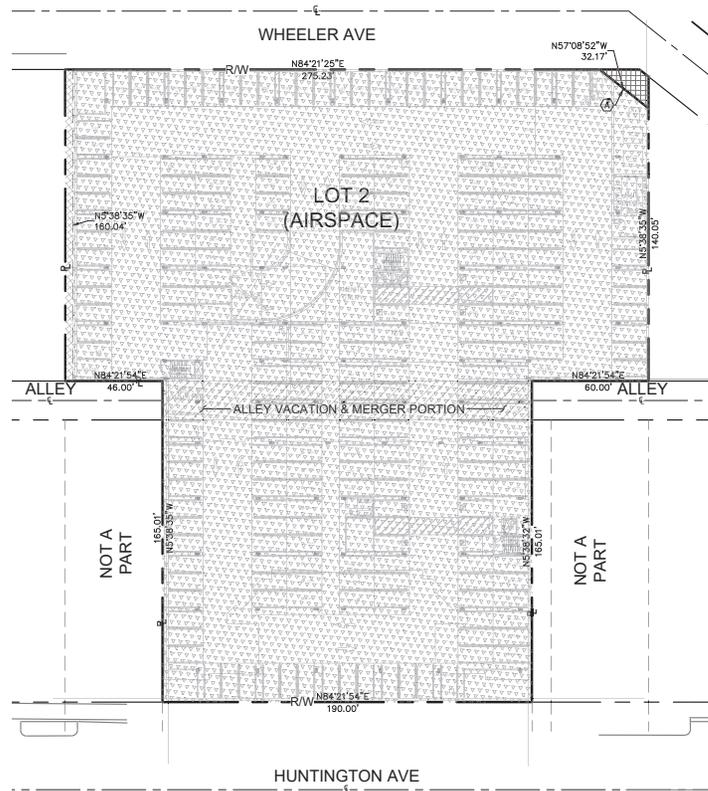
REGISTERED PROFESSIONAL ENGINEER  
No. D49881  
CIVIL  
STATE OF CALIFORNIA

DRAWN: KM/RS/EC
DESIGN: KM/RS
CHECKED: AW
SCALE: AS SHOWN
JOB NO.: 1773.001.02
DATE: 06/05/20
SHEET 1 OF 4

**VESTING TENTATIVE TRACT NO. 82734**  
**FOR LOT MERGING, LOT SUBDIVIDING, VACATIONING, AND CONDOMINIUM PURPOSES**  
**IN THE CITY OF ARCADIA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA**



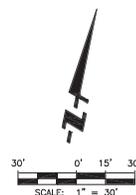
**LOT 1**  
 MASTER GROUND LOT - BELOW LEVEL B1



**LOT 2**  
 LEVEL B1

**LEGEND**

	LOT 1: MASTER GROUND LOT
	LOT 2: RESIDENTIAL PARKING AIRSPACE LOT
	LOT 3: RETAIL PARKING AIRSPACE LOT
	LOT 4: RETAIL PARKING AIRSPACE LOT
	LOT 5: RETAIL SPACE AND PARKING AIRSPACE LOT
	LOT 6: RESIDENTIAL AIRSPACE LOT
	EASEMENT
	DEDICATION
	VACATION/MERGER
	TRACT RIGHT-OF-WAY
	EXISTING RIGHT-OF-WAY
	CENTERLINE



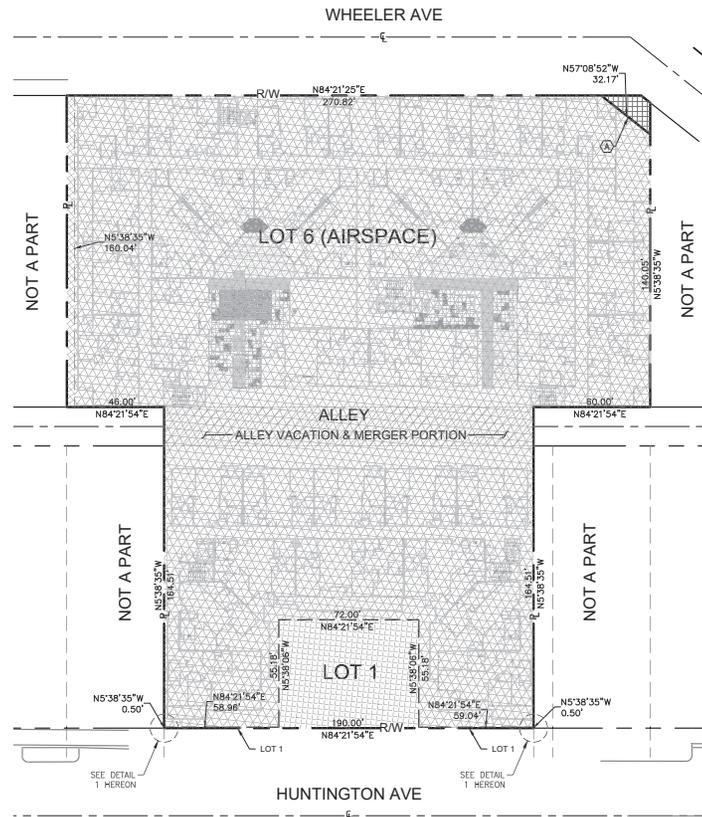
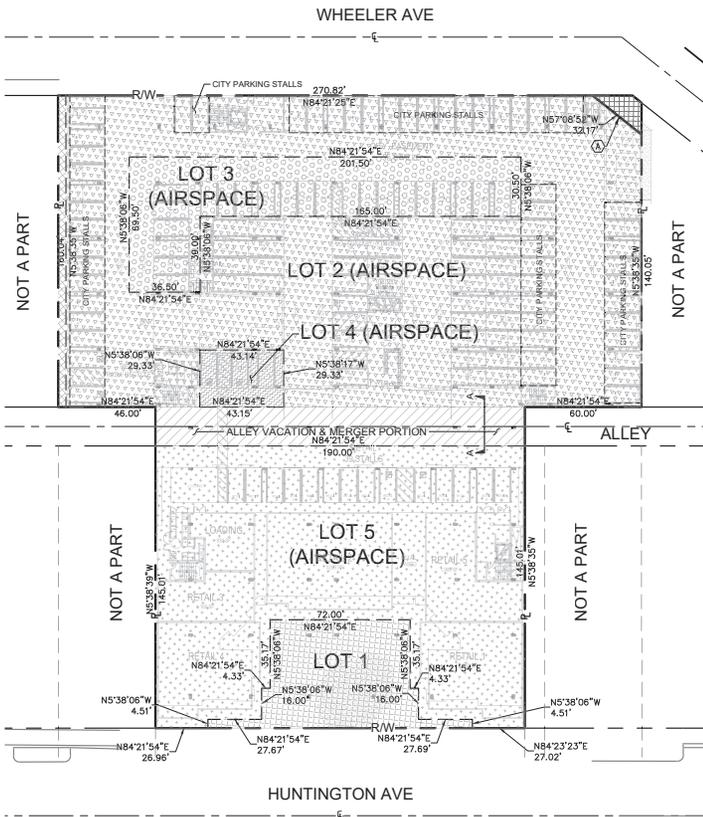
**FUSCOE**  
**ENGINEERING**  
 600 Wilshire, Suite 1470, Los Angeles, California 90017  
 Tel: 213.988.8802 Fax: 213.988.8803 www.fuscoe.com  
 Name: *[Signature]* Date: \_\_\_\_\_



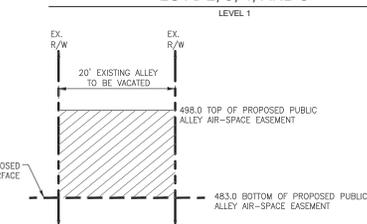
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JOB NO.: 1773-001.02
DATE: 06/05/20
<b>SHEET 2 OF 4</b>

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**VESTING TENTATIVE TRACT NO. 82734**  
**FOR LOT MERGING, LOT SUBDIVIDING, VACATIONING, AND CONDOMINIUM PURPOSES**  
**IN THE CITY OF ARCADIA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA**



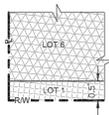
**LOTS 2, 3, 4, AND 5**



**AIR-SPACE EASEMENT FOR PUBLIC ALLEY PURPOSES**

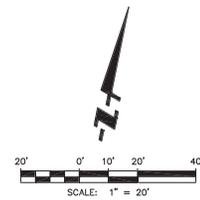


**DETAIL 1: LOT 1 AND 6 AIR-SPACE DELINEATION**



**LEGEND**

- LOT 1: MASTER GROUND LOT
- LOT 2: RESIDENTIAL PARKING AIRSPACE LOT
- LOT 3: RETAIL PARKING AIRSPACE LOT
- LOT 4: RETAIL PARKING AIRSPACE LOT
- LOT 5: RETAIL SPACE AND PARKING AIRSPACE LOT
- LOT 6: RESIDENTIAL AIRSPACE LOT
- EASEMENT
- DEDICATION
- VACATION/MERGER
- PROXIMATE LIMITS OF CITY DESIGNATED PARKING STALLS
- TRACT RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- CENTERLINE

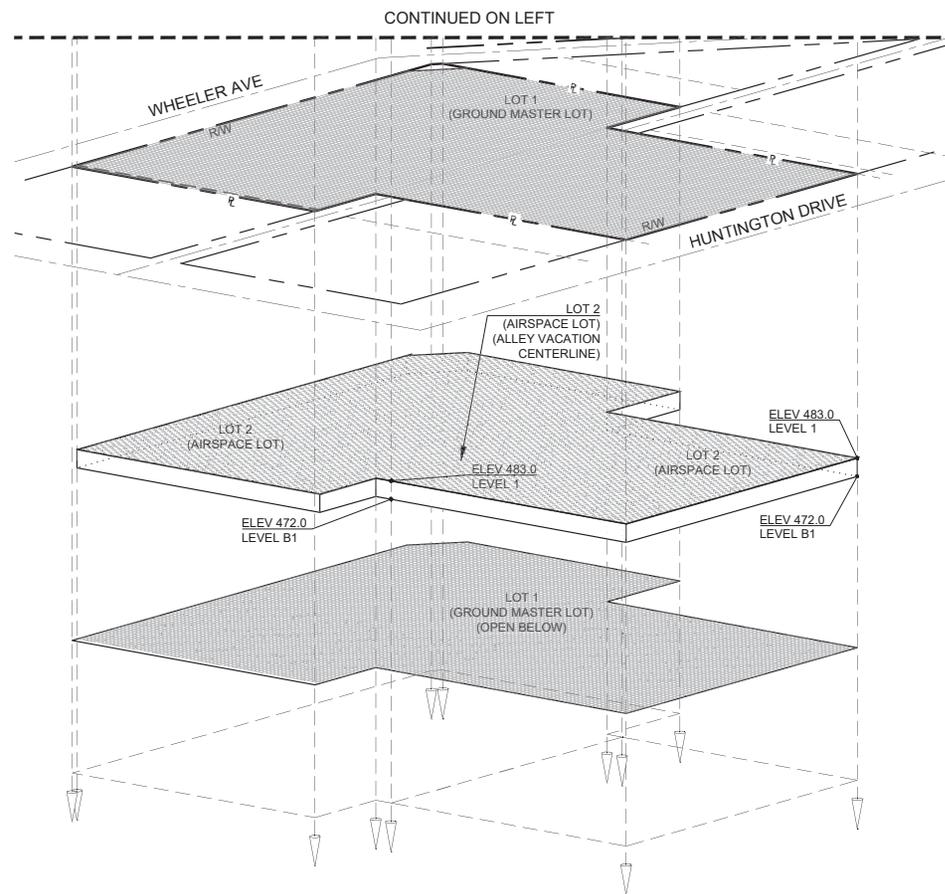
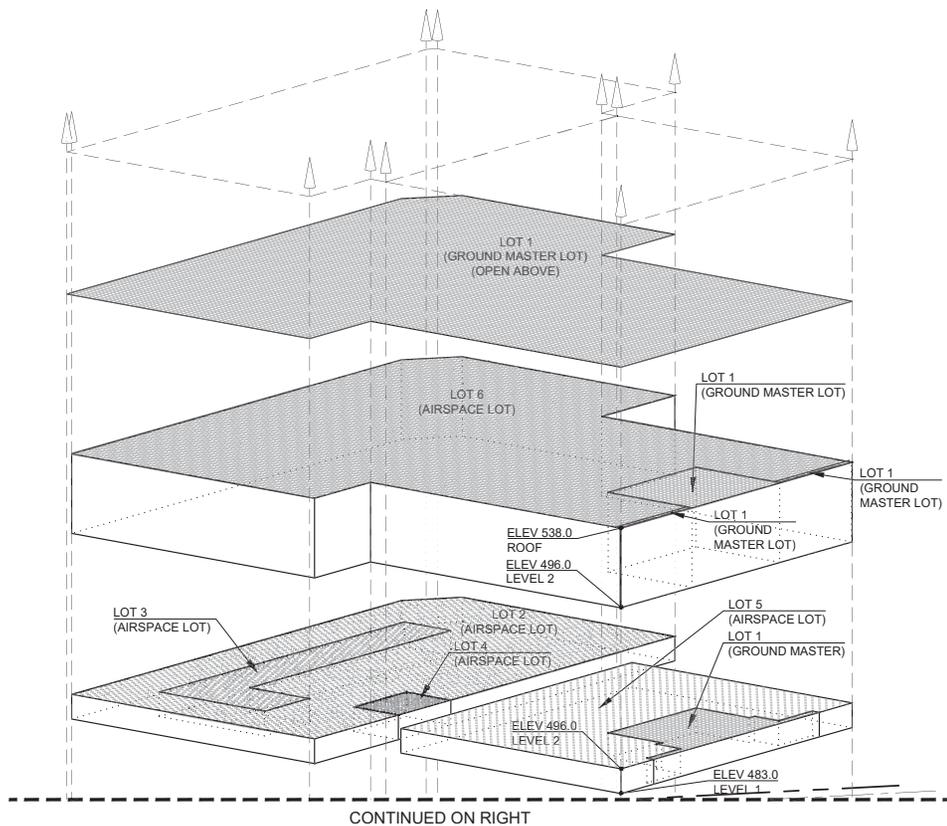


**FUSCO**  
**ENGINEERING**  
 6000 Wilshire, Suite 1470, Los Angeles, California 90017  
 Tel 213.988.8802 • Fax 213.988.8803 • www.fusco.com



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 DESIGN: KM/RS  
 CHECKED: AW  
 SCALE: AS SHOWN  
 JOB NO.: 1773.001.02  
 DATE: 06/05/20

**VESTING TENTATIVE TRACT NO. 82734**  
**FOR LOT MERGING, LOT SUBDIVIDING, VACATIONING, AND CONDOMINIUM PURPOSES**  
**IN THE CITY OF ARCADIA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA**



**LEGEND**

	LOT 1: MASTER GROUND LOT
	LOT 2: RESIDENTIAL PARKING AIRSPACE LOT
	LOT 3: RETAIL PARKING AIRSPACE LOT
	LOT 4: RETAIL PARKING AIRSPACE LOT
	LOT 5: RETAIL SPACE AND PARKING AIRSPACE LOT
	LOT 6: RESIDENTIAL AIRSPACE LOT
	TRACT RIGHT-OF-WAY
	EXISTING RIGHT-OF-WAY
	CENTERLINE

**FUSCOE**  
**ENGINEERING**  
 600 Wilshire, Suite 1470, Los Angeles, California 90017  
 Tel 213.988.8802 Fax 213.988.8803 www.fuscoe.com  
 Name: *[Signature]* Date: 06/05/20



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DESIGN: KM/RS
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JOB NO.: 1773-001.02
DATE: 06/05/20
SHEET 4 OF 4

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# Attachment No. 5

Development Agreement

Recorded at request of: )  
Clerk, City Council )  
City of Arcadia )  
 )  
When recorded return to: )  
City of Arcadia )  
240 W. Huntington Dr. )  
Arcadia, CA 91006 )  
Attention: City Clerk )  
 )

---

Exempt from Filing Fees, Government Code Section 6103

**DEVELOPMENT AGREEMENT**

**Mixed Use Development Project**

**between**

**CITY OF ARCADIA,  
a California municipal corporation and charter law city**

**and**

**NEW WORLD INTERNATIONAL, LLC,  
a California limited liability company**

## **DEVELOPMENT AGREEMENT**

This Development Agreement (hereinafter “Agreement”) is entered into as of this \_\_\_\_ day of \_\_\_\_\_, 2020 for reference purposes only, by and among the City of Arcadia, a California municipal corporation and charter law city (hereinafter “City”), New World International, LLC, a California limited liability company (“Owner”).

### **RECITALS**

WHEREAS, City is authorized to enter into binding development agreements with persons having legal or equitable interests in real property for the development of such property, pursuant to the Development Agreement Act and the Development Agreement Resolution; and

WHEREAS, Owner is the fee simple owner of that certain real property, located at 124, 126 and 134 Wheeler Ave. and 117 and 129 E. Huntington Drive, Arcadia, California, comprising approximately 1.74 acres as described in the Legal Description and as shown on the Site Plan; and

WHEREAS, the Property is currently developed with a mix of commercial buildings and surface parking areas, and includes a public surface parking lot consisting of 55 public parking spaces; and

WHEREAS, Owner has proposed a project consisting of two buildings that contain 139 residential units, 10,200 square feet of ground floor commercial/retail space, and subterranean and surface parking comprising 350 parking spaces, 55 of which will be dedicated as public parking spaces in perpetuity, all as shown on the Site Plan and described more fully herein and in the Entitlements (the “Project”); and

WHEREAS, Owner and City desire to enter into a development agreement with respect to the Project; and

WHEREAS, the terms and conditions of this Agreement have undergone extensive review by City, its Planning Commission and its City Council and have been found to be fair, just and reasonable; and

WHEREAS, the best interests of the citizens of the City and the public health, safety and welfare will be served by entering into this Agreement; and

WHEREAS, all of the procedures of the CEQA have been satisfied based on an initial study as a result of which certain additional focused studies evaluating the environmental impacts of the Project have been completed and the City has made certain findings and determinations that this Agreement and the Project can be supported by a Mitigated Negative Declaration, in compliance with the requirements of CEQA; and

WHEREAS, this Agreement and the Project are consistent with the Arcadia Comprehensive General Plan; and

WHEREAS, all actions taken and approvals given by City have been duly taken or approved in accordance with all applicable legal requirements for notice, public hearings, findings, votes, and other procedural matters; and

WHEREAS, development of the Project in accordance with this Agreement and the additional consideration provided by the Owner under Section 4 hereof will provide substantial benefits to City, including the availability of additional services to the residents of the City, preservation of public parking on the Property in perpetuity, substantially increased property tax and sales tax to be received by City, schools, and special districts and the furtherance of important policies and goals of City; and

WHEREAS, this Agreement will eliminate uncertainty in planning and provide for the orderly Development of the Property, ensure progressive installation of necessary improvements, provide for public services appropriate to the Development of the Project and generally serve the purposes for which Development Agreements under the Development Agreement Act and the Development Agreement Resolution are intended.

### **COVENANTS**

NOW, THEREFORE, in consideration of the above recitals and of the mutual covenants hereinafter contained and for other good and valuable consideration, the receipt and adequacy of which are hereby acknowledged, the parties agree as follows:

#### 1. **DEFINITIONS AND EXHIBITS.**

1.1 **Definitions.** The following terms when used in this Agreement shall be defined as set forth below.

1.1.1 “Agreement” means this Development Agreement.

1.1.2 “Applicable Land Use Regulations” means the Land Use Regulations in effect on the Effective Date.

1.1.3 “Applicable Rules” means this Agreement, the Entitlements, the Applicable Land Use Regulations, and the Development Agreement Resolution in effect as of the Effective Date.

1.1.4 “CEQA” means the California Environmental Quality Act (Cal. Public Resources Code sections 21000 et seq.) and the State CEQA Guidelines (Cal. Code Regs., Title 14, sections 15000 et seq.).

1.1.5 “CEQA Compliance Documents” means that certain Mitigated Negative Declaration (“MND”) for the Huntington Plaza Project, State Clearinghouse #\_\_\_\_\_, based on an Initial Study (“IS”), additional focused studies evaluating the environmental impacts of the Project, the associated mitigation, monitoring and reporting program (“MMRP”) and the City’s findings and determinations with respect thereto.

1.1.6 “City” means the City of Arcadia, a California municipal corporation and charter city.

1.1.7 “City Agency” means each and every agency, department, board, commission, authority, employee, or official acting under the authority of the City, including without limitation the City Council and Planning Commission.

1.1.8 “City Council” means the City Council of the City.

1.1.9 “Development” or “Develop” means the act of constructing the structures, improvements and facilities comprising the Project including, but not limited to: grading; the construction of infrastructure and public facilities related to the Project whether located within or outside the Property; the construction of buildings and structures; and the installation of landscaping. “Development” or “Develop” does not include the act of maintaining, repairing, reconstructing or redeveloping any building, structure, improvement or facility after the initial construction and completion thereof.

1.1.10 “Development Agreement” means this development agreement.

1.1.11 “Development Agreement Act” means Government Code sections 65864 through 65869.5.

1.1.12 “Development Agreement Resolution” means Resolution No. 6469, adopted July 19, 2005, pursuant to which the City has adopted procedures and requirements for considering development agreements.

1.1.13 “Development Exaction” means any requirement imposed by the City as a condition of the Entitlements such as the dedication of land, the construction of improvements or public facilities, the providing of facilities, services, or economic concessions or the payment of any Development Impact Fee in order to lessen, offset, mitigate, or compensate for the impacts of the Development of the Project on the environment or other public interests.

1.1.14 “Development Impact Fee” means a monetary exaction, other than a tax or special assessment, whether characterized as a fee or a tax and whether established for a broad class of projects by legislation of general applicability or imposed on a specific project on an ad hoc basis, that is charged by a local agency to the applicant in connection with approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the Project, and, for purposes of this Agreement only, includes fees collected under development agreements adopted pursuant to the Development Agreement Act. Development Impact Fees do not include (a) Processing Fees and Charges or (b) impact fees, linkage fees, exactions, assessments or fair share charges or other similar fees or charges imposed by other governmental entities and which the City is required to collect or assess pursuant to applicable law (e.g., school district impact fees pursuant to Government Code Section 65995).

1.1.15 “Discretionary Action” means an action proposed by Owner that requires the exercise of judgment, deliberation, or a decision on the part of the City or any City Agency in the process of approving or disapproving a particular activity, as distinguished from an activity

such as the issuance of Ministerial Permits and Approvals, which merely requires the City or any City Agency to determine whether there has been compliance with applicable statutes, ordinances and/or regulations.

1.1.16 “Effective Date” means the date on which the ordinance approving and authorizing this Agreement has become effective.

1.1.17 “Entitlements” is defined in Section 2.7 and includes any Subsequent Development Approvals.

1.1.18 “Land Use Regulations” means all ordinances, resolutions, codes, rules, regulations and official policies of City adopted by ordinance or resolution governing the development and use of land, including, without limitation, the Development Agreement Resolution, the Subdivision Code and any other ordinance or resolution governing the permitted use of land, the density or intensity of use, subdivision requirements, the maximum height and size of proposed buildings, the provisions for reservation or dedication of land for public purposes, the design, the improvement and construction standards and specifications applicable to the Development of the Project. “Land Use Regulations” does not include any City ordinance, resolution, code, rule, regulation or official policy, governing:

- (a) The conduct of businesses, professions, and occupations except subdivisions;
- (b) The taxes and assessments;
- (c) The control and abatement of nuisances;
- (d) The exercise of the power of eminent domain.

1.1.19 “Legal Description” means the legal description of the Property attached hereto as Exhibit “A” and incorporated herein by reference.

1.1.20 “Lender” means any lender who provides funds for the construction of the Project, or parts thereof, and takes a security interest in an asset other than the Property or Project (e.g., a security interest in the ownership interest of Owner in the Property or Project).

1.1.21 “Ministerial Permits and Approvals” means the permits, approvals, plans, inspections, certificates, documents, licenses, and all other actions required to be taken by the City in connection with the implementation of the Entitlements, which actions merely require the City or any City Agency to determine whether there has been compliance with applicable statutes, ordinances and/or regulations, including without limitation, building permits, public works permits, grading permits, encroachment permits and other similar permits and approvals. Ministerial Permits and Approvals shall not include any Discretionary Actions.

1.1.22 “Mortgagee” means a mortgagee of a mortgage, a beneficiary under a deed of trust or a Lender or any other security-device lender (including any secured creditor or financier), and their successors and assigns.

1.1.23 “Owner” means New World International, LLC, a California limited liability company, and all successors or assigns of the Property, or any part thereof, permitted hereunder.

1.1.24 “Parking Easement” means the Access and Parking Easement Agreement to be entered into by and between the City and Owner as a condition of this Agreement to provide the City access to and use of 55 parking spaces on the Property in perpetuity. The Parking Easement shall be in form attached hereto as Exhibit “C” and incorporated herein by this reference.

1.1.25 “Processing Fees and Charges” means fees and charges imposed by the City to cover the estimated actual costs to the City of processing applications for permits or other entitlements or for monitoring the applicant’s compliance with the City’s issued or granted approval, including, without limitation, fees for zoning variances; zoning changes; use permits; building inspections; building permits; grading permits; encroachment permits; tract maps, parcel maps; lot line adjustments, air right lots; street vacations; certificates of occupancy; filing and processing applications, and petitions filed with the local agency formation commission or conducting preliminary proceedings or proceedings under the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, Division 3 (commencing with Section 56000) of Title 5 of the Government Code; the processing of maps under the provisions of the Subdivision Map Act, Division 2 (commencing with Section 66410) of Title 7 of the Government Code; or planning services under the authority of Chapter 3 (commencing with Section 65100) of Division 1 of Title 7 of the Government Code, fees and charges as described in Sections 51287, 56383, 57004, 65104, 65456, 65863.7, 65909.5, 66013, 66014, and 66451.2 of the Government Code, Sections 17951, 19132.3, and 19852 of the Health and Safety Code, Section 41901 of the Public Resources Code, and Section 21671.5 of the Public Utilities Code, as such codes may be amended or superseded, including by amendment or replacement. Processing Fees and Charges shall not include Development Impact Fees or any exaction, impact fee, sharing fee or other fee or charge that is in the nature of a Development Impact Fee.

1.1.26 “Project” means the development of the mixed use development consisting of two buildings that will contain 10,200 square feet of ground floor commercial uses and 139 residential units and associated subterranean and surface level parking totaling 350 parking spaces, 55 of which shall be set aside as public parking spaces.

1.1.27 “Property” means the real property described in the Legal Description and shown on the Site Plan.

1.1.28 “Public Parking” means the 55 parking spaces that will be constructed on the Property as public parking, which shall be accessed and used by the public in perpetuity pursuant to the terms of the Parking Easement. The location and other specifications of the Public Parking shall be set forth in the Parking Easement.

1.1.29 “Reserved Powers” means the rights and authority excepted from the assurances and rights provided to Owner under this Agreement and reserved to City under Section 3.2 of this Agreement.

1.1.30 “Site Plan” means the approved plans for Development of the Property as set forth in Exhibit “B” attached hereto and incorporated herein by reference.

1.1.31 “Subdivision Code” means Article IX, Chapter 1 of the Arcadia Municipal Code.

1.1.32 “Subsequent Development Approvals” means those certain actions taken by the City after the Effective Date, whether Discretionary Actions or Ministerial Permits and Approvals, in connection with the implementation, amendment, and/or modification of the Entitlements.

1.1.33 “Term” is defined in Section 2.3.

1.1.34 “Transfer” is defined in Section 2.4.1.

1.1.35 “Transferee” is defined in Section 2.4.1.

1.1.36 “Transferor” means any transferor of the Property or any part thereof pursuant to Section 2.4.

## 2. GENERAL PROVISIONS.

2.1 Binding Effect of Agreement. The Property is hereby made subject to this Agreement. Development of the Project is hereby authorized and shall be carried out in accordance with the terms of the Applicable Rules.

2.2 Interest in Property. Owner represents and warrants that, as of the date of execution of this Agreement, Owner owns the fee simple interest in the respective portions of the Property as identified in the Exhibits.

2.3 Term. The term (“Term”) of this Agreement shall commence on the Effective Date, and shall continue for ten (10) years, unless cancelled or terminated as provided herein.

### 2.4 Assignment.

2.4.1 Right to Assign. Owner shall have the right to sell, transfer, or assign the Property, in whole or in part, (provided that any such transfer shall be in compliance with the Subdivision Map Act, Government Code section 66410, et seq. and shall also include a transfer of the applicable portion of the Property (“Transfer”) to any person or entity (“Transferee”)) at any time during the Term of this Agreement; provided, however, that any sale, transfer, or assignment shall be made in strict compliance with the following:

(a) As a condition precedent to any transfer, at least ninety (90) days prior to the effectiveness of any Transfer, Owner shall notify City, in writing, of such proposed Transfer and shall provide City with an executed agreement (“Assignment and Assumption Agreement”), in a form reasonably acceptable to City, by the Transferee and providing therein

that the Transferee expressly agrees to be bound by the terms of this Agreement. The City shall have the right to approve or reject any such Transferee in the City's sole and absolute discretion.

2.4.2 Release of Transferee. Upon any Transfer made in compliance with this Section 2.4, Owner shall not be obligated under this Agreement with respect to the transferred portion of the Project, and the Transferee shall not be obligated under this Agreement with respect to those portions of the Project that are not transferred to the Transferee. After any such Transfer, the term "Owner" shall refer to the Transferee as to the Transferred Property.

2.5 Amendment or Cancellation of Agreement. This Agreement may be amended or canceled in whole or in part only in the manner provided for in Government Code Section 65868 and the Development Agreement Resolution. This provision shall not limit any remedy of City or Owner as provided by this Agreement.

2.6 Termination. This Agreement shall be deemed terminated and of no further effect upon the occurrence of any of the following events:

- (a) Expiration of the Term.
- (b) Entry of a final judgment setting aside, voiding, or annulling the adoption of the ordinance approving this Agreement.
- (c) The adoption of a referendum measure in accordance with applicable laws overriding or repealing the ordinance approving this Agreement.
- (d) Termination of this Agreement based on any default of any Owner (except as provided herein) and following the termination proceedings required by this Agreement.

Termination of this Agreement shall not constitute termination of the Entitlements or Land Use Regulations applicable to the Property or the Project; provided, however, that upon any such termination, the City shall retain all rights and powers that would otherwise be applicable to the City in the absence of this Agreement to amend, modify, or revoke the Entitlements, Land Use Regulations, or both. Upon the termination of this Agreement, no party shall have any further right or obligation hereunder except with respect to any obligation to have been performed prior to such termination or with respect to any default in the performance of the provisions of this Agreement that has occurred prior to such termination or with respect to any obligations that are specifically set forth as surviving this Agreement.

Any default by any Owner or its successors and assigns under this Agreement shall not constitute grounds for the termination of the rights, duties, and obligations of any Owner or its successors and assigns with respect to any other part of this Agreement.

2.7 City's Procedures and Actions/Entitlements.

(a) Planning Commission Action. On \_\_\_\_\_, as required by California Government Code Section 65867, the Planning Commission held a duly noticed

public hearing review, and made a recommendation to the City Council regarding, the following land use entitlements (collectively, the “Entitlements”):

- (1) Minor Use Permit No. 20-04;
- (2) Vesting Tentative Map No. 19-01 (82734);
- (3) Architectural Design Review No. 18-05; and
- (4) CEQA Compliance Documents

On \_\_\_\_\_, 2020, as required by the Development Agreement Act and the Development Agreement Resolution, the Planning Commission held a duly noticed public hearing to consider, and made a recommendation to the City Council regarding, this Agreement.

(b) City Council Actions. On \_\_\_\_\_, the City Council held a duly noticed public hearing to consider the Entitlements, this Agreement, and the CEQA compliance Documents. On \_\_\_\_\_, the City Council approved Entitlements, this Agreement, and the CEQA Compliance Documents.

## 2.8 Notices.

2.8.1 As used in this Agreement, “notice” includes, but is not limited to, any payment, the communication of notice, request, demand, approval, statement, report, acceptance, consent, waiver, appointment, or other communication required or permitted hereunder.

2.8.2 All notices shall be in writing and shall be considered given either: (i) when delivered in person to the recipient named below; or (ii) on the date of delivery shown on the return receipt, after deposit in the United States mail in a sealed envelope as either registered or certified mail with return receipt requested, and postage and postal charges prepaid, and addressed to the recipient named below; or (iii) on the date shown on the document as received by the recipient after transmission by facsimile to the recipient named below; or (iv) on the date shown on the document/file as sent by the sender after transmission by electronic mail. All notices shall be addressed as follows:

If to City: City of Arcadia  
240 West Huntington Dr.  
Arcadia, CA 91066  
Attn: City Manager  
Telephone: (626) 574-5401  
Facsimile: (626) 446-5729  
E-mail: dlazzaretto@ci.arcadia.ca.us

Copy to: Arcadia City Attorney  
Best Best & Krieger LLP  
2855 East Guasti Road, Suite 400

Ontario, CA 91761  
Telephone: (909) 989-8584  
Facsimile: (909) 944-1441  
E-mail: Stephen.Deitsch@bbklaw.com

If to Owner: New World International, LLC  
Attn: Andy Yong Zhang  
2334 Golden Springs Drive, Suite 200  
Diamond Bar, CA 91765  
Phone: 951-907-9888  
E-mail: andy@newworldint.com

With a copy to: Ogletree Deakins  
Attn: Robert R. Roginson  
400 South Hope Street, Suite 1200  
Los Angeles, CA 90071  
Phone: 213-239-9045  
E-mail: robert.roginson@ogletree.com

Either party may, by notice given at any time, require subsequent notices to be given to another person or entity, whether a party or an officer or representative of a party, and/or to a different address or e-mail address. Notices given before actual receipt of notice of change shall not be invalidated by the change.

### 3. DEVELOPMENT OF THE PROPERTY.

#### 3.1 Vested Rights to Develop.

3.1.1 Project Entitlements/Density. Owner and its successors or assigns of the Property permitted hereunder are hereby granted the vested right to develop the Project in accordance with the Entitlements, subject to the terms and conditions of the Applicable Rules and the Reserved Powers. Without limiting the foregoing, the permitted uses, density, intensity of use, maximum height and size of proposed buildings, the construction, installation and extension of public improvements, development guidelines and standards, implementation program for processing subsequent entitlements, and other conditions of Development of the Property shall be those set forth in the Entitlements. The parties intend that this Agreement, together with the Entitlements, shall serve as the definitive and controlling document for all subsequent actions, discretionary or ministerial, related to the Development and occupancy of the Project, except as expressly provided herein.

3.1.2 Minor Revisions. The parties acknowledge that refinement and further development of the Project will require minor revisions from time to time. Unless otherwise required by law, as determined in City Council's reasonable discretion, a change to the Entitlements shall be deemed "minor", shall be processed in accordance with this Section 3.1.2, and shall not require an amendment to this Agreement or any further public notice or hearing (including any hearing before the City Council, Planning Commission, or other body of the City)

provided such change does not result in any of the items listed in (a) through (e) below occurring.

- (a) Alter the permitted uses of the Property as a whole; or,
- (b) Increase the density or intensity of use of the Property as a whole; or,
- (c) Delete a requirement for the reservation or dedication of land for public purposes within the Property as a whole, including but not limited to the dedication of the Parking Easement as provided for in Section 4 of this Agreement; or,
- (d) Constitute a project requiring a subsequent or supplemental environmental impact report pursuant to Section 21166 of the Public Resources Code; or,
- (e) Constitute an action for which notice or hearing, or both, is required by the Due Process clauses of the U.S. or California Constitution.

3.1.3 Subsequent Development Approvals. The City shall not require Owner to obtain any Subsequent Development Approval that is not required by the Applicable Rules or the Reserved Powers. City hereby agrees that it shall not unreasonably withhold or further condition its approval of any Discretionary Action relating to Subsequent Development Approvals.

3.1.4 Moratoria. In the event an ordinance, resolution, or other measure is enacted, whether by action of the City, the qualified voters, by initiative, or otherwise, which relates to the rate, amount, timing, sequencing, or phasing purportedly applying to the Development of the Project on all or any part of the Property or the implementation or construction of the Project, City agrees that, unless required by applicable state law, such ordinance, resolution, or other measure shall not apply to the Project, Property or this Agreement, unless such changes are adopted pursuant to the City's exercise of its Reserved Powers.

3.1.5 Project Development. Development of the Property shall be subject to all timing and phasing requirements established by this Agreement.

### 3.2 Reservation of Rights.

3.2.1 Limitations, Reservations, and Exceptions. Notwithstanding any other provision of this Agreement, the following regulations shall apply to the Development of the Project as and to the extent that such regulations apply generally to similar developments proposed or approved within the City of Arcadia:

- (a) Development Impact Fees, Processing Fees and Charges, which shall be levied and charged based on the amount in effect at the time the payment required to be made by the Owner.

(b) Procedural regulations relating to hearing bodies, petitions, applications, notices, findings, records, hearings, reports, recommendations, appeals, and any other matter of procedure; provided such regulations do not unreasonably and materially interfere with the development rights granted to Owner hereunder.

(c) Written regulations, policies, and rules approved by the City governing engineering and construction standards and specifications applicable to public and private improvements, including, without limitation, all uniform codes adopted by the City and any local amendments to those codes adopted by the City, including, without limitation, the City's Building Code, Plumbing Code, Mechanical Code, Electrical Code, Fire Code, and Grading Code.

(d) Written regulations approved by the City that may be in material conflict with this Agreement but that are reasonably necessary to protect the residents of the Project or the immediate community from a condition perilous to their health or safety. To the extent possible, any such regulations shall be applied and construed so as to provide Owner with the rights and assurances provided under this Agreement.

(e) Written regulations approved by the City that are not in material conflict with the Applicable Rules or the rights granted under Agreement. Without limiting the foregoing, any regulation, whether adopted by initiative or otherwise, limiting the rate or timing of Development of the Property shall be deemed to materially conflict with the Applicable Rules and shall therefore not be applicable to the Development of the Project.

(f) Written regulations approved by the City that are in material conflict with the Applicable Rules; provided Owner has given written consent to the application of such regulations to Development of the Property, or the Project, or any Phase.

(g) Written regulations approved by the City that impose, levy, alter, or amend fees, charges, or Land Use Regulations relating to consumers or end users, as opposed to Development, such as, without limitation, trash can placement, service charges and limitations on vehicle parking; provided, however, that no such fees, charges, or Land Use Regulations shall materially interfere with or impose an adverse material burden upon the rights granted to Owner or its consumers or end users under this Agreement.

3.2.2 Modification or Suspension by State or Federal Law. In the event that State, County, or Federal laws or regulations, enacted after the Effective Date of this Agreement, prevent or preclude compliance with one or more of the provisions of this Agreement, such provision(s) of this Agreement shall be modified or suspended as may be necessary to comply with such State, County, or Federal laws or regulations; provided, however, that this Agreement shall remain in full force and effect to the extent it is not inconsistent with such laws or regulations and to the extent such laws or regulations do not render such remaining provisions impractical to enforce.

3.2.3 Intent. The parties acknowledge and agree that City is restricted in its authority to limit certain aspects of its police power by contract and that the limitations,

reservations and exceptions contained in this Agreement are intended to reserve to City all of its police power that cannot, by law, be expressly so limited. To this end, this Agreement shall be construed, contrary to its stated terms if necessary, to reserve to City all such power and authority that, by law, cannot be so restricted. This Agreement is intended to limit the City's authority to adopt, amend, or otherwise alter the Applicable Rules during the Term, but not thereafter.

3.3 Regulation by Other Public Agencies. It is acknowledged by the parties that other public agencies, not within the control of City, possess authority to regulate aspects of the Development of the Property separately from the City. This Agreement does not limit the authority of such other public agencies. Nothing contained in this Agreement shall be construed as limiting, in any way, the authority of the City to impose on the Project any new or increased development impact fees, linkage fees, exactions, assessments, fair share charges, or other similar fees or charges adopted by any other public agency, but collected by the City.

#### 4. PUBLIC BENEFITS – PARKING EASEMENT.

4.1 Intent. The parties acknowledge and agree that Development of the Property could result in the reduction of needed public parking in the City's downtown area and further acknowledge and agree that this Agreement confers substantial private benefits on Owner that should be balanced by commensurate public benefits, including ensuring continued availability of public parking on the Property. Accordingly, the parties intend to provide consideration to the public to balance the private benefits conferred on Owner by requiring the Owner, on its own behalf and on behalf of all successors in interest to the Property or any portion thereof, to provide 55 public parking spaces on the Property in perpetuity, to ensure that there is no loss of existing public parking as a result of the development of the Property.

4.2 Parking Easement. Within thirty (30) days following the Effective Date of this Agreement, Owner and City shall enter into and record in the official records of Los Angeles County the Parking Easement to provide the City access and use on behalf of the public of the Public Parking to be developed on the Property as part of the Project. The Parking Easement shall be in a senior lien position to any security interest or other liens recorded against the Property by any private party. The Parking Easement shall be in the form attached hereto as Exhibit "C".

4.3 Parking Obligations Incorporated into CC&Rs. Owner shall additionally ensure that the obligations to maintain and repair the Public Parking, and to maintain insurance in accordance with the terms of the Parking Easement, and a mechanism to ensure adequate funding to satisfy such obligations shall be incorporated into the CC&Rs prepared for the development of the Property, to the reasonable satisfaction of the City.

4.4 Maintenance of Public Parking Prior to Construction. Owner covenants and agrees that the 55 public parking spaces that are located on the Property as of the Effective Date of this Agreement shall be maintained and available to the public until such time that Owner obtains a building permit for all or part of the construction of the Project.

#### 4.5 Completion of Public Parking.

4.5.1 Prior to issuance of a building permit for all or any portion of the Project, Owner shall deliver to City a performance bond, issued by a reputable bonding company licensed to do business in California, and reasonably acceptable to Landlord, each in an amount not less than One Hundred Ten Percent (110%) of the Public Parking Costs, to be payable to the City and to be conditioned upon the faithful performance of any and all work required to be done for the completion of the Public Parking. Said bond shall be further conditioned to the effect that, should all work required to be done hereby not be completed within the time specified in Section 4.4.2 below, the City may, at its option, cause all uncompleted work to be done and the parties executing the bond shall be formally bound for the payment of all necessary costs therefor.

4.5.2 Owner shall ensure that the Public Parking completed and available to the public no later than \_\_\_\_ months following issuance of the first building permit for construction of the Project.

4.5.3 In the event that Owner fails to complete the Public Parking within the time provided for in Section 4.4.2 above, the bonding company providing the performance bond under Section 4.4.1 shall have the duty to take over and complete the Public Parking herein specified. However, if within fifteen (15) days after the servicing upon it of such notice of breach, the bonding company does not give City written notice of its intention to take over the performance of the contract, and does not commence performance thereof within twenty (20) days after notice to such election, City may take over the work required to complete the Public Parking and prosecute the same to completion, by contract or by any other method City may deem advisable, for the account and at the expense of Owner and the bonding company shall be liable to City for any excess cost or damages occasioned City thereby.

4.5.4 The remedies set forth in this Section 4.4 applicable to the completion of the Public Parking shall be in addition to the Remedies set forth in Section 5 of this Agreement, and the process set forth in Section 4.4.3 hereof shall apply in the event Owner fails to complete the Public Parking as provided herein.

#### 5. DEFAULT AND REMEDIES.

5.1 Remedies in General. It is acknowledged by the parties that City would not have entered into this Agreement if it were to be liable in damages under this Agreement, or with respect to this Agreement or the application thereof. In general, each of the parties hereto may pursue any remedy at law or equity available for the breach of any provision of this Agreement, except that City shall not be liable in damages to Owner, or to any successor in interest of Owner, or to any other person, and Owner, on behalf of itself and its successors and assigns covenants not to sue for damages or claim any damages:

- (a) For any breach of this Agreement or for any cause of action that arises out of this Agreement; or
- (b) For the taking, impairment, or restriction of any right or interest conveyed or provided under or pursuant to this Agreement; or

(c) Arising out of or connected with any dispute, controversy, or issue regarding the application or interpretation or effect of the provisions of this Agreement.

5.2 Specific Performance. The parties acknowledge that money damages and remedies at law generally are inadequate and specific performance and other non-monetary relief are particularly appropriate remedies for the enforcement of this Agreement and should be available to all parties for the following reasons:

(a) Money damages are unavailable against City as provided in Section 5.1 above.

(b) City is entering into this Agreement in reliance on Owner ensuring that the public parking required herein shall be made available to the public in perpetuity, and parking in the downtown area is a finite resource that is not easily replaceable.

(c) Due to the size, nature, and scope of the Project, it may not be practical or possible to restore the Property to its natural condition once implementation of this Agreement has begun. After such implementation, Owner may be foreclosed from other choices it may have had to utilize the Property or portions thereof. Owner has invested significant time and resources and performed extensive planning and processing of the Project in agreeing to the terms of this Agreement and will be investing even more significant time and resources in implementing the Project in reliance upon the terms of this Agreement, and it is not possible to determine the sum of money which would adequately compensate Owner for such efforts.

5.3 Release. Except for non-damage remedies, including the remedy of specific performance and judicial review, Owner, for itself, its successors, and assignees, hereby releases the City, its officials, officers, agents, and employees from any and all claims, demands, actions, or suits of any kind or nature arising out of any liability, known or unknown, present or future, including, but not limited to, any claim or liability based or asserted pursuant to Article I, Section 19 of the California Constitution, the Fifth Amendment of the United States Constitution, or any other law or ordinance which seeks to impose any other liability or damage whatsoever upon the City because it entered into this Agreement or because of the terms of this Agreement.

5.4 Default of Owner.

5.4.1 City may terminate or modify this Agreement for any failure of Owner to perform any material duty or obligation of Owner under this Agreement, or to comply in good faith with the terms of this Agreement (a "Default"); provided, however, City may terminate or modify this Agreement pursuant to this Section only after providing written notice to Owner of Default setting forth the nature of the Default and the actions, if any, required by Owner to cure such Default and, where the Default can be cured, Owner has failed to take such actions and cure such Default within 120 days after the effective date of such notice or, in the event that such Default cannot be cured within such 120 day period but can be cured within a longer time, has failed to commence the actions necessary to cure such Default within such 120 day period and to diligently proceed to complete such actions and cure such Default. Without limiting the nature of the foregoing, any one or more of the following events will constitute a "Default" by Owner:

(a) Failure of Owner to enter into the Parking Easement and record said Parking Easement against the Property in the time set forth in this Agreement;

(b) Failure of the Owner to complete and make the Public Parking available as provided herein, provided however that in the event the Owner fails to complete the Public Parking as provided herein the remedies set forth in Section 4.4 of this Agreement shall apply;

(c) Default by Owner in the observance of any of the other agreements, conditions, representations, covenants or warranties on its part in the Entitlements, this Agreement, or the Parking Easement; or

(d) The filing by Owner of a voluntary petition in bankruptcy, or failure by Owner promptly to lift any execution, garnishment or attachment, or adjudication of Owner as bankrupt, or assignment by Owner for the benefit of creditors, or the entry by Owner an agreement of composition with creditors, or the approval by a court of competent jurisdiction of petition applicable to Owner in any proceedings instituted under the provisions of the Federal Bankruptcy Code, as amended, or under any similar acts which may hereinafter be amended.

5.4.2 City may, in lieu of terminating this Agreement and seeking damages against owner for failure to provide the required parking, seek specific performance based on Owner's failure to comply with one or more of the following obligations of this Agreement.

5.5 Default of City. Owner may terminate this Agreement only in the event of a default by City in the performance of a material term of this Agreement and only after providing written notice to City of default setting forth the nature of the default and the actions, if any, required by City to cure such default and, where the default can be cured, City has failed to take such actions and cure such default within 120 days after the effective date of such notice or, in the event that such default cannot be cured within such 120 day period but can be cured within a longer time, has failed to commence the actions necessary to cure such default within such 120 day period and to diligently proceed to complete such actions and cure such default.

## 6. LITIGATION.

6.1 General Plan Litigation. City has determined that this Agreement is consistent with its Comprehensive General Plan, as such General Plan exists as of the Effective Date ("General Plan"), and that the General Plan meets all requirements of law. Owner has reviewed the Plans and concurs with City's determination. City shall have no liability in damages under this Agreement for any failure of City to perform under this Agreement or the inability of any Owner to develop the Property as contemplated by this Agreement as the result of any judicial determination that, as of the Effective Date, or at any time thereafter, the Plans, or any portions thereof, are invalid or inadequate or not in compliance with applicable law.

6.2 Third Party Litigation Concerning Agreement. Owner shall defend, at its expense, including attorneys' fees, indemnify, and hold harmless City, its agents, officers, and employees from any claim, action, or proceeding brought by a third party against City, its agents, officers, or employees to attack, set aside, void, or annul the approval of this Agreement or the

Entitlements, except any such claim, action, or proceeding based on the General Plan. City shall promptly notify Owner of any claim, action, proceeding, or determination included within this Section 6.2, and City shall cooperate in the defense. If City fails to promptly notify Owner of any such claim, action, proceeding, or determination, or if City fails to cooperate in the defense, Owner shall not thereafter be responsible to defend, indemnify, or hold harmless City. City may, in its discretion, participate in the defense of any such claim, action, proceeding, or determination, at its own expense.

6.3 Environmental Assurances. Owner shall indemnify and hold City, its officers, agents, and employees free and harmless from any liability, based or asserted, upon any act or omission of Owner, and as long as there is no contributory act by City its officers, agents, employees, subcontractors, predecessors in interest, successors, assigns, or independent contractors, for any violation of any federal, state, or local law, ordinance, or regulation relating to industrial hygiene or to environmental conditions on, under, or about the Property, including, but not limited to, soil and groundwater conditions, and Owner shall defend, at its expense, including attorneys' fees, City, its officers, agents, and employees in any action based or asserted upon any such alleged act or omission. City may in its discretion participate in the defense of any such action.

6.4 Reservation of Rights. With respect to Section 6.1 herein, Owner reserves, and with respect to Sections 6.2 and 6.3 herein, City reserves, the right to approve the attorney(s) that the indemnifying party selects, hires, or otherwise engages to defend the indemnified party hereunder, which approval shall not be unreasonably withheld.

6.5 Challenge to Entitlements. By accepting the benefits of this Agreement, Owner, on behalf of itself and its successors in interest, hereby expressly agrees and covenants not to sue or otherwise challenge any Land Use Regulation or Entitlements affecting the Property and in effect as of the Effective Date except to the extent any such Land Use Regulation and/or Entitlement may be improperly or illegally applied to Owner. Such agreement and covenant includes, without limitation, the covenant against any direct suit by Owner or its successor in interest, or any participation, encouragement, or involvement whatsoever that is adverse to City by Owner or its successor in interest, other than as part of required response to lawful orders of a court or other body of competent jurisdiction.

## 7. MISCELLANEOUS PROVISIONS.

7.1 Recordation of Agreement. This Agreement and any amendment or cancellation thereof shall be recorded with the Los Angeles County Recorder by the Clerk of the City Council within ten (10) days after the City enters into the Agreement, in accordance with Section 65868.5 of the Government Code. If the parties to this Agreement or their successors in interest amend or cancel this Agreement, or if the City terminates or modifies this Agreement as provided herein for failure of the Owner to comply in good faith with the terms and conditions of this Agreement, the City Clerk shall have notice of such action recorded with the Los Angeles County Recorder.

7.2 Entire Agreement. This Agreement sets forth and contains the entire understanding and agreement of the parties, and there are no oral or written representations,

understandings, or ancillary covenants, undertakings, or agreements that are not contained or expressly referred to herein. No testimony or evidence of any such representations, understandings, or covenants shall be admissible in any proceeding of any kind or nature to interpret or determine the terms or conditions of this Agreement.

7.3 Severability. If any term, provision, covenant, or condition of this Agreement shall be determined invalid, void, or unenforceable, the remainder of this Agreement shall not be affected thereby to the extent such remaining provisions are not rendered impractical to perform taking into consideration the purposes of this Agreement. Notwithstanding the foregoing, the provisions of Section 4 of this Agreement and the payment of the Development Impact Fees are essential elements of this Agreement and City would not have entered into this Agreement but for such provisions and, therefore, in the event such provisions are determined to be invalid, void, or unenforceable, this entire Agreement shall be null and void and of no force and effect whatsoever.

7.4 Interpretation and Governing Law. This Agreement and any dispute arising hereunder shall be governed and interpreted in accordance with the laws of the State of California. This Agreement shall be construed as a whole according to its fair language and common meaning to achieve the objectives and purposes of the parties hereto, and the rule of construction to the effect that ambiguities are to be resolved against the drafting party shall not be employed in interpreting this Agreement, all parties having been represented by counsel in the negotiation and preparation hereof.

7.5 Section Headings. All section headings and subheadings are inserted for convenience only and shall not affect any construction or interpretation of this Agreement.

7.6 Singular and Plural. As used herein, the singular of any word includes the plural.

7.7 Time of Essence. Time is of the essence in the performance of the provisions of this Agreement as to which time is an element.

7.8 Waiver. Failure by a party to insist upon the strict performance of any of the provisions of this Agreement by the other party, or the failure by a party to exercise its rights upon the default of the other party, shall not constitute a waiver of such party's right to insist and demand strict compliance by the other party with the terms of this Agreement thereafter.

7.9 Third Party Beneficiaries. This Agreement is made and entered into for the sole protection and benefit of the parties and their successors and assigns. No other person shall have any right of action based upon any provision of this Agreement.

7.10 Force Majeure. In addition to specific provisions of this Agreement, performance by either party hereunder shall not be deemed to be in default, or considered to be a default, where delays or defaults are due to the force majeure events of war, insurrection, strikes, lockouts, riots, floods, earthquakes, fires, casualties, acts of God, acts of the public enemy, epidemics, quarantine restrictions, freight embargoes or lack of transportation, weather-caused delays, inability to secure necessary labor, materials, or tools, delays of any contractors, subcontractor, or supplier, which are not attributable to the fault of the party claiming an

extension of time to prepare, or acts or failure to act of any public or governmental agency or entity. An extension of time for any such force majeure cause shall be for the period of the enforced delay and shall commence to run from the date of occurrence of the delay; provided however, that the party that claims the existence of the delay has first provided the other party with written notice of the occurrence of the delay within ten (10) days of the commencement of such occurrence of delay. The inability of the Owner to obtain a satisfactory commitment from one or more construction lender(s) for the Development of the Project or to satisfy any other condition of this Agreement relating to the Development of the Project shall not be deemed to be a force majeure event or otherwise provide grounds for the assertion of the existence of a delay under this Section. The parties hereto expressly acknowledge and agree that changes in either general economic conditions or changes in the economic assumptions that may have provided a basis for entering into this Agreement and that occur at any time after the execution of this Agreement, are not force majeure events and do not provide any party with grounds for asserting the existence of a delay in the performance of any covenant or undertaking that may arise under this Agreement. Each party expressly assumes the risk that changes in general economic conditions or changes in such economic assumptions relating to the terms and covenants of this Agreement could impose an inconvenience or hardship on the continued performance of such party under this Agreement, but that such inconvenience or hardship is not a force majeure event and does not excuse the performance by such party of its obligations under this Agreement.

7.11 Mutual Covenants. The covenants contained herein are mutual covenants. In addition, the covenants contained herein also constitute conditions precedent to the concurrent or subsequent performance by the party benefited thereby.

7.12 Successors in Interest. The burdens of this Agreement shall be binding upon, and the benefits of this Agreement shall inure to, all successors in interest to the parties to this Agreement, including, without limitation, any and all Hotel Condominium Unit Owners. All provisions of this Agreement shall be enforceable as equitable servitudes and constitute covenants running with the land. Each covenant to do or refrain from doing some act hereunder with regard to Development of the Property: (a) is for the benefit of and is a burden upon every portion of the Property; (b) runs with the Property and each portion thereof; and (c) is binding upon each party, each of Owner's assignees and successors in interest, during their respective ownership of the Property or any portion thereof.

7.13 Counterparts. This Agreement may be executed by the parties in counterparts, which counterparts shall be construed together and have the same effect as if all of the parties had executed the same instrument.

7.14 Jurisdiction and Venue. Any action at law or in equity arising under this Agreement or brought by a party hereto for the purpose of enforcing, construing, or determining the validity of any provision of this Agreement shall be filed and tried in the Superior Court of the County of Los Angeles, State of California, and the parties hereto waive all provisions of law providing for the filing, removal, or change of venue to any other court.

7.15 Project as a Private Undertaking. It is specifically understood and agreed by and between the parties hereto that the Development of the Project is a private undertaking, that

neither party is acting as the agent of the other in any respect hereunder, and that each party is an independent contracting entity with respect to the terms, covenants, and conditions contained in this Agreement. No partnership, joint venture, or other association of any kind is formed by this Agreement. The only relationship between City and Owner is that of a government entity regulating the development of private property and the owner of such property.

7.16 Further Actions and Instruments. Each of the parties shall cooperate with and provide reasonable assistance to the other to the extent contemplated hereunder in the performance of all obligations under this Agreement and the satisfaction of the conditions of this Agreement. Upon the request of either party at any time, the other party shall promptly execute, with acknowledgment or affidavit if reasonably required, and file or record such required instruments and writings and take any actions as may be reasonably necessary under the terms of this Agreement to carry out the intent and to fulfill the provisions of this Agreement or to evidence or consummate the transactions contemplated by this Agreement.

7.17 Eminent Domain. No provision of this Agreement shall be construed to limit or restrict the exercise by City of its power of eminent domain.

7.18 Agent for Service of Process. In the event Owner is not a resident of the State of California or is an association, partnership, or joint venture without a member, partner, or joint venturer resident of the State of California, or is a foreign corporation, then in any such event, Owner shall file with the Development Services Director, upon its execution of this Agreement, a designation of a natural person residing in the State of California, giving his or her name, residence, and business addresses, as its agent for the purpose of service of process in any court action arising out of or based upon this Agreement, and the delivery to such agent of a copy of any process in any such action shall constitute valid service upon such party. If for any reason service of such process upon such agent is not feasible, then in such event such party may be personally served with such process out of this County and such service shall constitute valid service upon such party. Owner is amenable to the process so served, submits to the jurisdiction of the Court so obtained and waives any and all objections and protests thereto. Owner for itself, assigns, and successors hereby waives the provisions of the Hague Convention (Convention on the Service Abroad of Judicial and Extra Judicial Documents in Civil or Commercial Matters, 20 U.S.T. 361, T.I.A.S. No. 6638). Copies of any service of process served on Owner shall be provided to any permitted assignee of such party signed in accordance with Section 2.4 of this Agreement.

7.19 Authority to Execute. The person or persons executing this Agreement on behalf of each party warrants and represents to the other that he or she/they has/have the authority to execute this Agreement on behalf of his or her/their corporation, partnership, or business entity or the City, as the case may be, and further warrants and represents that he or she/they has/have the authority to bind City or such Owner, as the case may be, to the performance of the respective party's obligations hereunder.

7.20 Days. Any referenced in this Agreement to the term "day" shall mean calendar days, or any portion thereof.

IN WITNESS WHEREOF, the parties hereto have executed this Development Agreement on the last day and year set forth below.

**“OWNER”**

NEW WORLD INTERNATIONAL, LLC,  
a California limited liability company

By: \_\_\_\_\_

Print Name: \_\_\_\_\_

Date: \_\_\_\_\_

By: \_\_\_\_\_

Print Name: \_\_\_\_\_

Date: \_\_\_\_\_

**“CITY”**

CITY OF ARCADIA, a California municipal  
corporation and charter law city

By: \_\_\_\_\_

April Verlato, Mayor

Date: \_\_\_\_\_

**ATTEST:**

By: \_\_\_\_\_

Linda Rodriguez  
Assistant City Clerk

**APPROVED AS TO LEGAL FORM:**

**BEST BEST & KRIEGER LLP**

\_\_\_\_\_  
City Attorney

**EXHIBIT "A"**

Legal Description of the Property

DRAFT

Exhibit "A"

**EXHIBIT “B”**

Site Plan

DRAFT

Exhibit “B”

**EXHIBIT "C"**

Parking Easement

DRAFT



# Attachment No. 6

Access and Parking Easement Agreement

Recording Requested by and When  
Recorded Mail to:

City of Arcadia  
240 W. Huntington Dr.  
Arcadia, California 91006  
Attn: City Clerk

SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE

## ACCESS AND PARKING EASEMENT AGREEMENT

This Access and Parking Easement Agreement (“Agreement”) is entered into as of this \_\_\_\_\_ day of \_\_\_\_\_, 2020 (“Effective Date”), by and between the City of Arcadia, a California municipal corporation and charter law city (“City”) and New World International, LLC (“Owner”) (each, individually, a “Party” and collectively the “Parties”).

### RECITALS

A. City was the owner of certain real property located on the south side of Wheeler Avenue, east of First Avenue in the City of Arcadia, County of Los Angeles, State of California, that City used as surface parking lot consisting of fifty-five (55) parking spaces (the “City Parcel”). Owner desired to purchase the City Parcel from City to be used as part of a mixed use development consisting of 10,200 square feet of ground floor commercial uses, 139 residential units, and subterranean and surface parking consisting of 350 spaces, the development of which was approved by the City Council pursuant to [**list entitlement approvals**]. (the “Project”).

B. City was willing to sell the City Property to Owner, provided that the Owner would ensure as part of the Project that 55 parking spaces would be available for public use in perpetuity.

C. Owner is the owner of certain real property in the City of Arcadia, Los Angeles County, California, as legally described in Exhibit A, attached hereto and incorporated herein by reference (the “Property”). The Property, which includes the City Parcel, is located generally in between Wheeler Avenue and Huntington Drive in the City of Arcadia, as shown on the Map of the Site, Exhibit B.

D. As part of the Project, Owner desires, on behalf of itself and all successors and assigns to all or part of the Property, to set aside 55 parking spaces on the Property for public use, and provide the public access to said parking spaces.

E. The Owner desires to provide public access and parking rights on the Parcel to the City as set forth in this Agreement.

NOW THEREFORE, the Parties agree as follows:

## AGREEMENT

1. Parking Easement. Owner, as grantor, hereby grants to the City for the benefit of the public, a nonexclusive easement for the passage and parking of passenger vehicles in the Parking Easement Area (as defined below), which shall be improved with 55 surface parking spaces for public parking, three of which shall be handicapped parking spaces (“Parking Easement”). “Parking Easement Area” initially means and refers to the area so designated as shown on the Initial Map of the Site, Exhibit B. Unless and until the issuance of the first building permit for the Project, the City shall have access to the Parking Easement Area as shown on the Initial Map of the Site in accordance with the terms of this Agreement. The Parties agree that following the issuance of the first building permit for the construction of the Project, the Parking Easement Area shall be reconfigured and shall thereafter refer to the area so designated as shown on the Final Map of the Site, Exhibit C. The new 55 surface parking spaces for public parking which shall be constructed in the Parking Easement Area as shown on Exhibit C shall be constructed in the manner as set forth in the plans and specifications attached hereto and incorporated herein by reference as Exhibit D (the “Parking Specifications”). The Parking Easement Area may be further relocated within the Property by the mutual written agreement of the Owner and the City.

2. Access Easement. Owner, as grantor, hereby grants to the City for the benefit of the public a nonexclusive easement for vehicular and pedestrian ingress, egress and access in, over and across the Access Easement Area (“Access Easement”). “Access Easement Area” means and refers to the area so designated as shown on the Final Map of the Site, Exhibit C. The Access Easement Area may be relocated within the Property by the mutual written agreement of the Owner and the City.

3. Access Easement Area and Parking Easement Area Maintenance and Repair. Owner shall maintain and repair the Access Easement Area and the Parking Easement Area as listed in Section 3.1 through 3.4 below. These obligations shall be the joint and several obligations of all subsequent owners of the Property or any portion thereof.

3.1 Paved Areas. Maintain all paved surfaces and curbs in the Access Easement Area and Parking Easement Area, which shall only include cleaning, sweeping, re-striping, repainting, and resurfacing, using surfacing material of a quality equal to or superior to the original surfacing material.

3.2 Traffic Signs and Markers. Placing, keeping in good repair, replacing, and repainting any appropriate directional signs, markers and lines in the Access Easement Area and Parking Easement Area.

3.3 Storm Drains. Maintaining, cleaning, repairing and replacing the storm drains located in the Access Easement Area and the Parking Easement Areas.

3.4 Lighting and Landscaping. Maintaining, cleaning, repairing and replacing all lighting and landscaping located in the Access Easement Area and the Parking Easement Area.

4. Parking Meters. In the event that the City decides to install parking meters or other forms of parking management systems within the Parking Easement Area, which may be installed at the sole and absolute discretion of the City, the City shall be responsible for maintaining, cleaning, repairing and replacing all parking meters, and Owner hereby grants the City access to the Access Easement Area and the Parking Easement Area for such purposes.

5. Owner Insurance. Owner shall obtain and keep in force during the term of this Agreement a policy of commercial general liability insurance with broad form general liability endorsement in an amount not less than Five Million and No/100 Dollars (\$5,000,000.00) per occurrence of bodily injury and property damage combined for the Property, including the Access Easement Area and the Parking Easement Area, against the risks of bodily injury, property damage and personal injury liability, and shall name City as an additional insured. In the event that the Property is divided into multiple parcels which are sold as part of the development of the Project, the responsibility to maintain insurance as provided herein shall accrue to the Owner or successor(s) to Owner that owns the underlying fee to the Access Easement Area and the Parking Easement Area.

6. City Insurance. City shall obtain and keep in force during the term of this Agreement a policy of commercial general liability insurance with broad form general liability endorsement in an amount not less than Five Million and No/100 Dollars (\$5,000,000.00) per occurrence of bodily injury and property damage combined or an equivalent amount through self insurance or pooled risk groups that covers the Access Easement Area and Parking Easement Area, against the risks of bodily injury, property damage and personal injury liability.

7. No Obstructions/Interference. Owner shall not unreasonably interfere with the public's use of the Access Easement Area or the Parking Easement Area. Except as otherwise provided for herein, walls, fences, or barriers of any sort or kind shall not be constructed or maintained by Owner within the Access Easement Area or Parking Easement Area; provided, however, that reasonable traffic controls as may be necessary to guide and control the orderly flow of traffic or for security purposes may be installed so long as the access driveways to the Access Easement Area are not closed, blocked, restricted or otherwise adversely altered in a manner that would substantially impair the traffic circulation in the Access Easement Area or the passage and parking in the Parking Easement Area, as set forth in the presently designated configuration as shown in Exhibit B or the configuration that will apply following the issuance of the first building permit for the Project as shown in Exhibit C, or as otherwise mutually agreed to by Owner and the City.

8. Public Use. It is the express intent of the Owner that the Access Easement Area and the Parking Easement Area shall be made available for use by the general public, without limitation or restriction, other than as may be lawfully imposed by the City on public property, through the adoption of an ordinance or resolution, and in accordance with the terms of this Agreement.

9. Covenants To Run With Land. Each of the covenants, conditions or restrictions in this Agreement shall run with the land, and shall bind successive Owners of the Parcel, for the benefit of each Owner of such Parcel.

10. Indemnification. Except for and to the extent of either Party's gross negligence or willful misconduct, each Party covenants and agrees to indemnify, defend and hold the other Party and its officers, officials, agents, employees and independent contractors harmless from and against any and all claims, demands, actions or proceedings, damages, liabilities, costs, expenses (including reasonable attorneys' fees, expert witness fees and other expenses, and costs of suit incurred in connection with such claims) arising from or related to: (1) disputes related to title to, ownership of, use of, and/or the scope of the Access Easement Area and/or Parking Easement Area or the Access Easement or Parking Easement and (2) the injury to or death of any person, or damage to the property of any other person or entity, which occurs on the Parcel arising out of a permissible use of the Access Easement or Parking Easement by the indemnifying Party or as a result of the indemnifying Party's failure to comply with the terms of this Agreement.

11. Amendment and Termination of Agreement. Notwithstanding anything to the contrary herein, a breach of this Agreement shall not entitle either Party to cancel, rescind, or otherwise terminate this Agreement, but such provision shall not affect in any manner any of the other rights or remedies which such Party may have under law or in this Agreement including, but not limited to, those arising by reason of any breach of this Agreement. This Agreement may only be amended or terminated by the mutual written agreement of the Parties or as otherwise provided by law, and the City's non-use of one (1) or more of the Easements granted under this Agreement shall not terminate the Easement on the basis of not being used or be deemed an abandonment of any such Easement.

12. Default and Remedies.

12.1 Default. Upon any material breach of any provision of this Agreement by either Party, the non-breaching Party may serve written notice describing such breach to the breaching Party. If such breach is not cured within ten (10) days after such written notice, such breaching Party shall be in default of this Agreement; provided, however, that if the nature of the breach is such that it cannot be reasonably cured within this 10-day period, then the breaching Party's commencement of a cure during this 10-day period, and its diligent prosecution of a cure thereafter, shall not be considered a default. An act of condemnation by any public entity shall not be considered a default under this Agreement.

12.2 Remedies. A default under this Agreement may be enforced by either Party. The non-defaulting Party shall have all remedies at law or in equity, including, without limitation, the right to perform such obligation on behalf of such defaulting Party and the right to be reimbursed by such defaulting Party for the cost of performance thereof, together with interest at the maximum rate allowed by law.

12.3 Failure to Enforce is Not a Waiver. The failure of either Party to insist upon the strict performance of any covenant, condition, or restriction in this Agreement shall not be construed as a waiver of any future breach of such provisions.

13. General Provisions.

13.1 Attorneys' Fees. In the event that any legal action or proceeding is instituted to interpret or enforce this Agreement, the prevailing Party shall be entitled to its costs, including reasonable attorneys' fees and all other expenses incurred.

13.2 Relief from Obligations. In the event Owner sells, transfers or otherwise conveys its fee interest in all or a portion of the Property (collectively, "conveyance"), upon such conveyance the Owner shall be automatically freed from and relieved of any and all liability under this Agreement with respect to any obligation thereafter to be performed with respect to the Property or portion thereof so conveyed and such obligations shall be assumed by the Party to whom all or a portion of the Property is conveyed. It is intended that the agreement and obligations contained in this Agreement on the part of each Party shall be binding on such Party only with respect to the obligations that are to be performed during its ownership of the Property (or portion thereof or interest therein); therefore, the conveying Party shall remain liable for any obligations incurred under this Agreement prior to the date on which its ownership of the Property (or portion thereof or interest therein) is conveyed.

13.3 Successors. This Agreement is and shall be binding upon and shall inure to the benefit of each of the Parties hereto and their respective successors, assigns, heirs, administrators, executors and legal representatives.

13.4 Governing Law. This Agreement is governed by the laws of the State of California.

13.5 Duration. Unless otherwise cancelled or terminated, all the Easements granted in this Agreement shall continue in perpetuity.

13.6 Entire Agreement. This Agreement contains the entire agreement of the Parties relative to the matters provided for herein.

13.7 Notices. All notices under this Agreement shall be in writing and sent by (a) certified or registered mail, return receipt requested, in which case notice shall be deemed delivered three (3) business days after deposit, postage prepaid in the United States Mail, (b) by a nationally recognized overnight courier, in which case notice shall be deemed delivered one business day after deposit with that courier, or (c) telecopy or similar means, if a copy of the notice is also sent by United States Mail, as follows:

City	City of Arcadia, 240 West Huntington Dr. Arcadia, CA 91066 Attn: City Manager
------	--

Owner	New World International, LLC Attn: Andy Yong Zhang 2334 Golden Springs Drive, Suite 200 Diamond Bar, CA 91765
-------	--

13.8 Counterparts. This instrument may be executed in counterpart originals, all of which together when executed, shall be deemed to be one (1) instrument.

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IN WITNESS WHEREOF, the Parties hereto executed this Agreement on the date first above written.

CITY:

CITY OF ARCADIA, a California municipal corporation and charter law city

By: \_\_\_\_\_  
April Verlato  
Mayor

ATTEST:

Date: \_\_\_\_\_

\_\_\_\_\_  
Lisa Mussenden  
Chief Deputy City Clerk/  
Records Manager

APPROVED AS TO LEGAL FORM:

BEST BEST & KRIEGER LLP

By: \_\_\_\_\_  
City Attorney

OWNER:

NEW WORLD INTERNATIONAL, LLC  
a California limited liability company

By: \_\_\_\_\_

Its: \_\_\_\_\_

By:

Its: \_\_\_\_\_

Date: \_\_\_\_\_

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Exhibit A

Legal Description of the Property

[Attached behind this page]

DRAFT

Exhibit B

Initial Map of the Site

[Showing locations of the Public Parking at the time of recordation of this Agreement]

[Attached behind this page]

DRAFT

Exhibit C

Final Map of the Site

[Showing locations of the Property, Assessment Easement Area, and Parking Easement Area that apply following commencement of the Project]

[Attached behind this page]

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Exhibit D

Parking Specifications

[Plans and Specifications for the Public Parking]

[Attached behind this page]

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# Attachment No. 7

Neighbor Comments

**LAWRENCE LANDIS  
2974 MOUNTAIN VIEW DR.  
LAGUNA BEACH, CA 92651-2021  
(949) 494-8739**

**June 18, 2020**

**Luis Torrico  
CITY OF ARCADIA  
PLANNING SERVICES  
240 W. Huntington Dr.  
Arcadia CA 91066**

**via e mail and USPS certified mail**

**re: NEW WORLD INTERNATIONAL LLC Project 117-129 E. Huntington Dr.  
124-134 wheeler Ave. HEARING 3PM 6/23/2020**

**Gentlemen:**

**I am the owner and Lessor of the property at 131-131 ½ E Huntington Dr..My parcel abutting and adjacent to the proposed project.**

**Whereas the Project has the significant probability of serious and major harm to my property and the current tenancy I will not object to the project if and only if all of the following conditions are fully met. They are hereby requested and demanded.**

**The project must agree and take prospective verifiable measures to indemnify and hold harmless both the Lessees and myself of any and all consequential damages emanating from the project inclusive, but not limited to, the following foreseeable circumstances:**

**1. Current tenancy is a medical and chiropractic Surgical Center with ten more years Lease time. Developers must take prospective measures to abate dust, contamination, noise etc. which probably would cause damages. This is both offsite as well as on my property e.g: providing insulation, purification etc.. Lessees have spent I believe over a million dollars to properly equip and modify the building. A sufficient bond or insurance paid for by the Project prospectively with my Lessees and I as beneficiaries is required ( whether to be provided to us or addended to our current insurance].**

**2.Parking, ingress and egress for my building will be affected. A sufficient bond or insurance paid for by the Project prospectively with my Lessees and I as beneficiaries is required ( whether to be provided to us or addended to our current insurance]. Project must take steps to minimize or mitigate any such occurrences.**

**3. Any loss of rental must be covered by my insurance paid for by the Project prospectively.**

**4. Business interruption insurance and or bond for the Lessees must be paid for by the Project prospectively. A sufficient bond or insurance paid for by the Project prospectively with my Lessees and I as beneficiaries is required ( whether to be provided to us or**

**addended to our current insurance].**

**5. The project is situated on a sedimentary underlay subject to frequent tectonic action which may liquefy. The underground parking changes the structural dynamics which can effect my property. Demand is made to enable hiring by the undersigned of professional structural and geological consultancies which will be paid by the project to review their work in this regard. Consequential damages may occur after project completion. A sufficient bond or insurance paid for by the Project prospectively with my Lessees and I as beneficiaries is required ( whether to be provided to us or addended to our current insurance].**

**6. The project may take an extended time period, e.g. years to complete. Consequential damages are required coverage for both the owner and Lessees. A sufficient bond or insurance paid for by the Project prospectively with my Lessees and I as beneficiaries is required ( whether to be provided to us or addended to our current insurance].**

**I note that if there are damages that liability may under current law, according to Counsel, may include the Governmental entities.**

**Sincerely yours,**

**Lawrence Landis**

## Luis Torrico

---

**From:** W Chenoweth <wmchenoweth@yahoo.com>  
**Sent:** Tuesday, June 30, 2020 1:26 PM  
**To:** Luis Torrico  
**Subject:** Fw: Proposed Building at Wheeler and Santa Clarita

----- Forwarded Message -----

**From:** W Chenoweth <wmchenoweth@yahoo.com>  
**To:** planning@Arcadiaca.gov <planning@arcadiaca.gov>  
**Sent:** Tuesday, June 30, 2020, 12:24:34 PM PDT  
**Subject:** Proposed Building at Wheeler and Santa Clarita

To whom it concerns,

The proposed building at East Huntington Dr. and Wheeler plans for constructing of a private parking structure under the public parking lot which will require the lot to be closed during the construction phase.

Construction of the underground parking lot is scheduled to take at least a year to complete. This leaves the current businesses in need of a solution for parking during and after the project. Influx from the Gold Line has already made parking difficult before this project was submitted for your consideration. These 55 parking spaces are a crucial component to the survival of all the legacy businesses. The 57 Wheeler construction project has demonstrated that the city has no plans for the loss of these spaces during the construction project.

The number of spaces that are scheduled to be built is also a concern. Residents of the 139 unit complex will have their private parking when the project is completed. The 10,200 square feet of commercial use will however need employee and customer parking. Any visitors to the building will also require a space for which the present businesses have already paid for. Present businesses, including myself, paid for a city issued bond for these parking spaces. Created for our businesses and not one single large complex that will dominate the public parking in this area.. Not only will we lose the use of these parking spaces during construction but our customers and employees will find an unnecessary burden for years to come to compete for these few limited parking spaces.

Increasing the proposed parking levels over the present public parking to accommodate the increase may be a solution. I suggest three levels at least. While it will add to the cost building of the residential units it is only reasonable to ask the builder to bear their fair share. The builder will profit from the sale of these unites, the city's property tax income will increase so they will be happy but it is unlikely that the present businesses will benefit much from this project if the lack of parking drives their customer base away. No one will walk two blocks to have a hair cut, drink at local business or drop off their dry cleaning.

The proposed plans will remove another 40 privately own parking spaces located between the old Bank of American building (medical supplies building) and the white building located east of the medical building. Will the lose of these parking spaces be addressed by the builder. Is public parking going to be provided below the project for these retail businesses?.

Thank you for your consideration in the matter.  
William M. Chenoweth Owner and resident of 12, 14, 16, and 16 1/2 N.

First Ave.

**From:** Jenny Liu <jliu2020mail@gmail.com>  
**Sent:** Wednesday, July 1, 2020 1:08 PM  
**To:** Mailbox - Planning <planning@ArcadiaCA.gov>  
**Subject:** 117-129 E Huntington Drive, Arcadia

To whom it may concern,

I am the owner of 133-137 E Huntington Drive.

I would like to know:

1. During construction, will the northside street / alley way be always available? To access my private parking lot, I need to be able to drive on the alley way.
2. With all the construction debris / dust, how will it be minimized so my building is not dusty?
3. During construction, if my tenants are not able to run their businesses because of water line issues, electricity outage issues, who will be financially responsible for that?

Jenny Liu

# Attachment No. 8

Draft Initial Study/MND with Errata,  
Response to Comments, and MMRP

Technical Studies (Appendix A-H) for the Draft  
IS/MND can be found at  
[www.arcadiaca.gov/projects](http://www.arcadiaca.gov/projects)

**Errata Sheet  
for the  
Huntington Plaza Mixed-Use Project  
Initial Study/Mitigated Negative Declaration**

Prepared for | City of Arcadia  
Development Services Department  
240 West Huntington Drive  
Arcadia, California 91066  
Contact: Luis Torrico  
T: (626) 574-5442

Prepared by | Psomas  
3 Hutton Centre Drive, Suite 200  
Santa Ana, California 92707  
T: 714.751.7373

June 2020

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## 1.1 INTRODUCTION

The City of Arcadia circulated an Initial Study and proposed Mitigated Negative Declaration (IS/MND) for the proposed Huntington Plaza Mixed-Use Project on April 23, 2020. This Errata Sheet provides clarifications and corrections to IS/MND prior to its adoption. This Errata Sheet has been prepared by the City to fulfill its responsibility as the lead agency pursuant to the California Environmental Quality Act (CEQA).

## 1.2 CEQA REQUIREMENTS AND DETERMINATION

State CEQA Guidelines §15073.5(a) requires that a lead agency recirculate a negative declaration “when the document must be substantially revised.” A “substantial revision” means: (1) identification of a new, avoidable significant effect requiring mitigation measures or project revisions to reduce the effect to insignificance and/or (2) determination that proposed mitigation measures or project revisions will not reduce potential effects to less than significance and new measures or revisions must be required. Recirculation is not required when new information is added to the negative declaration which merely clarifies, amplifies, or makes insignificant modifications to the negative declaration.

None of the changes noted herein modify the conclusions of the environmental analysis or the determination of the document that the proposed project would not have a significant effect on the environment after the incorporation of mitigation measures. None of the changes constitute a substantial revision that requires recirculation of the IS/MND.

## 1.3 CHANGES TO THE IS/MND

Changes to the text of the IS/MND are noted below. Deletions are shown in ~~bold with strikethrough~~ and additions are shown in **bold with underline**.

---

### CLARIFICATIONS IN SECTION 2.4 OF THE IS/MND:

~~Conditional Use Permit. As required by the Arcadia Zoning Regulations, projects including multifamily dwellings in the CBD and DMU zones require issuance of a conditional use permit. Minor Use Permit No. 20-04, Architectural Design Review No. ADR 18-05, Vesting Tentative Map No. 19-01 (82734), and a Development Agreement. This project was previously noticed with Conditional Use Permit Nos, 18-04 and 19-12 and additional entitlements that are no longer applicable for this project.~~

---

### CLARIFICATIONS IN SECTION 4.3.2 OF THE IS/MND:

The Project site is zoned as DMU and CBD zones with a Downtown Parking Overlay. As discussed further in Section 4.11, Land Use and Planning, the Project would be consistent with the zoning and General Plan designations of the Project site with issuance of a **Minor Use Permit**. ~~Conditional Use Permit for multifamily dwellings.~~

---

### CLARIFICATIONS IN SECTION 4.11.2 OF THE IS/MND:

The Project’s parcels fronting E. Huntington Drive are zoned CBD. The CBD zone is intended to promote a strong pedestrian-oriented environment and to serve community and regional needs for retail and service uses, professional offices, restaurants, public uses, and other similar and compatible uses. Within the CBD zone, the project proposes multifamily residential units and retail uses. Retail uses are permitted by right in the CBD zone. Multifamily residential, as part of a

mixed-use development, is permitted with a **Minor Use Permit** ~~conditional use permit~~ according to Sections 9102.05.020 and 9102.05.030 of the City's Development Code (Arcadia 2019). As specified in Section 9102.05.030 of the Development Code, all of the Project's multifamily units would occur either above ground floor commercial or adjacent to a commercial use and would be located on the project site as the commercial proposed commercial uses.

and

As mentioned above, in both CBD and DMU zones in the City's downtown, multifamily dwellings require the issuance of a **Minor Use Permit** ~~Conditional Use Permit~~. Therefore, prior to commencement of any construction activities, the Developer shall obtain approval of a **Minor Use Permit** ~~Conditional Use Permit~~ from the City. Therefore, impacts related to applicable land use plans, policies, or regulations would be less than significant.

#### **CLARIFICATIONS TO SECTION 4.19.2:**

##### ***Sanitary Sewer Facilities***

As shown in Exhibit 12, Wet Utility Point of Connection, the Project proposes to connect to the existing 15-inch LACSD trunk line sewer main located in N. 1<sup>st</sup> Avenue. LACSD has confirmed that sewage generated by the Project can be accommodated with the existing sewage pipeline infrastructure, and no capacity driven expansions and/or relocations are required. The Project's sewer connection point in N. 1<sup>st</sup> Avenue would require the new construction of approximately 200 feet of new 8-inch City sewer main (with manholes) beneath the existing public alley corridor, which would require trenching, demolition/removal of approximately 230 feet of existing 8-inch sewer. This new sewer main would have two proposed sewer laterals that would connect from Building 2 to the north and Building 1 to the south. Areas within the public right-of-way disturbed during construction would be repaved once these activities are completed as required in MM TRANS-1 (Willrodt 2019).

~~Based on the information estimated in Table 43, Total Domestic Water Demand, sewage generation would be approximately 45,363 gpd (approximately 16.5 million gallons annually). Based on information provided by the LACSD, the Project would result in an increase in average wastewater flow of 20,841 gallons per day (approximately 7.6 million gallons annually) (LACSD 2020). The wastewater generated by the Project would be treated at the San Jose Creek Water Reclamation Plant (WRP) located adjacent to the City of Industry, which has a capacity of 100 mgd and currently (as of May 2020) processes an average flow of 58.5 mgd. All biosolids and wastewater flows that exceed the capacity of the San Jose Creek WRP are diverted to and treated at the Joint Water Pollution Control Plant in the City of Carson.~~ The Joint Water Pollution Control Plant in Carson, ~~which is the primary treatment facility in the LACSD JOS,~~ provides both primary and secondary treatment for approximately 260 mgd, and has a total permitted capacity of 400 mgd (LACSD 2019).

The estimated ~~45,363~~ **20,841** gpd of residential and commercial wastewater generated from the Project site constitutes ~~a small fraction of the remaining capacity at the San Jose Creek WRP described above.~~ **0.0324 percent of the remaining 140 mgd plant capacity** and would not result in an exceedance of the LACSD treatment capacity. Additionally, the design capacities of the LACSD's wastewater treatment facilities are based on SCAG's adopted regional growth forecasts. Since the Project complies with the zoning and General Plan land use designation for the Project site, the full development of the property was anticipated within SCAG's growth projections and subsequently, the LACSD's infrastructure plans for wastewater facilities. No

impacts are anticipated, and no mitigation is required. During the final design process, the Developer would coordinate with the LACSD to confirm trunk line adequacy.

---

# Huntington Plaza Mixed-Use Project

## Initial Study/ Mitigated Negative Declaration

Submitted to | City of Arcadia  
Development Services Department  
240 West Huntington Drive  
Arcadia, California 91066  
Contact: Luis Torrico  
T: (626) 574-5442

Prepared by | Psomas  
3 Hutton Centre Drive, Suite 200  
Santa Ana, California 92707  
T: (714) 751-7373

April 2020



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### **Appendix**

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## **SECTION 1.0 INTRODUCTION**

### **1.1 PURPOSE OF THIS INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

In accordance with the California Environmental Quality Act (CEQA) (*California Public Resources Code* §21000 et seq.) (OLC 2019) and the State CEQA Guidelines (*California Code of Regulations*, Title 14, §15000 et seq.) (OAL 2019), this Initial Study (IS) has been prepared as documentation for a Mitigated Negative Declaration (MND) for the proposed Huntington Plaza Mixed-Use Project (Project). This Initial Study and Mitigated Negative Declaration (IS/MND) includes a description of the Project; the location of the Project site; an evaluation of the potential environmental impacts that would result from Project implementation; the findings from the environmental review; and recommended mitigation measures to reduce significant impacts on the environment.

Pursuant to Section 15367 of the State CEQA Guidelines (OAL 2019), the City of Arcadia (City) is the lead agency for the Project. The lead agency is the public agency that has the principal responsibility for carrying out or approving a project that may have a significant effect upon the environment. The City, as lead agency, has the authority for Project approval and certification of the accompanying environmental documentation.

### **1.2 PROJECT OVERVIEW**

New World International Investment, LLC (Developer) proposes to construct a mixed-use development consisting of two buildings that would contain 139 residential units and 10,200 square feet (sf) of ground-floor commercial uses. More detailed information on the proposed Project is provided in Section 2.2 of this IS/MND.

### **1.3 SUMMARY OF ENVIRONMENTAL IMPACTS**

The analysis in Section 3 of this IS/MND finds that implementation of the Project would have no impact or less than significant impacts for the following environmental topics:

- Aesthetics;
- Air Quality;
- Agriculture and Forestry Resources;
- Biological Resources;
- Energy;
- Greenhouse Gas Emissions;
- Hydrology and Water Quality;
- Land Use and Planning;
- Mineral Resources;
- Population and Housing;
- Public Services;
- Recreation;
- Utilities and Service Systems; and
- Wildfire.

As described in Sections 3 and 4 of this IS/MND, construction and operation of the Project would have significant impacts related to the following environmental topics unless the recommended mitigation measures (MMs) described below in Table 1, Summary of Project Design Features, Regulatory Requirements, and Mitigation Measures, are implemented:

- Cultural Resources;
- Geology and Soils;
- Hazards and Hazardous Materials;
- Noise and Vibration;
- Transportation; and
- Tribal Cultural Resources.

With implementation of these MMs, as well as identified Regulatory Requirements (RRs) and Project Design Features (PDFs), the Project would have less than significant impacts for each of these environmental topics. Therefore, no significant and unavoidable impacts would result due to Project implementation.

According to the State CEQA Guidelines Section 15070 to 15075 (OAL 2019), an IS/MND is the appropriate environmental document for the Project because, after incorporation of the recommended mitigation measures, potentially significant environmental impacts would be eliminated or reduced to a level considered less than significant.

**TABLE 1  
SUMMARY OF PROJECT DESIGN FEATURES, REGULATORY REQUIREMENTS,  
AND MITIGATION MEASURES**

Topic	MM/PDF/RR
<b>Aesthetics</b>	
RR AES-1	The Developer shall prepare a Lighting Plan that provides the type and location of proposed exterior lighting and signage, subject to the review and approval of the City's Development Services Department. All new lighting will be shielded and down-cast, such that the light is not cast onto adjacent properties or visible from above, and all new lighting would be reviewed to ensure compliance with the standards codified in Section 9103.01 of the City of Arcadia Development Code .
<b>Air Quality</b>	
RR AQ-1	The Project will be conducted in compliance with all applicable South Coast Air Quality Management District (SCAQMD) rules and permitting requirements, including but not limited to: <ul style="list-style-type: none"> <li>• SCAQMD Rule 403, Fugitive Dust, for controlling fugitive dust and avoiding nuisance. Compliance with this rule will reduce short-term particulate pollutant emissions.</li> <li>• SCAQMD Rule 402, Nuisance, which states that a Project will not "discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property".</li> <li>• SCAQMD Rule 1113, Architectural Coatings, which limits the volatile organic content (VOC) of architectural coatings used for the Project.</li> </ul>

**TABLE 1  
SUMMARY OF PROJECT DESIGN FEATURES, REGULATORY REQUIREMENTS,  
AND MITIGATION MEASURES**

Topic	MM/PDF/RR
<b>Biological Resources</b>	
RR BIO-1	<p>Prior to approval of grading plans, the Development Services Department shall verify that the following note is included on the contractor specifications to ensure compliance with the Migratory Bird Treaty Act (MBTA):</p> <p>To avoid impacts on nesting birds, vegetation on the Project site should be cleared between September 1 and January 31. If vegetation clearing occurs during the peak nesting season (between February 1 and August 31), a pre-construction survey shall be conducted by a qualified biologist to identify if there are any active nesting locations. If the biologist does not find any active nests within the impact area, the vegetation clearing/construction work will be allowed. If the biologist finds an active nest within the construction area and determines that the nest may be impacted by construction activities, the biologist will delineate an appropriate buffer zone around the nest depending on the species and the type of construction activity. Construction activities shall be prohibited in the buffer zone until a qualified biologist determines the nest is abandoned.</p>
RR BIO-2	<p>As required by the City's Comprehensive Tree Management Program, the Developer will obtain a permit from the Arcadia Public Works Services Department for the removal and planting of street trees associated with the Project. The Developer will abide by the standards set forth in the permit, as well as standards contained in the Comprehensive Tree Management Program and other applicable sections of the Development and Municipal Codes.</p>
RR BIO-3	<p>The Developer shall submit the Project's landscape plans, which will include the proposed locations and species of replacement street trees, to the Arcadia Public Works Services Department for review. Street tree species will consist of those set forth in the City's Street Tree Master Plan.</p>
<b>Cultural Resources</b>	
RR CUL-1	<p>If human remains are encountered during excavation activities, all work shall halt in the immediate vicinity of the discovery and the Los Angeles County Coroner shall be notified (California Public Resources Code §5097.98). The Coroner shall determine whether the remains are of forensic interest. If the Coroner determines that the remains are prehistoric, s/he will contact the Native American Heritage Commission (NAHC). The NAHC shall be responsible for designating the most likely descendant (MLD), who will be responsible for the ultimate disposition of the remains, as required by Section 7050.5 of the California Health and Safety Code. The MLD shall make his/her recommendation within 48 hours of being granted access to the site. The MLD's recommendation shall be followed if feasible and may include scientific removal and non-destructive analysis of the human remains and any items associated with Native American burials (California Health and Safety Code §7050.5). If the landowner rejects the MLD's recommendations, the landowner shall rebury the remains with appropriate dignity on the property in a location that will not be subject to further subsurface disturbance (California Public Resources Code §5097.98).</p>
MM CUL-1	<p>Prior to the issuance of a demolition permit, the Applicant shall submit the name and qualifications of a qualified archaeologist to the City of Arcadia Development Services Department for review and approval. Once approved, the qualified archaeologist shall be retained by the Applicant. In the event that suspected cultural (archaeological) resources or tribal cultural resources are inadvertently unearthed during excavation activities, the contractor shall immediately cease all earth-disturbing activities within a 100-foot radius of the area of discovery. The Project contractor or Applicant shall contact the qualified archaeologist to request an evaluation of the significance of the find and determine an appropriate course of action. If avoidance of the resource(s) is not feasible, salvage operation requirements pursuant to Section 15064.5 of the State California Environmental Quality Act Guidelines shall be followed. After the find has been appropriately avoided or mitigated, work in the area may resume.</p>

**TABLE 1  
SUMMARY OF PROJECT DESIGN FEATURES, REGULATORY REQUIREMENTS,  
AND MITIGATION MEASURES**

Topic	MM/PDF/RR
<b>Energy</b>	
RR ENR-1	The Project shall be consistent with the Title 24 energy efficiency standards and the mandatory requirements of the CALGreen code. Construction activities shall comply with idling requirements and maintenance requirements for on- and off-road vehicles.
<b>Geology and Soils</b>	
PDF GEO-1	<p>The Project building design specifications shall include recommendations from the <i>Geotechnical Investigation Proposed Mixed Use Development, 117 and 129 E. Huntington Drive, 124, 126, and 134 Wheeler Avenue, Arcadia, California</i> (Geocon West, Inc. 2018). These recommendations include, but are not limited to, specifications for the following:</p> <ul style="list-style-type: none"> <li>• Demolition and site preparation</li> <li>• Fill placement</li> <li>• Remedial grading and over excavation</li> <li>• Foundation recommendations</li> <li>• Building Floor Slabs and reinforcement</li> </ul> <p>The Project building design specifications shall be verified by the City of Arcadia Building Official prior to issuance of a demolition permit.</p>
RR GEO-1	Geotechnical design considerations for Project implementation are governed by the Arcadia Building Code, as set forth in Article VIII of the Municipal Code, which incorporates by reference the California Building Code (CBC), including the California Building, Plumbing, Mechanical, Electrical and Existing Building Codes (CBSC 2019). Future buildings and structures shall be designed in accordance with applicable requirements of the CBC, the Arcadia Municipal Code, and any applicable building and seismic codes in effect at the time the grading plans are approved.
MM GEO-1	Prior to the issuance of a demolition permit, the Applicant shall submit the name and qualifications of a qualified paleontologist to the City of Arcadia Development Services Department for review and approval. Once approved, the qualified paleontologist shall be retained by the Applicant on an on-call basis to observe grading activities in the older Quaternary Alluvium on the Project site and to salvage and catalogue fossils as necessary. At the Project's Pre-Grade Meeting, the paleontologist shall discuss the sensitivity of the sediment being graded and shall establish procedures for monitoring. Protocols must be developed and explained for temporarily halting or redirecting work to permit sampling, identification, and evaluation of any fossils discovered. If the fossils are deemed significant, the paleontologist shall determine appropriate actions, in cooperation with the City of Arcadia, to recover and treat the fossils and to prepare them to the point of identification. A final Paleontological Resources Monitoring Report shall include a catalogue and analysis of the fossils found; a summary of their significance; and the repository that will curate the fossils in perpetuity.
<b>Hazards and Hazardous Materials</b>	
RR HAZ-1	Activities at the Project site shall comply with existing federal, State, and local regulations regarding hazardous material use, storage, disposal, and transport to prevent Project-related risks to public health and safety. All on-site generated waste that meets hazardous waste criteria shall be stored, manifested, transported, and disposed of in accordance with the <i>California Code of Regulations</i> (Title 22) and in a manner to the satisfaction of the local Certified Unified Program Agency (CUPA), as applicable. Any hazardous materials removed from the Project site shall be transported only by a Licensed Hazardous Waste Hauler, who shall be in compliance with all applicable State and federal requirements, including U.S. Department of Transportation regulations under Title 49 (Hazardous Materials Transportation Act) and Title 40, Section 263 (Subtitle C of the Resource Conservation and Recovery Act) of the <i>Code of Federal Regulations</i> ; California Department of Transportation (Caltrans) standards; and Division of Occupational Safety and Health (Cal/OSHA) standards.

**TABLE 1  
SUMMARY OF PROJECT DESIGN FEATURES, REGULATORY REQUIREMENTS,  
AND MITIGATION MEASURES**

Topic	MM/PDF/RR
MM HAZ-1	<p>Prior to the issuance of a demolition permit, pre-demolition surveys for asbestos-containing materials (ACMs) and lead-based paint (LBP) shall be performed for the structures proposed for demolition. All surveys, inspections, and analyses shall be performed by fully licensed and qualified individuals in accordance with all applicable federal, State, and local regulations. If the pre-demolition surveys/inspections do not identify ACMs or LBP, the Developer shall provide documentation to the City of the survey/inspection showing that no further abatement actions are required. If the pre-demolition surveys/inspections identify ACMs or LBP, all such materials shall be handled in accordance with applicable regulations, including, but not limited to 15 <i>United States Code</i> (USC) Chapter 53 Toxic Substances Control; Division of Occupational Safety and Health (Cal/OSHA) regulations (8 CCR Section 1529 [Asbestos] and Section 1532.1 [Lead]); and SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). After demolition, the Developer shall provide documentation to the City illustrating that abatement of any ACMs or LBP identified in the demolished structure has been completed in full compliance with applicable regulations.</p>
<b>Hydrology and Water Quality</b>	
RR HWQ-1	<p>Prior to the City's issuance of a demolition permit, the Developer shall obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity, which will require the development and implementation of a project-specific Storm Water Pollution Prevention Plan (SWPPP).</p>
<b>Noise</b>	
RR NOI-1	<p>Prior to issuance of grading permits, the project shall submit a noise control plan that demonstrates, to the satisfaction of the City of Arcadia, that project construction would comply with the following and would reduce noise levels to levels consistent with the City's Noise Ordinance and the Noise Element:</p> <ul style="list-style-type: none"> <li>• The Project would adhere to Article IV, Chapter 6 of the City Development Code and the Developer's contractor will monitor noise levels throughout construction to ensure compliance.</li> <li>• All internal combustion-driven equipment would be equipped with mufflers that are in good condition and appropriate for the equipment.</li> <li>• Construction noise reduction methods such as shutting off idling equipment, maximizing the distance between construction equipment staging areas and occupied residential areas, and use of electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible. Unattended construction vehicles shall not idle for more than 5 minutes when located within 300 feet of any residential properties.</li> <li>• Noise attenuation measures, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources, would be implemented for neighboring properties when requested and directed to do so by the City. Temporary sound barriers can be effective for noise mitigation, sound barriers must have a density of at least 4 pounds per square foot [i.e., ¾ inch plywood] or a Sound Transmission Class rating of 25 or greater with no holes, gaps, or cracks such as plywood or construction-grade sound blankets or curtains. Temporary sound barriers shall be located along the perimeter of the Project site boundary where there are no masonry buildings and are shown in Exhibit 15. These sound barriers shall have a minimum height of 10 feet. Site access shall consist of a movable barrier.</li> <li>• During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors.</li> <li>• Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow surrounding property owners and residents to contact the job superintendent if necessary. In the event the City receives a complaint, appropriate corrective actions shall be implemented.</li> </ul>

**TABLE 1  
SUMMARY OF PROJECT DESIGN FEATURES, REGULATORY REQUIREMENTS,  
AND MITIGATION MEASURES**

Topic	MM/PDF/RR
	<ul style="list-style-type: none"> <li>• Two weeks prior to the beginning of construction, notification must be provided to properties within 150 feet of the project site disclosing the construction schedule, including the various types of activities that would be occurring throughout the duration of the construction period.</li> <li>• The notification provided to neighboring properties shall give a contact phone number for a “construction liaison” contact person to direct any questions or complaints during project construction. All complaints shall be responded to in a method deemed satisfactory by the City of Arcadia. The construction liaison would determine the cause of the noise complaints; and institute reasonable measures to correct the problem in consultation with the City of Arcadia. The phone number of the construction liaison should be conspicuously posted at the construction site.</li> <li>• Methods for simultaneously implementing MM NOI-1.</li> </ul>
MM NOI-1	The Developer shall require that all construction contractors restrict the operation of the following construction equipment to beyond the following distances from off-site buildings: (1) vibratory rollers and large bulldozers – 25 feet, and (2) loaded trucks and other large equipment (vehicle weight greater than 25,000 lbs.) – 15 feet. Any activities occurring within 5 feet of existing property line shall use non-vibration intensive methods such as use of concrete saws, universal processors, expansive agents for demolition.
<b>Public Services</b>	
RR PUB-1	The Developer shall comply with all applicable codes, ordinances and regulations, including the most current edition of the <i>California Fire Code</i> and the City of Arcadia Municipal Code and Development Code, regarding fire prevention and suppression measures; fire hydrants; fire access; water availability; and other, similar requirements. Prior to issuance of building permits, the City of Arcadia Development Services Department and the Arcadia Fire Department shall verify compliance with applicable codes and that appropriate fire safety measures are included in the Project design. All such codes and measures shall be implemented prior to occupancy.
RR PUB-2	Prior to issuance of the building permit, the Developer shall pay new development fees to the Arcadia Unified School District (AUSD) pursuant to Section 65995 of the <i>California Government Code</i> . As an option to the payment of developer fees, the AUSD and the Developer can enter into a facility and funding agreement, if approved by both parties. Evidence that agreements have been executed shall be submitted to the Development Services Department, or fees shall be paid with each building permit.
RR PUB-3	In accordance with the City's Ordinance 2237 and Section 9105.15 of the City's Development Code, prior to the issuance of the building permit, the Developer shall remit the most current park facilities impact fee and/or other negotiated park fees to the City. All money collected as fees imposed shall be deposited in the Park Facilities Impact Fee Program and shall be used for the acquisition, development, and improvement of public parks and recreational facilities in the City, as proposed by the City's Parks and Recreation Master Plan. The Development Services Department shall confirm compliance with this requirement prior to issuance of a building permit.
<b>Transportation</b>	
MM TRANS-1	<p>Prior to the issuance of a grading permit, a Construction Management Plan shall be prepared by the Developer for the review and approval of the City of Arcadia and any other affected jurisdictions in accordance with the Manual on Uniform Traffic Control Devices (MUTCD). Construction activities shall comply with the approved plan to the satisfaction of the City of Arcadia. The Developer will begin coordination with the City on the Construction Management Plan as soon as practicable during the final design process and in advance of construction so that effective measures can be developed to avoid, minimize, and mitigate construction impacts to parking and circulation within the City of Arcadia downtown.</p> <p>At a minimum, the Construction Management Plan shall:</p> <ul style="list-style-type: none"> <li>• Describe the duration and location of lane closures (if any).</li> </ul>

**TABLE 1  
SUMMARY OF PROJECT DESIGN FEATURES, REGULATORY REQUIREMENTS,  
AND MITIGATION MEASURES**

Topic	MM/PDF/RR
	<ul style="list-style-type: none"> <li>• Address traffic control for any partial street closures, detours, or other disruption to traffic circulation during project construction, including as-needed use of flagpersons and signage.</li> <li>• Identify the routes that construction vehicles would utilize for the delivery of construction materials to access the project site. Haul routes would follow the City's approved truck routes and avoid residential streets.</li> <li>• Identify the location of parking and materials storage for construction workers during all phases of construction. Parking for construction workers would be provided on-site or at additional off-site locations that are not on public streets.</li> <li>• Identify of emergency access points/routes.</li> <li>• Specify the hours during which transport activities can occur and methods to mitigate construction-related impacts to adjacent streets.</li> <li>• Require the contractor to keep all haul routes clean and free of debris including but not limited to gravel and dirt as a result of its operations. The contractor shall clean adjacent streets, as directed by the City Engineer (or representative of the City Engineer), of any material, which may have been spilled, tracked, or blown onto adjacent streets or areas.</li> <li>• All hauling or transport of oversize loads would occur between the hours of 7:00 AM and 5:00 PM only, Monday through Friday, unless approved otherwise by the City Engineer. No hauling or transport shall be allowed during nighttime hours, weekends or Federal holidays.</li> <li>• Include details on the maintenance of bicycle and pedestrian facilities and connectivity through the Project to the satisfaction of the City Engineer.</li> <li>• Require that haul trucks entering or exiting public streets shall at all times yield to public traffic, pedestrians, bicyclists, and other users.</li> <li>• Provisions for the contractor to repair existing pavement, streets, curbs, sidewalks, and/or gutters that may be altered during project construction. The repairs shall be completed in consultation with and to the satisfaction of the City Engineer.</li> <li>• Require that all construction-related parking and staging of vehicles will be kept out of the adjacent public roadways and will occur either on-site or on designated off-site parcels that would not adversely affect access to or parking within the downtown.</li> <li>• Use of temporary fencing around the project site (e.g., temporary fencing with opaque material).</li> </ul>
MM TRANS-2	<p><u>Technical Review</u>: Prior to the issuance of a demolition permit for the Project, the Applicant shall submit written proof to the City that engineering drawings and calculations as well as construction work plans and methods including any crane placement and radius have been submitted to Metro for review. Approval from Metro shall not be required to proceed with the Project.</p>
MM TRANS-3	<p><u>Overhead Catenary System (OCS)</u>: The Applicant shall take all necessary measures to protect the OCS from damage due to Project activities during and after construction. During construction, the Applicant shall post warning signage for equipment working around the OCS wires.</p>
MM TRANS-4	<p><u>Construction Safety</u>: The construction and operation of the Project shall not disrupt the operation and maintenance activities of the Metro Gold Line or the structural and systems integrity of Metro's light rail infrastructure. Not later than one month before Project construction, the Applicant shall schedule a pre-construction meeting to discuss Project construction, communication protocols, and other related topics. The meeting would include the Applicant, key Project construction personnel, the City of Arcadia, and Metro staff, which may include staff from Real Estate, Construction Management, and Construction Safety staff. During Project construction, the Applicant shall coordinate with Metro as needed to ensure that Metro infrastructure and operations are not compromised by construction</p>

**TABLE 1  
SUMMARY OF PROJECT DESIGN FEATURES, REGULATORY REQUIREMENTS,  
AND MITIGATION MEASURES**

Topic	MM/PDF/RR
	activities or permanent build conditions. The Applicant shall notify Metro of any changes to construction activities that may impact the use of the ROW. The Applicant shall allow Metro staff to monitor demolition and/or construction activities to confirm no impacts have occurred to the Gold Line right-of-way.
<b>Utilities and Service Systems</b>	
RR UTIL-1	The Developer shall comply with all applicable regulations and restrictions set forth in the City's Municipal Code, including Section 7472 regarding restrictions on discharges into the sewer and Section 5130 regarding achievement of annual waste diversion rates and other applicable requirements in compliance with but not limited to Assembly Bill 939, Assembly Bill 341, and Assembly Bill 1826.

#### 1.4 **PROJECT REVIEW AND APPROVAL PROCESS**

Pursuant to Section 15072 of the State CEQA Guidelines (OAL 2019), a Notice of the Intent (NOI) to adopt an MND for the proposed Project has been sent by the City to the public and applicable responsible and trustee agencies. The NOI and associated public review period has been filed by the County of Los Angeles Recorder's Office in Norwalk, published in the Arcadia Weekly, and mailed to the last known name and address of all organizations and individuals who have previously requested such notice in writing. Due to COVID-19, City Hall is closed to the public. However, the Initial Study and Draft Mitigated Negative Declaration may be viewed on the City's website at [www.arcadiaca.gov/projects](http://www.arcadiaca.gov/projects). You may also request a copy by emailing Senior Planner, Luis Torrico at [ltorrico@arcadiaca.gov](mailto:ltorrico@arcadiaca.gov).

The associated technical reports are also available electronically online during the public review period at: [www.arcadiaca.gov/projects](http://www.arcadiaca.gov/projects).

In accordance with the requirements set forth in Sections 15073 and 15105 of the State CEQA Guidelines, this IS/MND will be available for public review and comment for 29 days from April 23 through May 22, 2020 (OAL 2019). In reviewing the IS/MND, affected public agencies and the interested public should focus on the adequacy of the document in identifying and analyzing the Project's environmental impacts and the ways in which the potentially significant effects of the Project can be avoided or mitigated.

Written comments on the IS/MND and the analysis contained herein may be sent to Mr. Luis Torrico via email at [ltorrico@arcadiaca.gov](mailto:ltorrico@arcadiaca.gov), or mailed to the address listed below:

Mr. Luis Torrico  
Senior Planner  
City of Arcadia Development Services Department  
240 West Huntington Drive  
P.O. Box 60021  
Arcadia, California 91066

Following receipt and evaluation of comments from agencies, organizations, and/or individuals that are received during the public review period, the City will determine whether any substantial new environmental issues have been raised that necessitate changes to the IS/MND in accordance with CEQA requirements. If so, further documentation, such as an environmental impact report (EIR) or recirculation of the IS/MND may be required. If not, the Project and the environmental

documentation would be submitted to the City's Planning Commission and would subsequently be submitted to the City Council for consideration. In accordance with Section 15074 of the State CEQA Guidelines (OAL 2019), prior to approving the Project, the City Council may consider the MND together with any comments received during the public review process. The City Council will adopt the proposed MND only if it finds that there is no substantial evidence that the Project would have a significant effect on the environment.

## **1.5 ORGANIZATION OF THIS INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

The IS/MND is organized into the following sections:

- **Section 1 – Introduction.** This section provides an overview of the purpose and conclusions of the IS/MND, as well as a discussion of the public review and approval process for the Project.
- **Section 2 – Environmental Setting and Project Description.** This section provides a description of the Project location; a discussion of the existing environmental setting of the Project site and vicinity; a description of the Project; and a list of discretionary approvals required for the Project.
- **Section 3 – Environmental Checklist Form.** This section contains a summary checklist with Project information and environmental factors potentially affected, as well as a signature block for the Lead Agency.
- **Section 4 – Environmental Impact Questions and Analysis.** This section contains an analysis of the Project's environmental setting and environmental impacts. This section describes applicable RRs that the Project would comply with, which would minimize environmental impacts as well as PDFs that have been incorporated into the Project. This section also includes MMs that would be implemented to eliminate potentially significant effects or reduce potentially significant effects to a level considered less than significant. The environmental checklist form also includes "mandatory findings of significance" required by CEQA.
- **Section 5 – Report Preparers and Contributors.** This section identifies the individuals prepared and contributed to the preparation of the IS/MND.
- **Section 6 – References.** This section identifies references used in preparation of the IS/MND.

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## SECTION 2.0 ENVIRONMENTAL SETTING AND PROJECT DESCRIPTION

### 2.1 ENVIRONMENTAL SETTING

#### 2.1.1 PROJECT LOCATION

The Project site is approximately 75,530 square feet (1.74 acres) and is located at 124-134 Wheeler Avenue and 117-129 E. Huntington Drive in the downtown of the City of Arcadia in Los Angeles County, California. Exhibit 1, Vicinity Map, depicts the Project site in the context of the local and regional roadway system. As shown on the aerial photograph provided as Exhibit 2, Aerial Map, the site is located within a fully developed portion of the City, surrounded by existing structures, roadways, and parking lots. The southern portion of the Project site fronts E. Huntington Drive, a principal east-west travel corridor<sup>1</sup> (Arcadia 2010a). The Project site is located approximately one block east of Santa Anita Avenue (refer to Exhibit 1), which is a principal north-south travel corridor (Arcadia 2010a). The Los Angeles County Metropolitan Transportation Authority (Metro) Gold Line alignment is located approximately 45 feet northeast of the Project site, and the Arcadia Gold Line Station is located approximately 0.15-mile northwest of the Project site near the intersection of N. 1<sup>st</sup> Avenue and Santa Clara Street. The Project site can be regionally accessed from U.S. Interstate (I) 210, which is located approximately 0.3 mile north of the Project site, via the Santa Anita Avenue and Huntington Drive interchanges.

#### 2.1.2 EXISTING PROJECT SITE CONDITIONS

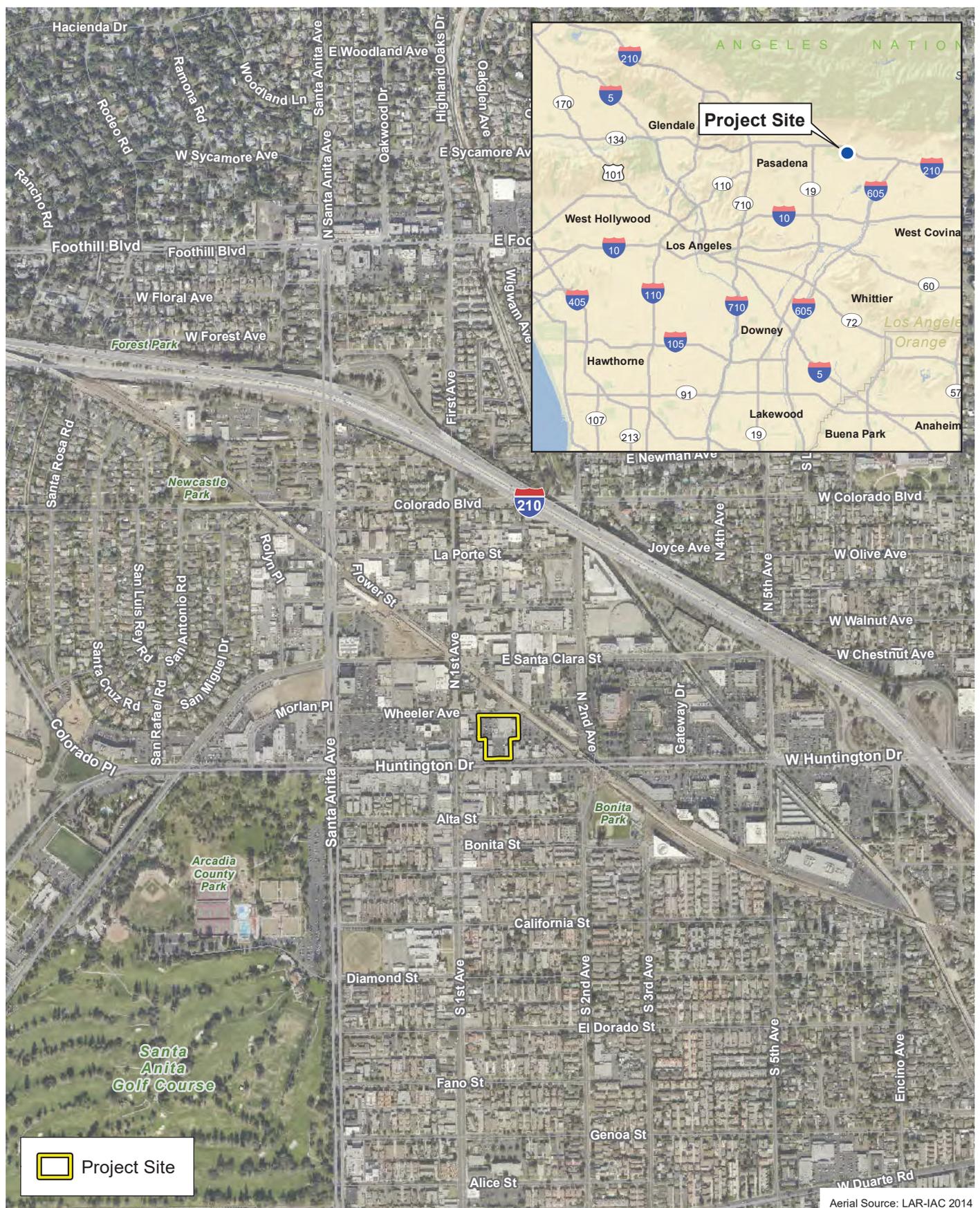
The Project site consists of seven contiguous parcels located in the City of Arcadia (Assessor Parcel Numbers 5773-010-901, -007, -008, -018, -019, -020, and -021). As shown in Exhibit 2, Aerial Map, the Project site contains a total of five existing buildings, including two commercial buildings fronting E. Huntington Drive and an associated surface parking lot, as well as two commercial buildings, an automobile repair shop, and a surface City-owned parking lots that fronts Wheeler Avenue to the north.

The Project site contains ornamental landscaping and trees within planters located around the perimeters of the site's surface parking lots. Also, there are street trees which occur along E. Huntington Drive and Wheeler Avenue adjacent to the Project. The existing conditions of the Project site and the vicinity are shown in Exhibits 3a-f, Site Photographs.

The two Project parcels fronting E. Huntington Drive (APN 5773-010-007 and 5773-010-008) have a land use designation of Commercial and are zoned as Commercial Business District (CBD) with a Downtown Overlay and a Downtown Parking Overlay. These two Project parcels are permitted a maximum building height of 60 feet, maximum residential density of 80 units per acre, and maximum floor area ratio (FAR)<sup>2</sup> of 1.0., applicable only to the nonresidential component of a development. The remaining five Project parcels to the north fronting Wheeler Avenue (APNs 5773-010-901, -021, -020, -019, and -018) are zoned Downtown Mixed Use (DMU) with a Downtown Parking Overlay. These parcels are permitted a maximum building height of 60 feet, maximum residential density of 80 units per acre, and maximum FAR of 1.0, applicable only to the nonresidential component of a development (Arcadia 2018).

<sup>1</sup> A principal travel corridor is a term used for roadways with a capacity to carry the highest volumes of vehicles (in the range of 22,000 to 35,000 vehicles daily) that generally connect between adjacent cities and are typically four-lane streets.

<sup>2</sup> Floor Area Ratio (FAR) is the relationship between the total amount of usable floor area in a building and the total area of the lot on which the building stands. The ratio is determined by dividing the total or gross floor area of the building by the gross area of the lot.

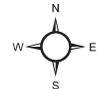


 Project Site

Aerial Source: LAR-IAC 2014

### Vicinity Map

*Huntington Plaza Mixed-Use Project*

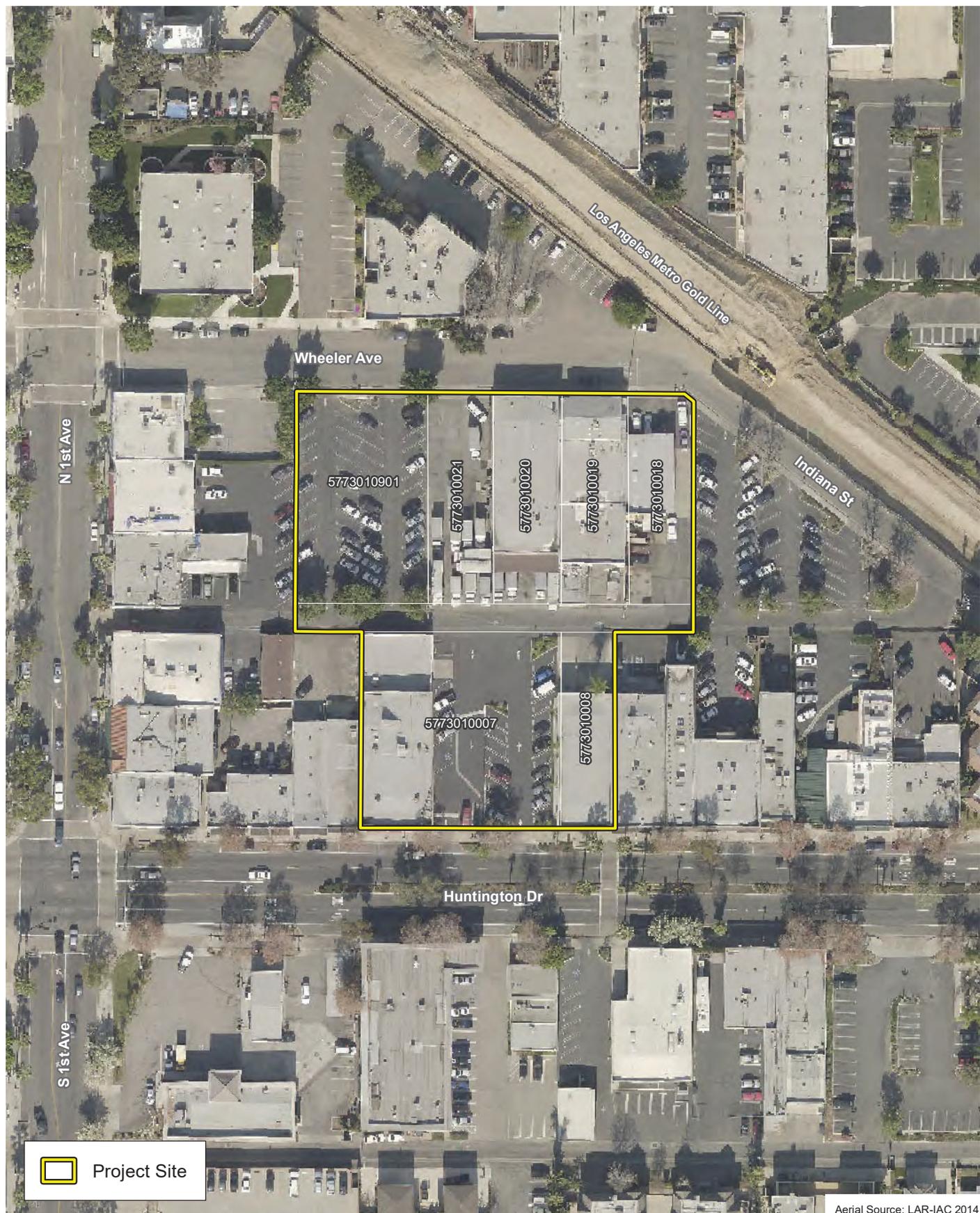


### Exhibit 1



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Aerial Source: LAR-IAC 2014

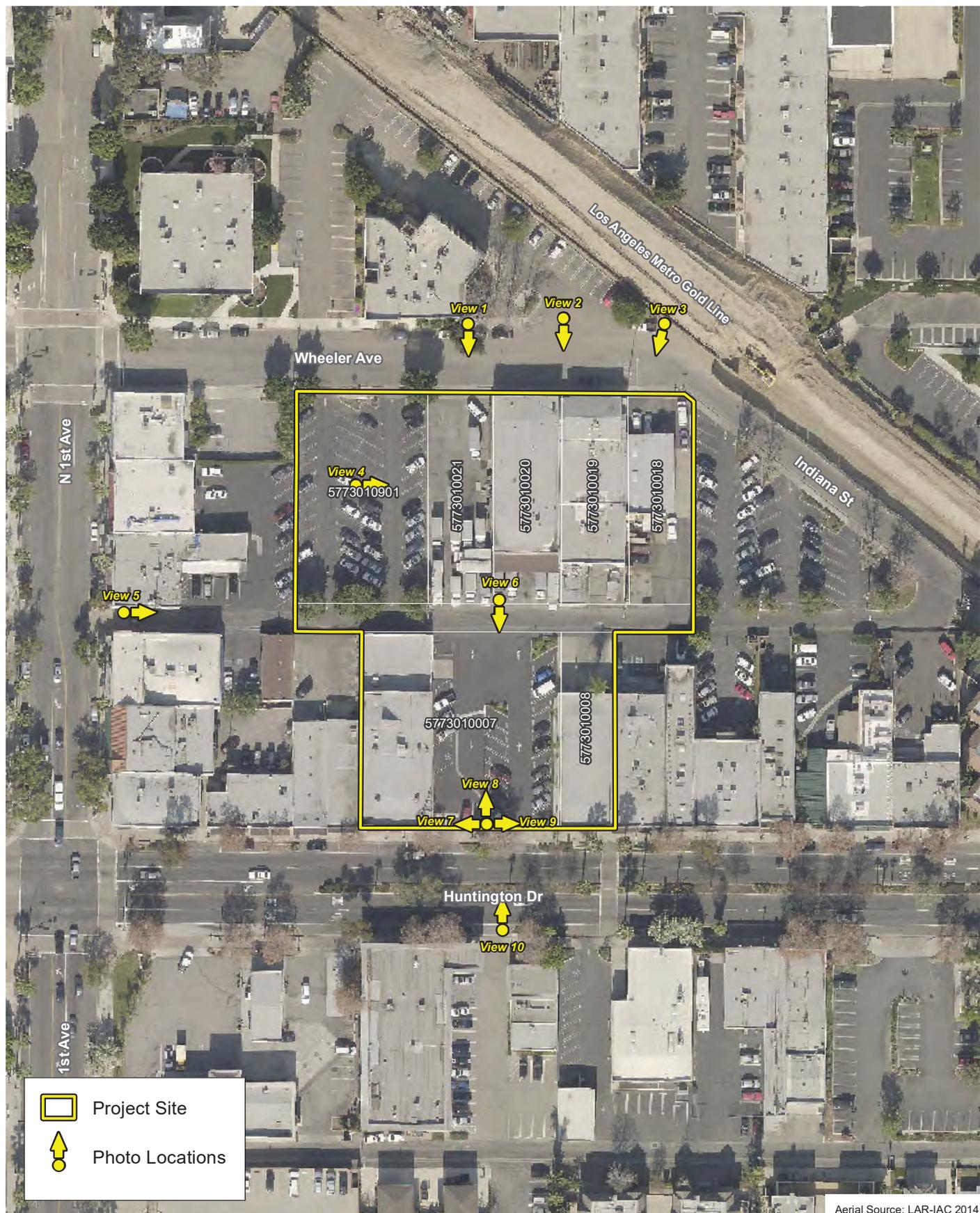
# Aerial Map

Huntington Plaza Mixed-Use Project

# Exhibit 2



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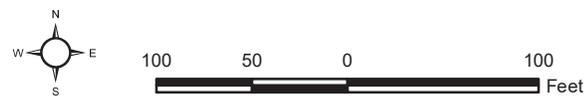
Aerial Source: LAR-IAC 2014

 Project Site  
 Photo Locations

# Photos of Existing Project Setting

Huntington Plaza Mixed-Use Project

# Exhibit 3a





View 1



View 2

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## Site Photographs

*Huntington Plaza Mixed-Use Project*

Exhibit 3b





View 3



View 4

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## Site Photographs

*Huntington Plaza Mixed-Use Project*

Exhibit 3c





View 5



View 6

## Site Photographs

*Huntington Plaza Mixed-Use Project*

Exhibit 3d





View 7



View 8

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## Site Photographs

*Huntington Plaza Mixed-Use Project*

Exhibit 3e





View 9



View 10

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## Site Photographs

*Huntington Plaza Mixed-Use Project*

Exhibit 3f



The elevated Metro Gold Line light rail alignment is located adjacent to the Project site east of Indiana Avenue and the Arcadia Gold Line Station is located on the northwest corner of N. 1<sup>st</sup> Avenue and Santa Clara Street, approximately 0.15 mile northwest of the Project site.

### **2.1.3 SURROUNDING AREA CONDITIONS**

As shown in Exhibit 2, Aerial Map, the Project site is surrounded by existing urban development, including commercial uses such as retail and office businesses. One- and two-story structures as well as surface parking lots are located adjacent to the Project site north of E. Huntington Drive and east of N. 1<sup>st</sup> Avenue. Single-story retail and office buildings and surface parking are located on the opposite (south) side of E. Huntington Drive. A single-story building occupied by Girl Scouts Greater Los Angeles as well as a two-story office building and parking are located north of the Project site across Wheeler Avenue.

Vehicular access to the Project site is provided via driveways from Wheeler Avenue, Indiana Street, and E. Huntington Drive. All of the existing buildings and parking lots have secondary access from N. 1<sup>st</sup> Avenue to the west via a one-way public alley that is located between Wheeler Avenue and E. Huntington Drive, which generally splits the five Project parcels to the north from the two Project parcels to the south.

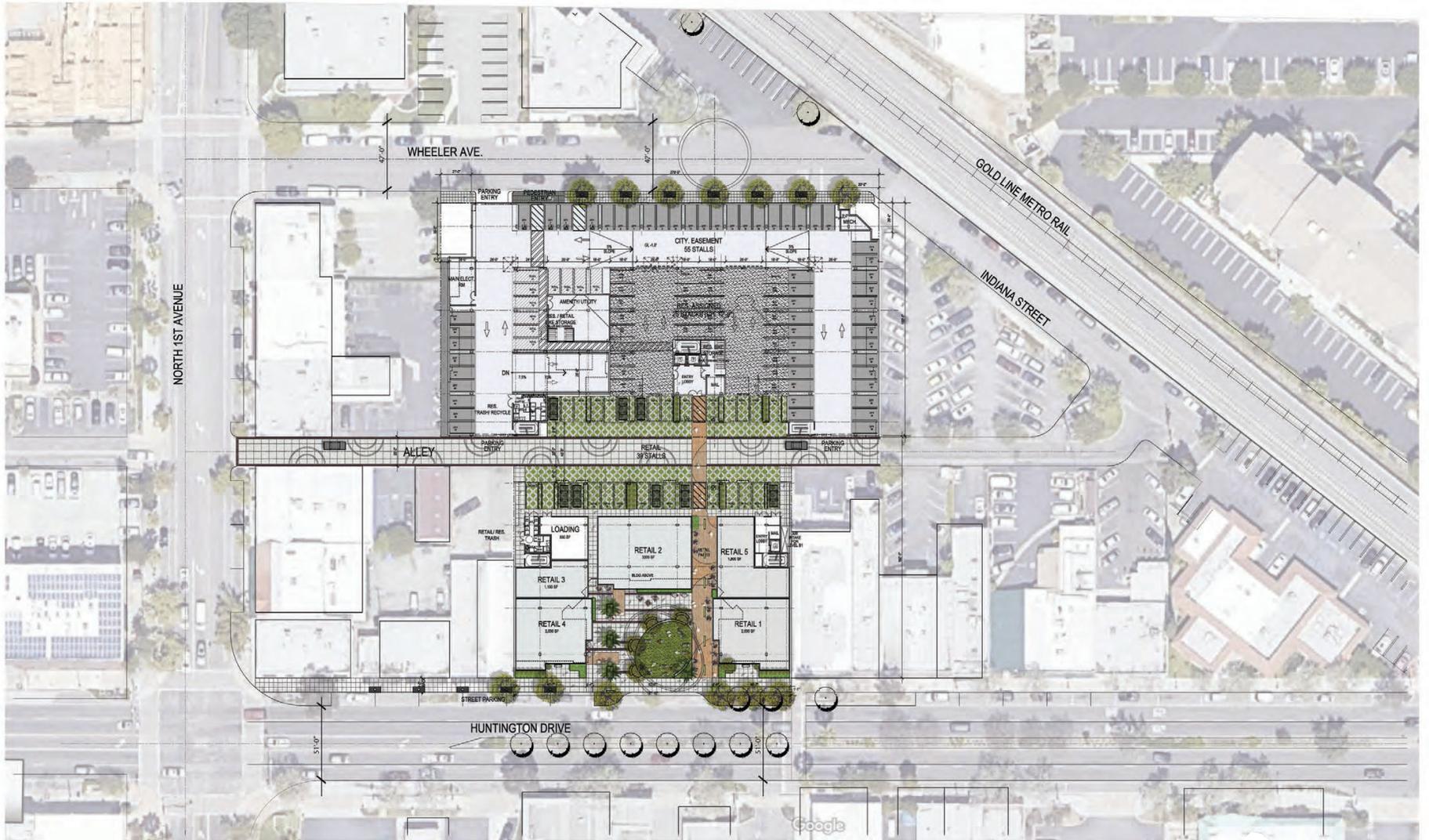
In the Project vicinity, Wheeler Avenue is a two-lane road; Indiana Street is a two-lane access road that spans less than 0.1-mile; N. 1<sup>st</sup> Avenue consists of one lane for northbound traffic, one lane for southbound traffic, one dedicated left turn lane, and bike lanes on either side of the street; and E. Huntington Drive is a four-lane divided road with dedicated left turn lanes. Street parking is permitted on either side of Wheeler Avenue, N. 1<sup>st</sup> Avenue, and E. Huntington Drive.

## **2.2 PROJECT DESCRIPTION**

The Project involves the construction and operation of a mixed-use development consisting of two buildings that would contain 139 units and 10,200 sf of ground-floor commercial uses. Proposed Project plans are included as Exhibits 4a through 4h, Illustrative Site Plan and Plan Views. The northern building, Building 2, would contain a subterranean parking garage and 5 levels of development at- or above-ground level, consisting of a ground level parking garage and four stories of supporting multifamily residential units, open space areas, and a clubhouse on Levels 2 through 5. The southern building, Building 1, would be located above a portion of the subterranean parking garage and would also include 5 levels of development at- or above-ground level, consisting of 10,200 sf of commercial uses and surface parking on the ground level and four stories of multifamily residential units and open space areas on Levels 2 through 5. The Project would include landscaping, enhanced paving and hardscape features, a public plaza adjacent to E. Huntington Drive, open space areas for residents, and a clubhouse for residents. The Project would construct a subterranean parking garage beneath both buildings as well as a ground-level parking garage within the northern building (Building 2) fronting Wheeler Avenue. The Project would also require connections to existing off-site utilities, as described in more detail in Section 2.2.2.

The Project is located within the City's DMU and CBD zones with a Downtown Parking Overlay and would advance the City's goal as embodied in the General Plan of providing the residential uses necessary to support and complement the existing and proposed businesses in downtown as well as the nearby Arcadia Gold Line Station. The goal of the Project is to transform the Project site within the City's downtown into a more vibrant, dynamic, transit- and pedestrian-oriented mixed-use development.

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Source: Humphreys & Partners Architects, L.P., July 2019

### Illustrative Site Plan

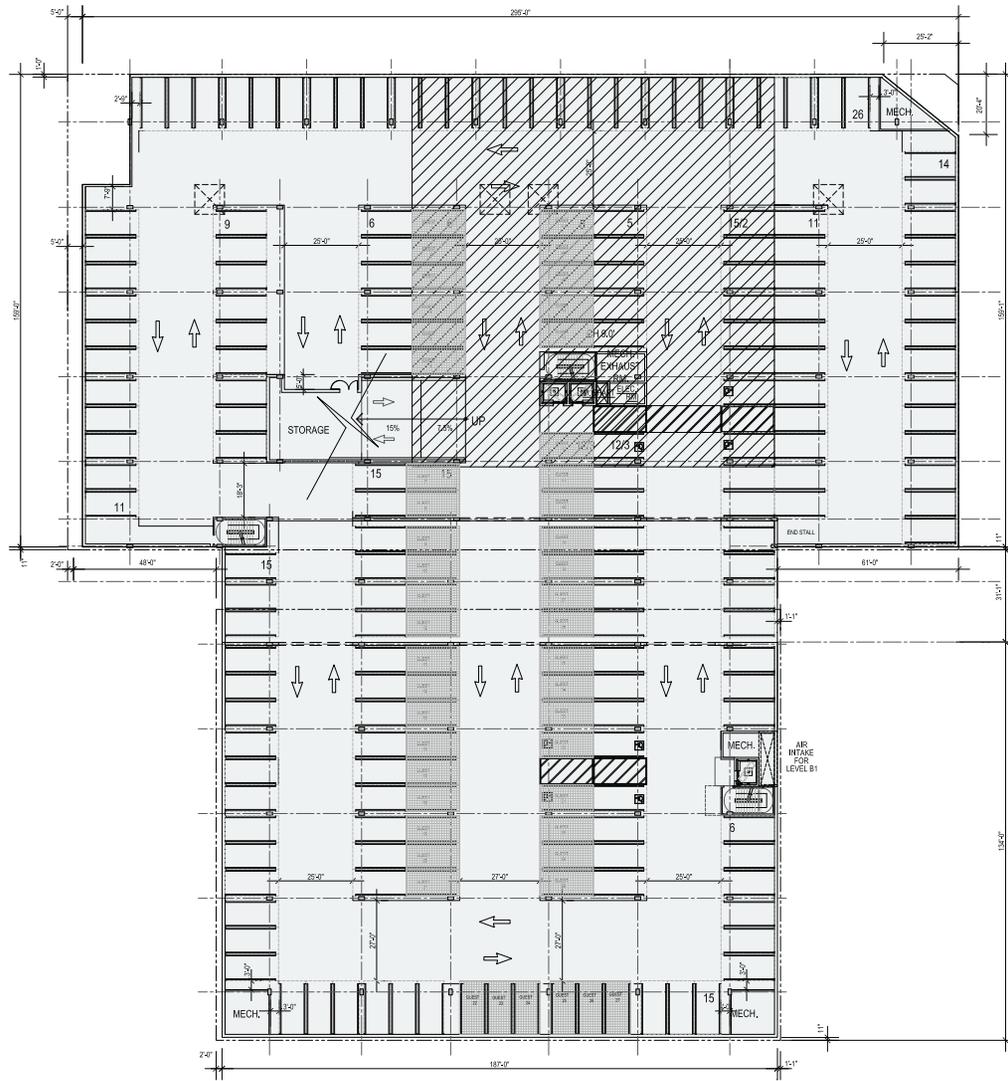
Huntington Plaza Mixed-Use Project



Exhibit 4a



(08/27/2019 SAK) R:\Projects\3NW101000\Graphics\Ex\_Illustrative Site Plan\_1.pdf



**RESIDENTIAL & GUEST PARKING - BASEMENT 1**  
 TOTAL : 206 STALLS  
 STANDARD : 199  
 HC-7

RESIDENTIAL PARKING : 159 STALLS ( STANDARD:154, HANDICAP:5)  
 GUEST PARKING : 47 STALLS ( STANDARD:45 , HANDICAP:2)

- PARKING LEGEND:**
- CITY PARKING
  - RETAIL PARKING
  - GUEST PARKING : 47 STALLS
  - RESIDENT PARKING : 159 STALLS

### Level B1 (Sub-T Parking) Plan

Huntington Plaza Mixed-Use Project

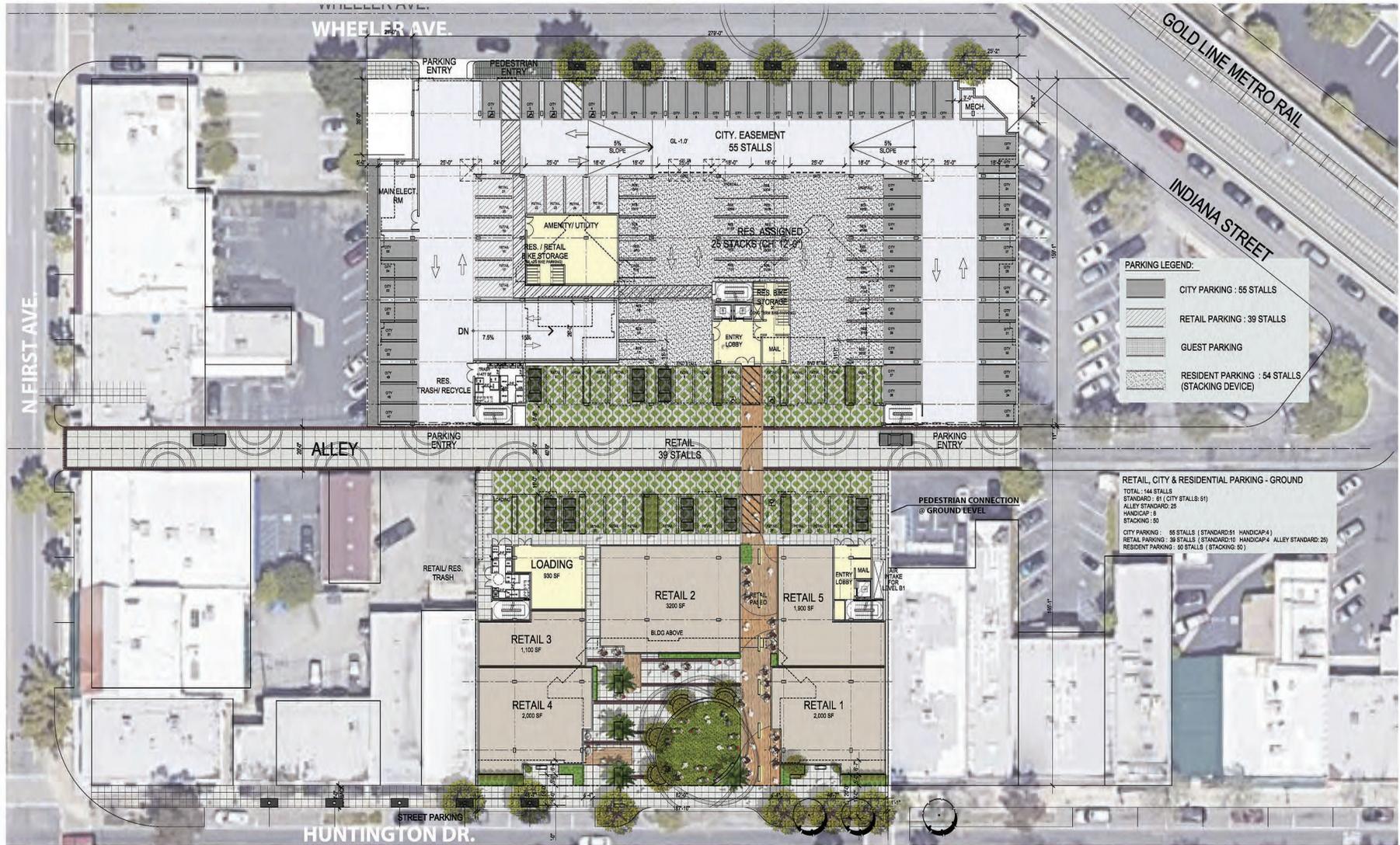


Source: Humphreys & Partners Architects, L.P., July 2019

Exhibit 4b



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### Level 1 (Ground Level) Plan

Huntington Plaza Mixed-Use Project



Source: Humphreys & Partners Architects, L.P., July 2019

Exhibit 4c



(08/28/2019 SAK) R:\Projects\3N\10100\Graphics\Ex\_Plan Views\_3.pdf

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Source: Humphreys & Partners Architects, L.P., July 2019

### Level 2 (Podium Level) Plan

Huntington Plaza Mixed-Use Project

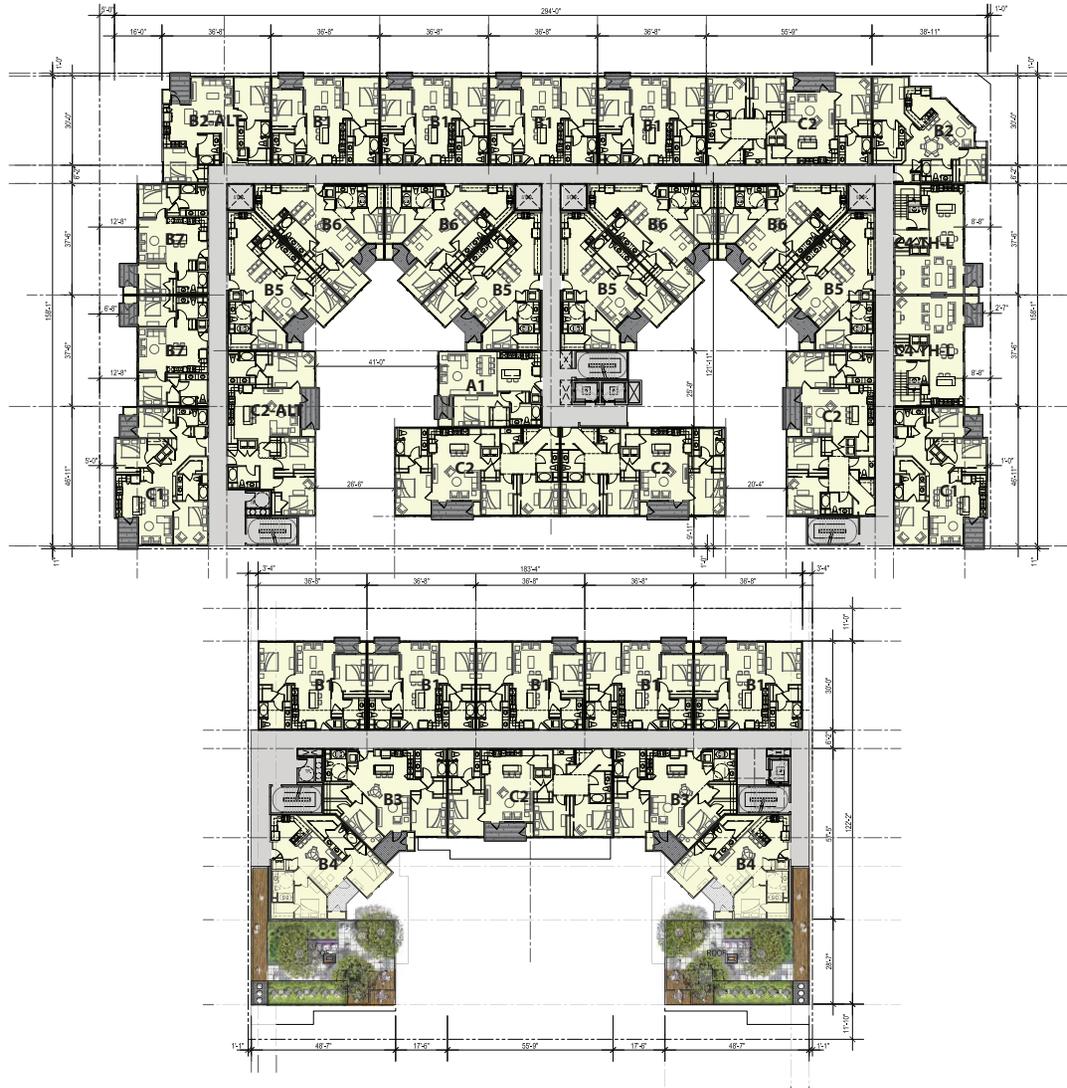


Exhibit 4d



(08/28/2019 SAK) R:\Projects\3N\10100\Graphics\Ex\_Plan Views\_4.pdf





Source: Humphreys & Partners Architects, L.P., July 2019

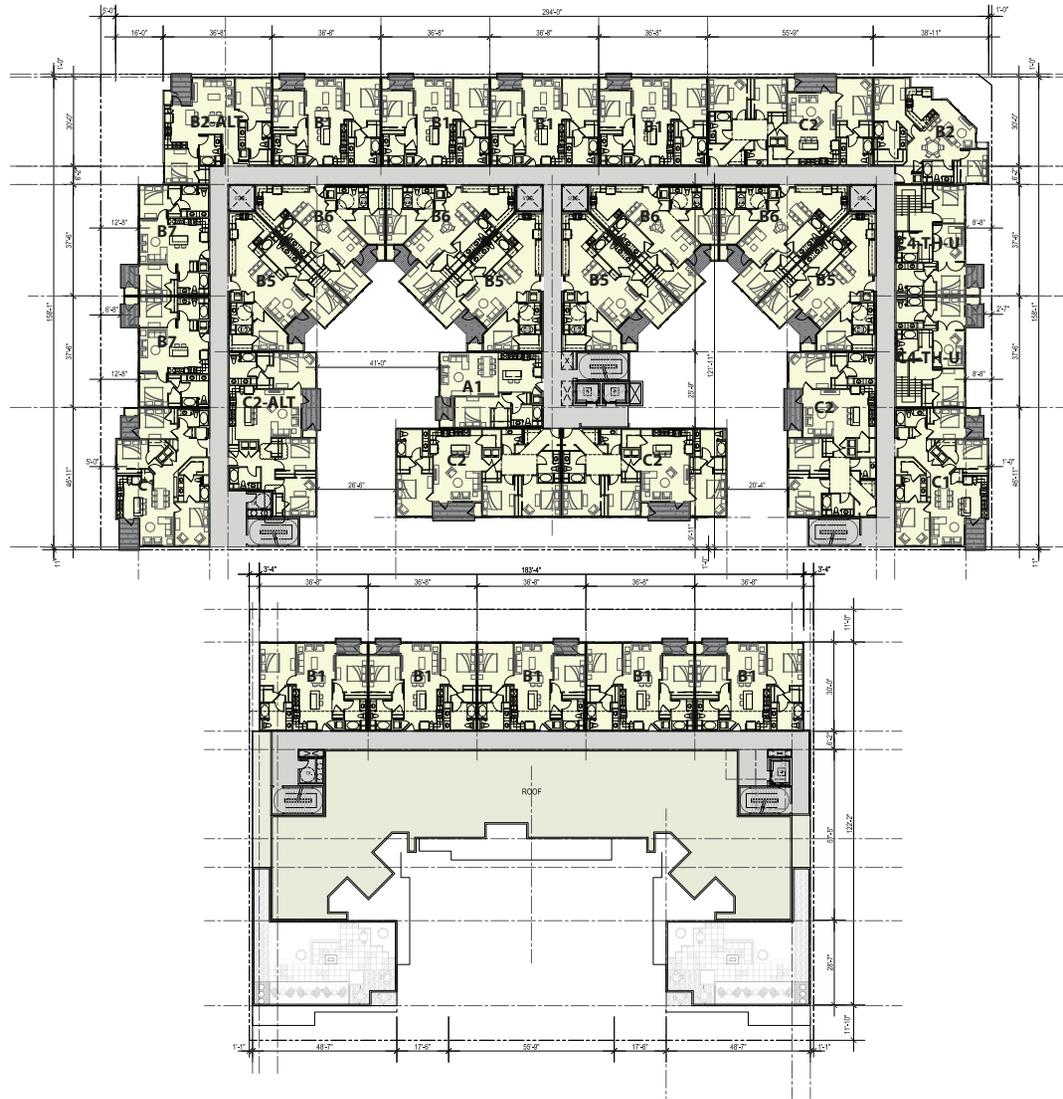
### Level 4 Plan (Roof Garden)

Huntington Plaza Mixed-Use Project



Exhibit 4f





### Level 5 Plan (Roof Garden)

Huntington Plaza Mixed-Use Project



Source: Humphreys & Partners Architects, L.P., July 2019

Exhibit 4g



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N FIRST AVE.



HUNTINGTON DR. B

### Roof Plan

Huntington Plaza Mixed-Use Project



Source: Humphreys & Partners Architects, L.P., July 2019

Exhibit 4h



(08/28/2019 SAK) R:\Projects\3N\10100\Graphics\Ex\_Plan Views\_8.pdf

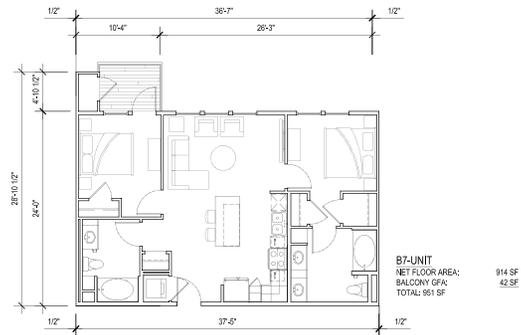
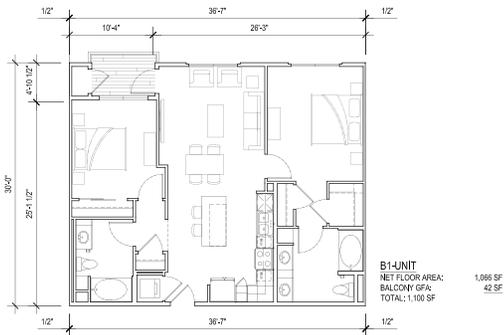
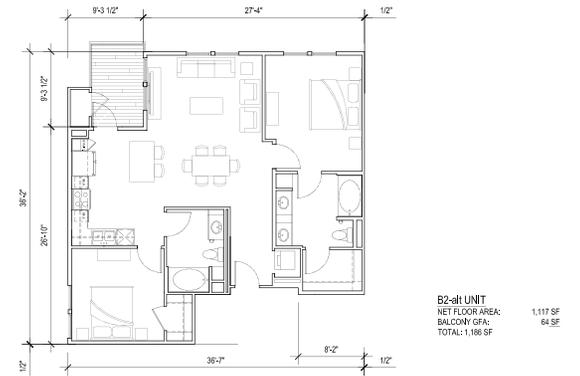
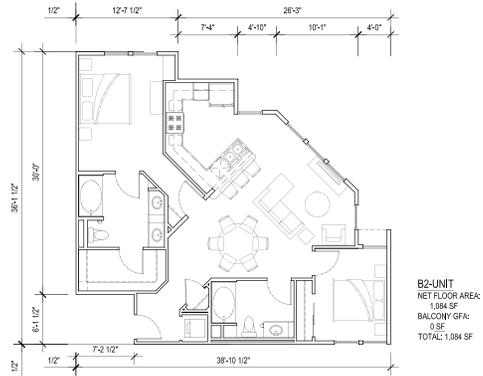
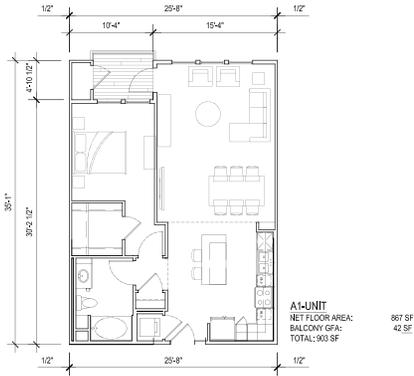
## 2.2.1 PROPOSED ON-SITE LAND USES

The Project would include 10,200 sf of ground-level retail space that would be divided amongst five separate retail units ranging in size from 1,100 sf to 3,200 sf as detailed in Table 2, Project Commercial Unit Summary, and as depicted in Exhibit 4c, Level 1 (Ground Level) Plan.

**TABLE 2**  
**PROJECT COMMERCIAL UNIT SUMMARY**

<b>Unit Number</b>	<b>Total Net Square Footage</b>
Commercial 1	2,000
Commercial 2	3,200
Commercial 3	1,100
Commercial 4	2,000
Commercial 5	1,900
<b>Total</b>	<b>10,200</b>
sf: square feet Source: Humphreys & Partners Architects, L.P., July 2019.	

The Project would include 139 multifamily residential units, including 2 one-bedroom units, 100 two-bedroom units, and 37 three-bedroom units. All residential units would be one story. A breakdown of the mix of units is provided in Table 3, Project Residential Unit Summary. Exhibits 4d through 4g, Level 2 (Podium Level) Plan, Level 3 Plan, Level 4 Plan (Roof Garden), Level 5 Plan (Roof Garden), and Exhibits 5a through 5c, Unit Plans, depict the layout of each of the residential units.



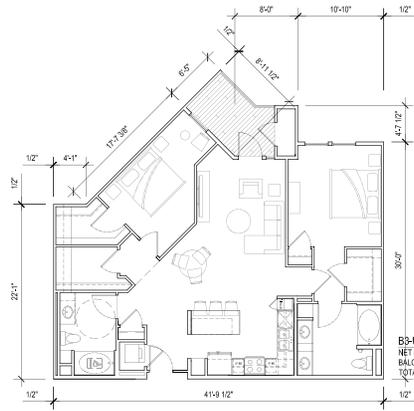
Source: Humphreys & Partners Architects, L.P., July 2019

### Unit Plans

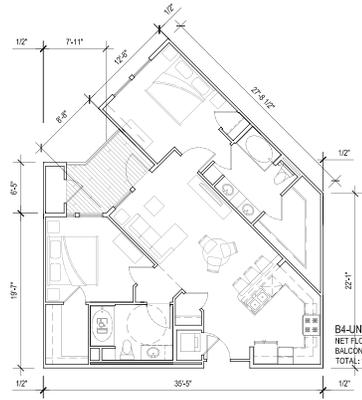
Huntington Plaza Mixed-Use Project

Exhibit 5a

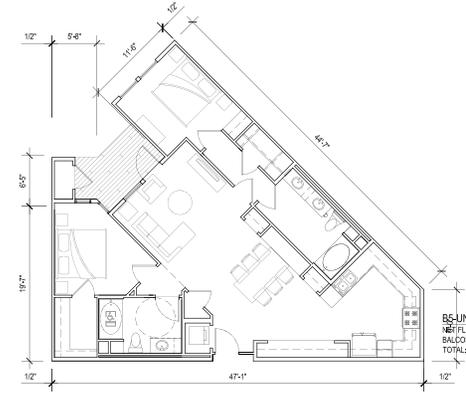




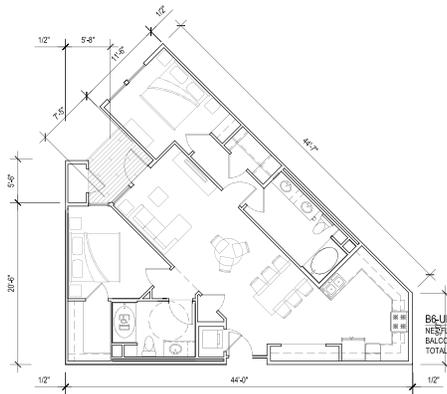
1,212 SF  
71 SF



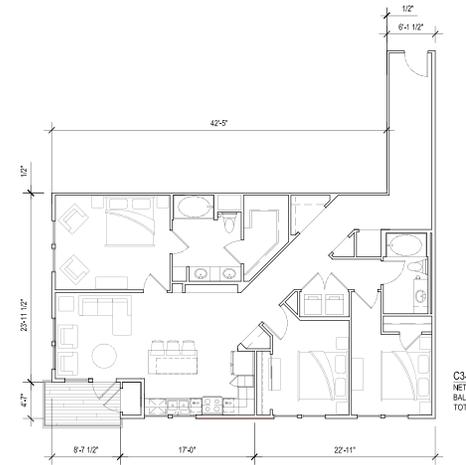
1,057 SF  
71 SF



1,198 SF  
87 SF



1,132 SF  
87 SF



1,459 SF  
52 SF

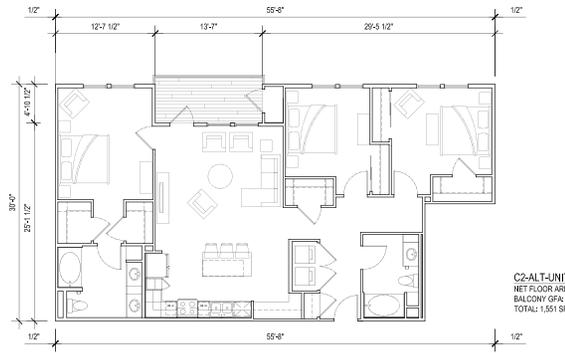
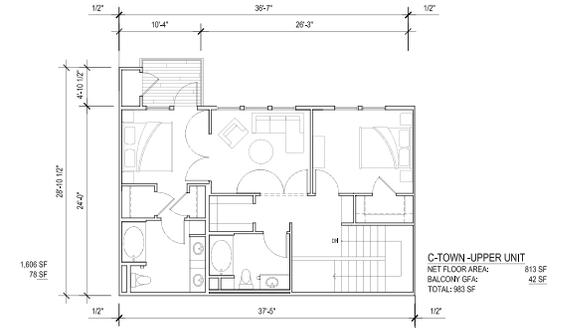
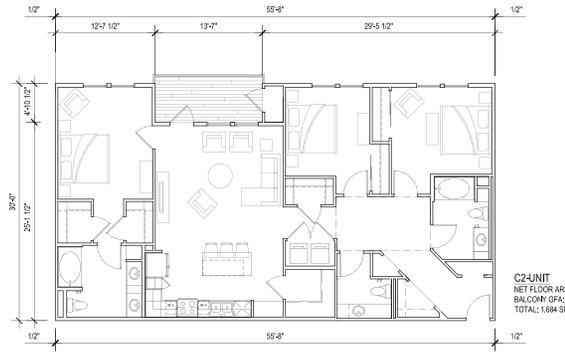
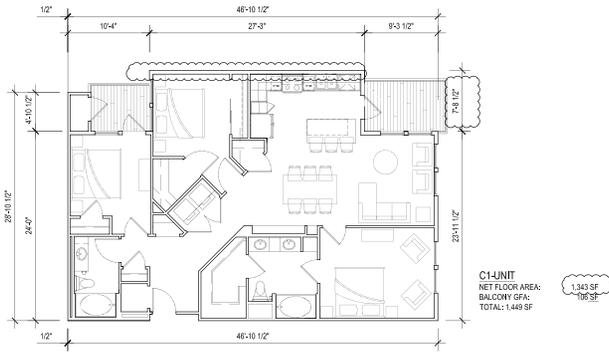
## Unit Plans

Huntington Plaza Mixed-Use Project

Source: Humphreys & Partners Architects, L.P., July 2019

Exhibit 5b





Source: Humphreys & Partners Architects, L.P., July 2019

## Unit Plans

Huntington Plaza Mixed-Use Project

Exhibit 5c



**TABLE 3  
PROJECT RESIDENTIAL UNIT SUMMARY**

Unit/Description	Net Space per Unit (sf)	Number of Units	Total Indoor Area for Each Unit Type (sf)*	Deck Area for Each Unit Type (sf)
A1 (one bedroom)	867	2	1,734	42
<b>Unit A Subtotal</b>	<b>N/A</b>	<b>2</b>	<b>1,734</b>	<b>N/A</b>
B1 (two bedroom)	1,066	36	38,376	42
B2 (two bedroom)	1,084	4	4,336	0
B2-ALT (two bedroom)	1,117	4	4,468	64
B3 (two bedroom)	1,212	6	7,272	71
B4 (two bedroom)	1,057	6	6,342	71
B5 (two bedroom)	1,198	16	19,168	67
B6 (two bedroom)	1,132	16	18,112	47
B7 (two bedroom)	914	12	10,968	42
<b>Unit B Subtotal</b>	<b>N/A</b>	<b>100</b>	<b>109,042</b>	<b>N/A</b>
C1 (three bedroom)	1,343	8	10,744	106
C2 (three bedroom)	1,606	19	0,514	78
C2-ALT (three bedroom)	1,484	4	5,936	78
C3 (three bedroom)	1,459	4	5,836	52
C4-TH1 (three bedroom)	1,727	2	3,454	84
<b>Unit C Subtotal</b>	<b>N/A</b>	<b>37</b>	<b>56,484</b>	<b>N/A</b>
<b>Total</b>	<b>N/A</b>	<b>139</b>	<b>167,260</b>	<b>8,050</b>

sf: square feet  
Source: Humphreys & Partners Architects, L.P., July 2019.

## 2.2.2 DEVELOPMENT CHARACTERISTICS

### Building Design

Exhibits 6a through 6i, Perspective Renderings and Elevations, depict the proposed Project from various vantage points showing the size, appearance, and key features of the proposed buildings.

As shown in Exhibits 7a through 7c, Material Finishes, the exterior of the two buildings would include a mix of La Habra Smooth Gray and Aspen Smooth plaster walls, black, light brown, and dark red brick veneer, with aesthetic details including brushed carbon finishes, brushed bronze accents, ground floor columns, longboard privacy screens, and metal siding. Projected awnings and painted metal window panes and doorways would highlight the ground-floor commercial spaces. Project entrances would feature aluminum store front systems with metal canopies, and ground-floor windows would include extruded metal openings. A feature wall containing artwork (either a mural or a mosaic) and/or Route 66 signage may be incorporated on the eastern and northern edges of Building 2 that fronts Wheeler Avenue and Indiana Street, which would primarily be visible from Wheeler Avenue, Indiana Street, the Metro Gold Line, and commercial uses to the east of the Gold Line alignment.

The heights of the proposed buildings are depicted in Exhibit 8, Roof Plan. Both Building 1 and Building 2 would be constructed to a height of 58-feet 6-inches tall to the top of the parapet and 63 feet to the top of the stair well and elevator overrun when measured from ground level. Both

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KEYMAP

1. view of retail plaza From Huntington Dr.

Retail Paseo

Maximized store front to activate downtown environment

### Perspective Rendering

Huntington Plaza Mixed-Use Project

Source: Humphreys & Partners Architects, L.P., July 2019

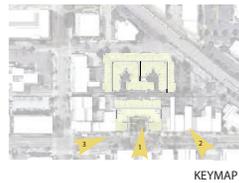
Exhibit 6a



(08/28/2019 SAK) R:\Projects\3NW10100\Graphics\Ex\_Perspective\_Rendering\_1.pdf



1. view from Huntington Dr. Main massing & Center Entry Plaza



2. Bird's eye view from East -South corner



3. viewing west from Huntington Dr.

Source: Humphreys & Partners Architects, L.P., July 2019

Perspective Rendering

Huntington Plaza Mixed-Use Project

Exhibit 6b

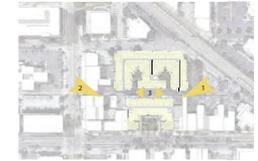


(08/28/2019 SAK) R:\Projects\3NW101000\Graphics\Ex\_Perspective Rendering\_2.pdf

D:\Projects\3\NW10100\Graphics\MXD\Ex\_Perspective\_Renderings\_and\_Elevations3\_20190828.ai



1. view From Alley (Indiana St.)



KEYMAP



2. view from Alley , Rear massing & Motor Plaza



3. view of interior Motor Plaza

Source: Humphreys & Partners Architects, L.P., July 2019

## Perspective Rendering

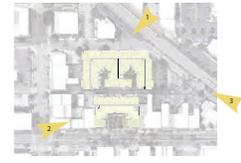
Huntington Plaza Mixed-Use Project

Exhibit 6c



(08/28/2019 SAK) R:\Projects\3\NW101000\Graphics\Ex\_Perspective Rendering\_3.pdf

D:\Projects\3N\10100\Graphics\MXD\Ex\_Perspective\_Renderings\_and\_Elevations4\_20190528.ai



KEYMAP

1. Bird's eye view from Metro Goldline



2. View of stepped skyline from Huntington Dr.



3. Impact zone at Metro Gold Line, View Opportunity

Source: Humphreys & Partners Architects, L.P., July 2019

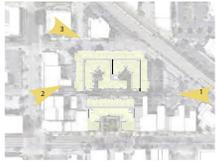
### Perspective Rendering

Huntington Plaza Mixed-Use Project

Exhibit 6d



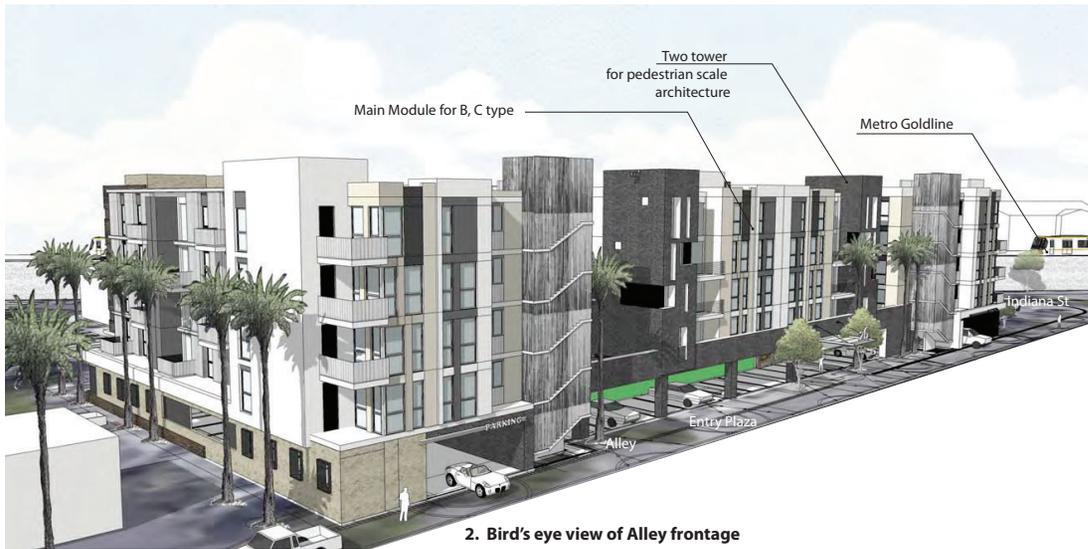
(08/28/2019 SAK) R:\Projects\3N\10100\Graphics\Ex\_Perspective Rendering\_4.pdf



KEYMAP



1. view from Indiana St.



2. Bird's eye view of Alley frontage



3. view from Wheeler Avenue

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Source: Humphreys & Partners Architects, L.P., July 2019

**Perspective Rendering**  
*Huntington Plaza Mixed-Use Project*

**Exhibit 6e**





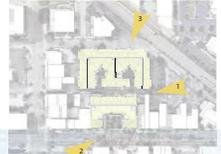
Artwork potential  
as a Landmark for city of Arcadia

Horizontal emphasis  
for fast traffic

1. view of exposed main corner



2. view of South Elevation from Huntington Dr.



KEYMAP



3. view of North Elevation from Gold Line

Source: Humphreys & Partners Architects, L.P., July 2019

**Perspective Rendering**  
Huntington Plaza Mixed-Use Project





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Source: Humphreys & Partners Architects, L.P., July 2019

### Elevation (Bldg 2: Wheeler Avenue)

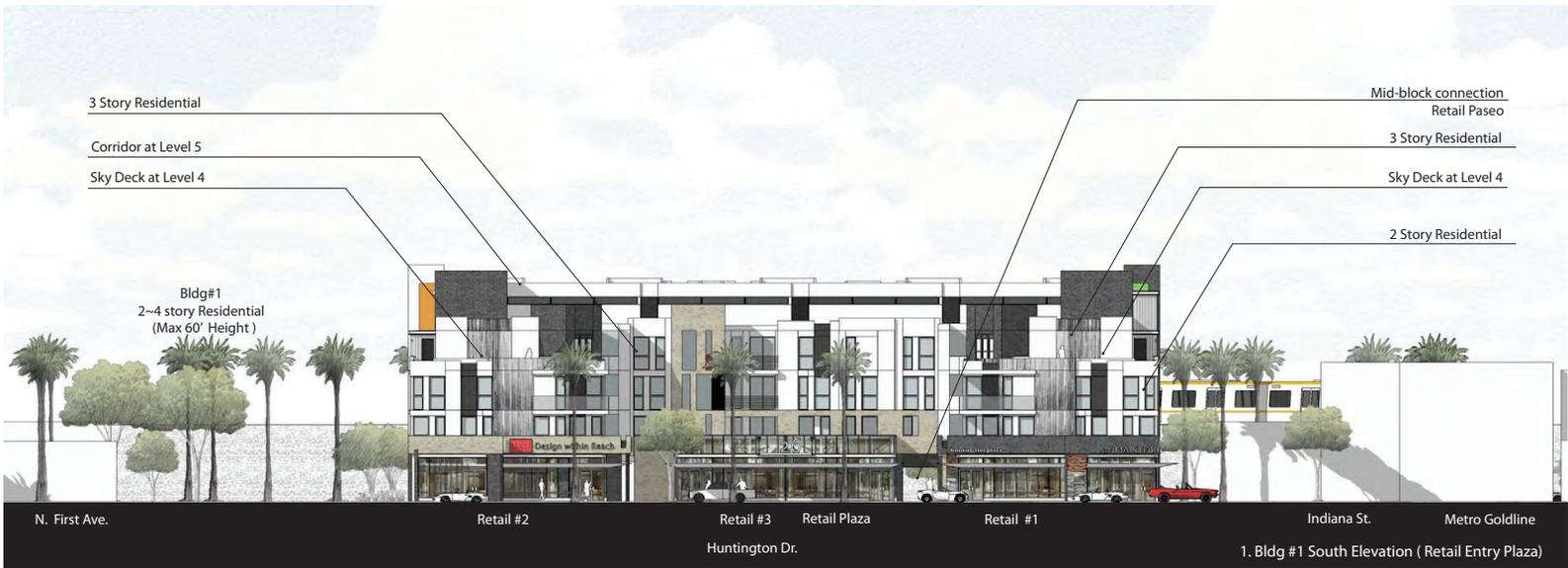
Huntington Plaza Mixed-Use Project

Exhibit 6g



(08/28/2019 SAK) R:\Projects\3NW101000\Graphics\Ex\_Elevation\_7.pdf

D:\Projects\3NWI010100\Graphics\MXD\Ex\_Perspective\_Renderings\_and\_Elevations\_20190828.ai



Source: Humphreys & Partners Architects, L.P., July 2019

### Elevation (Bldg 1: Huntington Drive)

Huntington Plaza Mixed-Use Project

Exhibit 6h



(08/28/2019 SAK) R:\Projects\3NWI010100\Graphics\Ex\_Elevation\_8.pdf

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Source: Humphreys & Partners Architects, L.P., July 2019

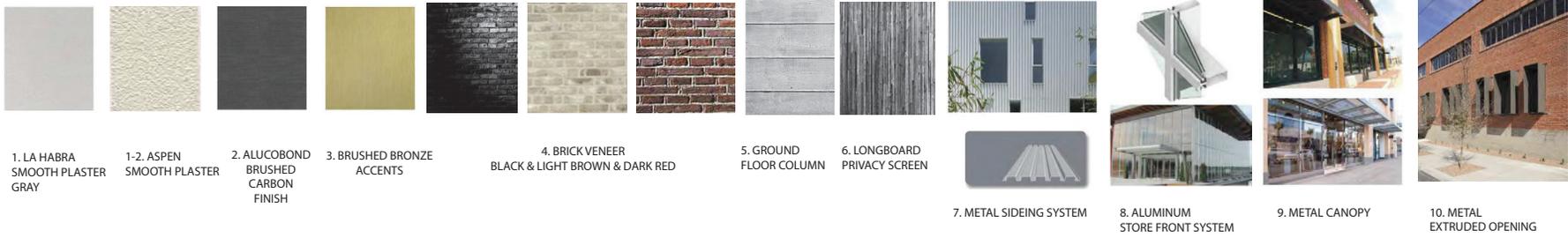
### Elevation (Indiana Street & N. First Avenue)

Huntington Plaza Mixed-Use Project

Exhibit 6i



(08/28/2019 SAK) R:\Projects\3N\10100\Graphics\Ex\_Elevation\_9.pdf



D:\Projects\3NW10100\Graphics\MXD\Ex\_Project\_Material Finishes1\_20190828.ai

Source: Humphreys & Partners Architects, L.P., July 2019

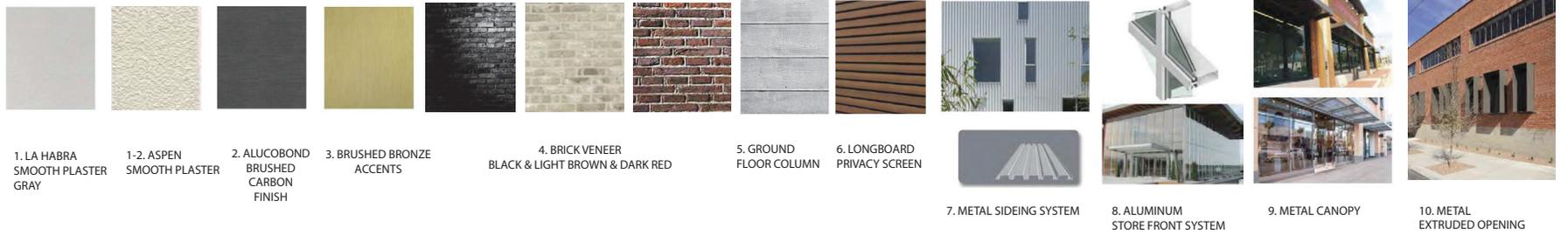
## Material Finishes

Huntington Plaza Mixed-Use Project

Exhibit 7a



(08/28/2019 SAK) R:\Projects\3NW1010100\Graphics\Ex\_Material Finishes\_1.pdf



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Source: Humphreys & Partners Architects, L.P., July 2019

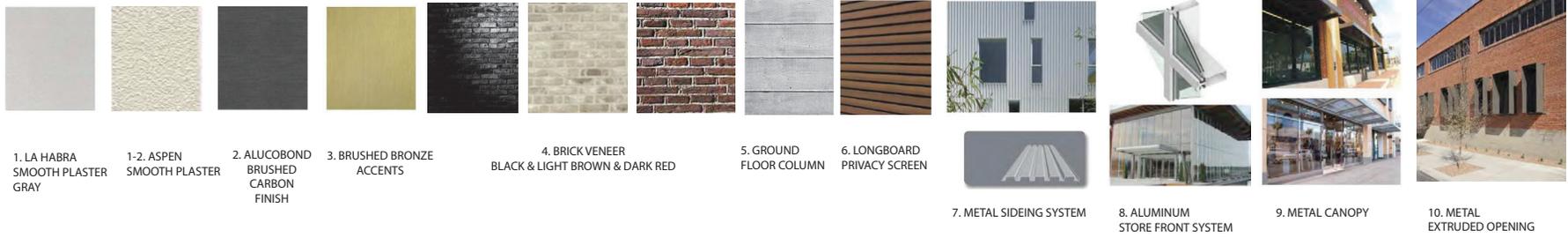
## Material Finishes

Huntington Plaza Mixed-Use Project

Exhibit 7b



(08/28/2019 SAK) R:\Projects\3NW10100\Graphics\Ex\_Material\_Finishes\_2.pdf



D:\Projects\3\N\10100\Graphics\MainView\_Project\_Material Finishes\_20190828.ai

Source: Humphreys & Partners Architects, L.P., July 2019

## Material Finishes

Huntington Plaza Mixed-Use Project

Exhibit 7c



(08/28/2019 SAK) R:\Projects\3\N\10100\Graphics\Ex\_Material Finishes\_3.pdf

buildings would be constructed above a subterranean parking garage, and would be divided from each other by a 41 foot-wide one-way public alley that divides the Project site.

The Project is designed to activate the street frontage by orienting the Project's retail components and a public open space area towards the E. Huntington Drive streetscape. The Land Use and Community Design Element of the City's General Plan identifies the ¼-mile radius surrounding the Arcadia Gold Line Station as an "activity node", which is defined as "places of pedestrian activity and excitement. These are places where people congregate, socialize, and shop. Activity nodes are also places where residents can leisurely stroll, participate in a recreational activity, or relax and experience the outdoors" (Arcadia 2010a). To accomplish this goal, the Project would include a pedestrian-scaled outdoor plaza area opening the Project site to the streetscape along E. Huntington Drive, as well as a retail paseo that would connect between E. Huntington Drive, on-site retail uses, and the public alley that bisects the Project site. Project features have been incorporated and Project design has been developed to comply with the City Center Design Plan (Onyx Architects 2018), as described in more detail in Section 4.11, Land Use and Planning.

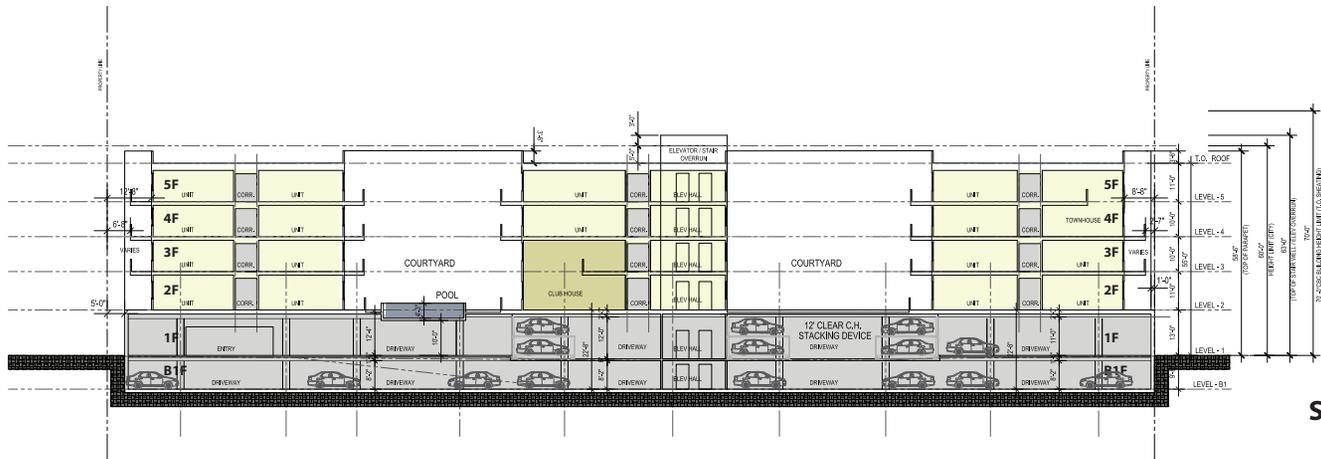
### **Open Space Areas and Landscaping**

Exhibits 9a through 9i, Typical Views of Project Landscape Elements, Site Plans, and Renderings, depict the open spaces that would be provided as part of the proposed Project. The City requires 100 sf per unit minimum open space for residential uses in the DMU and CBD zones, which results in a required minimum of 13,900 sf of open space for the 139 proposed residential units. Per the Development Code, open space may be in the form of private or common open space via balconies, courtyards, at-grade patios, rooftop gardens, and/or terraces. The Project proposes 24,370 sf of open space, which is approximately 43 percent more open space than what is required. This would include 7,732 sf of open space at ground level, 5,556 sf at Level 2, 8,050 sf of private open space (e.g., decks), and 3,032 sf at the Skydeck on Level 4. More details on these open space areas is provided below.

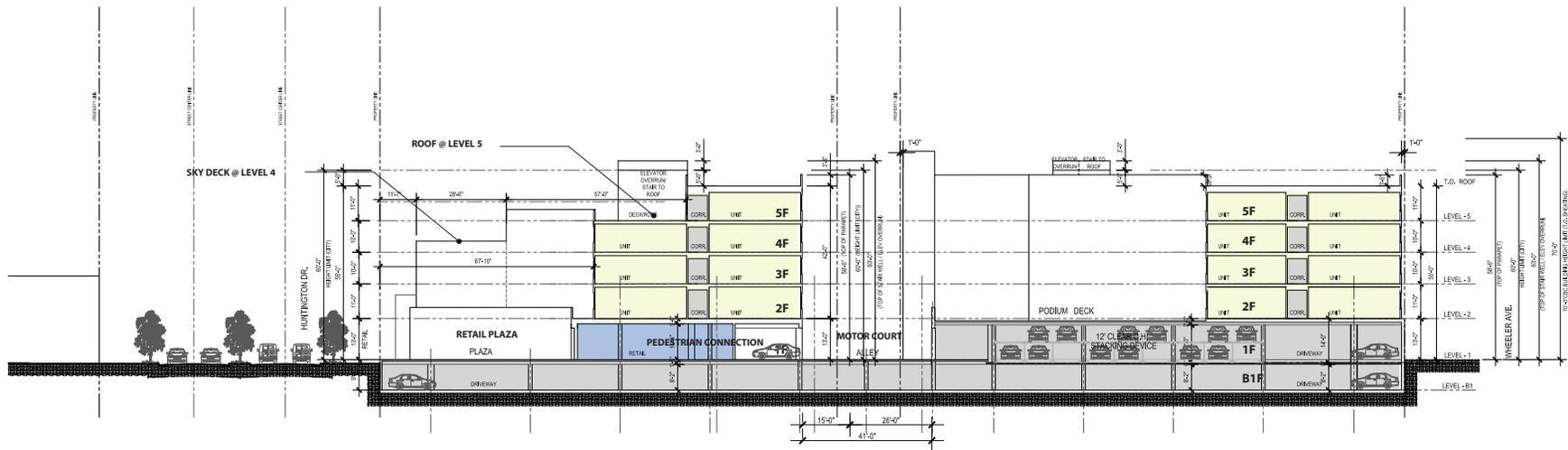
Building 1 would be centered around a public outdoor plaza that would connect the Project to the streetscape along E. Huntington Drive. The public plaza would feature a lawn area as well as ornamental plantings, seating, and other exterior furnishings. The public plaza would incorporate decorative paving and lighting features to enhance its visual interest from the street. The plaza would be accessible to the public from E. Huntington Drive and via a retail paseo walkway that would connect to the public alley, Building 2, and parking structure in the north portion of the Project site. The plaza would be open to the public but would be owned and maintained by the Developer.

Level 2 of the Project's Building 2 would include 5,556 sf of open space, including an indoor clubhouse and two open-air courtyards. These spaces would be provided for the exclusive use of residents and resident guests. The western courtyard would contain a wading pool, seating, landscaping, a sculpture, decorative hardscape, artificial turf with seating, wood decking, multi-toned accent pavers, decorative lighting, and an outdoor kitchen with pergola and community table. The eastern courtyard would contain a water feature, prefabricated fire pit, seating, landscaping, a sculpture, decorative hardscape, artificial turf with seating, wood decking, multi-toned accent pavers, lighting spheres, planting pots, shade trees, wood benches, hammocks, and decorative lighting.

Level 4 of Building 1 would include two rooftop skydecks totaling 3,032 sf of open space. The two rooftop decks would each include multi-toned accent paving, wood decking, outdoor seating, artificial turf with seating, a prefabricated fire pit, decorative hardscape, landscaping, and lighting spheres.



**SECTION A-A'**



**SECTION B-B'**

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Source: Humphreys & Partners Architects, L.P., July 2019

**Roof Plan**

Huntington Plaza Mixed-Use Project

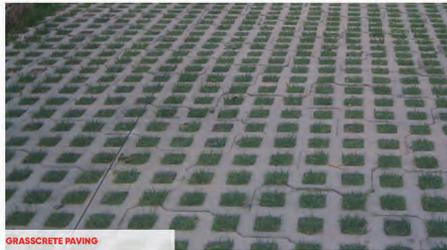


**Exhibit 8**



(08/28/2019 SAK) R:\Projects\3NW10100\Graphics\EX\_Roof Plan.pdf

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GRASSCRETE PAVING



OUTDOOR KITCHEN



MULTI-USE LAWN



GREAT LAWN



RECESSED FLOOR LIGHTS



DECORATIVE ROCK



ZERO EDGE POOL



WATER FEATURE



ACCENT PAVING



OUTDOOR KITCHEN



WOOD DECKING



ORNAMENTAL PLANTING



LIGHTING SPHERES



PREFAB FIRE FEATURE



PATIO FURNISHINGS



STRING LIGHTS

Not to Scale

## Typical Views of Project Landscape Elements

Huntington Plaza Mixed-Use Project

Exhibit 9a



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**PLANTING NOTES**

1. All landscape planting improvements shall follow the city and/or county of Arcadia's guidelines.
2. The selection of plant material is based on cultural, aesthetic, water efficiency, and maintenance considerations.
3. All planting areas shall be prepared with appropriate soil amendments, fertilizers, and appropriate supplements based upon a soils report from a sample taken from the project site.
4. Groundcovers or bark mulch shall fill in between the shrubs to shield the soil from the sun, evapotranspiration, and runoff. All shrub beds shall be mulched to a 3" depth to help conserve water, lower the soil temperature, and reduce weed growth.
5. Trees and shrubs shall be allowed to grow to their natural forms.
6. Final landscape plans shall accurately show placement of trees, shrubs, and groundcovers.
7. All required landscape planting areas shall be maintained by owner per the City's requirements.
8. The landscape architect shall be aware of utility, sewer, and storm drain easements and place plantings accordingly.
9. Prior to the start of landscaping operations, the Landscape Architect and Landscape Constructor shall provide a sample of the weed fabric barrier to the Project Planner, City of Arcadia Planning Department.
10. All shrubs shall be installed at 5 gallons or 15 gallons.
11. All trees shall be installed at 24" box, 36" box, and/or 48" box.

Not to Scale

**CITY OF ARCADIA  
WATER EFFICIENT LANDSCAPING - ORDINANCE NO. 2330  
WORKSHEET - SECTION C**

THIS WORKSHEET IS REQUIRED TO BE FILLED OUT BY THE PROJECT APPLICANT

Reference: Evapotranspiration (ET) Rate = 50.2 inches per year  
 The ET for the Arcadia area is based on the State Department of Water Services. Reference: Crop/evapotranspiration rate (ET) for the City of Arcadia - Appendix A, of the State MWELC.

Hydrozone # & Planting Description	Plant Factor (PF)	Irrigation Method (IM)	Evaporation Efficiency (EE)	ETAF (PF x EE)	Hydrozone Area in sq. ft.	ETAF x Area	Estimated Total Water Use (ETWA)
<b>Regular Landscape Areas</b>							
1) Low Water Use	0.5	Drop	0.81	0.87	3,364	940	25,916 Gallons
2) Med Water Use	0.8	Drop	0.81	0.87	1,058	978	21,978 Gallons
			Average	Total	Total		
			0.44	2,502	1,027		
<b>Special Landscape Areas (SLA) - includes areas irrigated with recycled water</b>							
				1	0	0	0
					0	0	0
					0	0	0
						ETWA Total	96,661 Gallons
						MWUA	61,269 Gallons

Hydrozone # & Planting Description -- e.g., 1) Lawn/Turf, 2) Low Water Use Plantings, 3) Medium Water Use Plantings, etc.  
 Plant Factor (PF) --  
 Irrigation Method (IM) -- Overhead Spray to Drop  
 Evaporation Efficiency (EE) -- 0.75 for Overhead Spray, 0.81 for drip  
 ETWA (Annual Water Requirement) = ETa (50.2) x 0.82 (ETAF x SLA)  
 Maximum Annual Climate Allowance = 11.1 (10-21) x 0.82 (ETAF x SLA)  
 0.82 is a conversion factor to convert inches - inches per acre - in gallons per square foot per year  
 Area is the total Regular Landscape Areas  
 SLA is the total Special Landscape Areas  
 ETAF is 0.25 for residential areas, and 0.40 for non-residential areas

**ETAF Calculations**

Regular Landscape Areas	Average ETAF for Regular Landscape Areas must be 0.55
Total ETAF Area	1,157
Total Area	3,042
Average ETAF	0.44

**All Landscape Areas**

Total ETAF Area	1,827
Total Area	3,882
Average ETAF	0.46

**CONCEPTUAL PLANT PALETTE**

**TREES:**

- ARBUS UNEDO  
STRAWBERRY TREE
- LAGERSTROEMIA INDICA  
CRAPE MYRTLE
- OLEA EUROPAEA  
OLIVE TREE
- PARKINSONIA FLORIDA  
PALO VERDE
- TRISTANIA CONFERTA  
BRISBANE BOX

**SHRUBS AND GROUNDCOVERS:**

- ASCLEPIAS CURA ' RED BUTTERFLIES'  
RED BUTTERFLIES MILKWEED
- BUDDLEIA 'BLUE CHIP'  
DWARF SUMMER LILAC
- CARISSA MACROCARPA  
NATAL PLUM
- CEANOTHUS GRIS. HORIZ. 'YANKEE POINT'  
YANKEE POINT CEANOTHUS
- DIANELLA REVOLUTA 'CLARITY BLUE'  
CLARITY BLUE FLAXLILY
- ECHINOCACTUS GRUSONII  
BARREL CACTUS
- LANTANA CAMARA 'MISS HUFF'  
MISS HUFF HARDY LANTANA
- LEUCOPHYLLUM SPP.  
TEXAS RANGER
- RHAPHIOLEPIS INDICA  
INDIAN HAWTHORNE
- ROSMARINUS OFF. 'LOCKWOOD DE FOREST'  
PROSTRATE ROSMARY
- SALVIA SPP.  
SAGE

**HEDGES:**

- LIGUSTRUM JAPONICUM  
JAPANESE PRIVET
- PITTOSPORUM TOBIRA 'MOJO'  
MOJO PITTOSPORUM
- PODOCARPUS ELONGATUS 'MONMAL'  
ICEE BLUE YELLOWWOOD
- PRUNUS CAROLINIANA  
CAROLINA CHERRY LAUREL

**SUCCULENTS:**

- AGAVE AMERI. VAR. MEDIO-PICTA 'ALBA'  
WHITE STRIPED CENTURY PLANT
- AGAVE 'BLUE GLOW'  
BLUE GLOW AGAVE
- AGAVE DESMETTIANA  
SMOOTH AGAVE
- AGAVE WEBERI  
WEBER'S AGAVE
- ALOE STRIATA  
CORAL ALOE
- ECHVEVERIA SPP.  
HEN AND CHICKS
- SEDUM SPP.  
STONECROP
- SENECIO MANDRALISCAE  
BLUE CHALKSTICKS

**GRASSES:**

- MUHLBERGIA LINDHEIMERI  
AUTUMN GLOW MUHLY
- PENNISSETUM ALOPECUROIDES 'HAMELN'  
DWARF FOUNTAIN GRASS

**VINES:**

- BOUGAINVILLEA SPP.  
BOUGAINVILLEA
- CLYTOSTOMA CALLISTEGIODES  
VIOLET TRUMPET VINE

**GENERAL NOTES:**

The images, illustrations, drawings, and statements ("information") contained herein are based upon a preliminary review of the entitlement requirements; thus are subject to change during the design review process. The information is provided merely to assist in how the site may eventually be developed. Consequently, there is no guarantee that the improvements depicted will be built, or if built, will be of the same type, material, size, appearance, or use as presented.

Source: Humphreys & Partners Landscape Architecture, 2019

**Site Plan**

Huntington Plaza Mixed-Use Project

**Exhibit 9b**



(08/28/2019 SAK) R:\Projects\3N\10100\Graphics\Ex\_Site Plan.pdf

SHEET 04.09  
SHEET 03.09



**AMENITY SPACES**

Legend

- A** Great Lawn
- B** Wood Pattern Stamped Concrete, Multi-Toned
- C** Recessed Linear Floor Lights
- D** Ornamental Planting
- E** Grasscrete Paving
- F** Foundation Planting
- G** Natural Gray Concrete
- H** Seat Wall
- I** Accent Paving
- J** Wood Bench
- K** Ornamental Pot
- L** Tree Grate w/ Shade Tree
- M** Exposed Aggregate Paving
- N** Palm Tree
- O** Exterior Furnishings
- P** String Lights
- Q** Road Markings
- R** Not in Use
- S** Scored Natural Gray Concrete Alley

**HUNTINGTON DRIVE**

**GENERAL NOTES:**

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Not to Scale

Source: Humphreys & Partners Landscape Architecture, 2019

**Ground Level Colored Plan – Plaza**

*Huntington Plaza Mixed-Use Project*

**Exhibit 9c**



# WHEELER AVENUE



## AMENITY SPACES

### Legend

- A** Street Tree w/ Grate
- B** Natural Gray Concrete Sidewalk
- C** Grasscrete Paving
- D** Natural Gray Concrete Paving
- E** Foundation Planting
- F** Not in Use
- G** String Lights
- H** Road Markings
- I** Accent Paving
- J** Wood Pattern Stamped Concrete
- K** Recessed Floor Lights
- L** Street w/ Street Shade Tree

### GENERAL NOTES:

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Not to Scale

Source: Humphreys & Partners Landscape Architecture, 2019

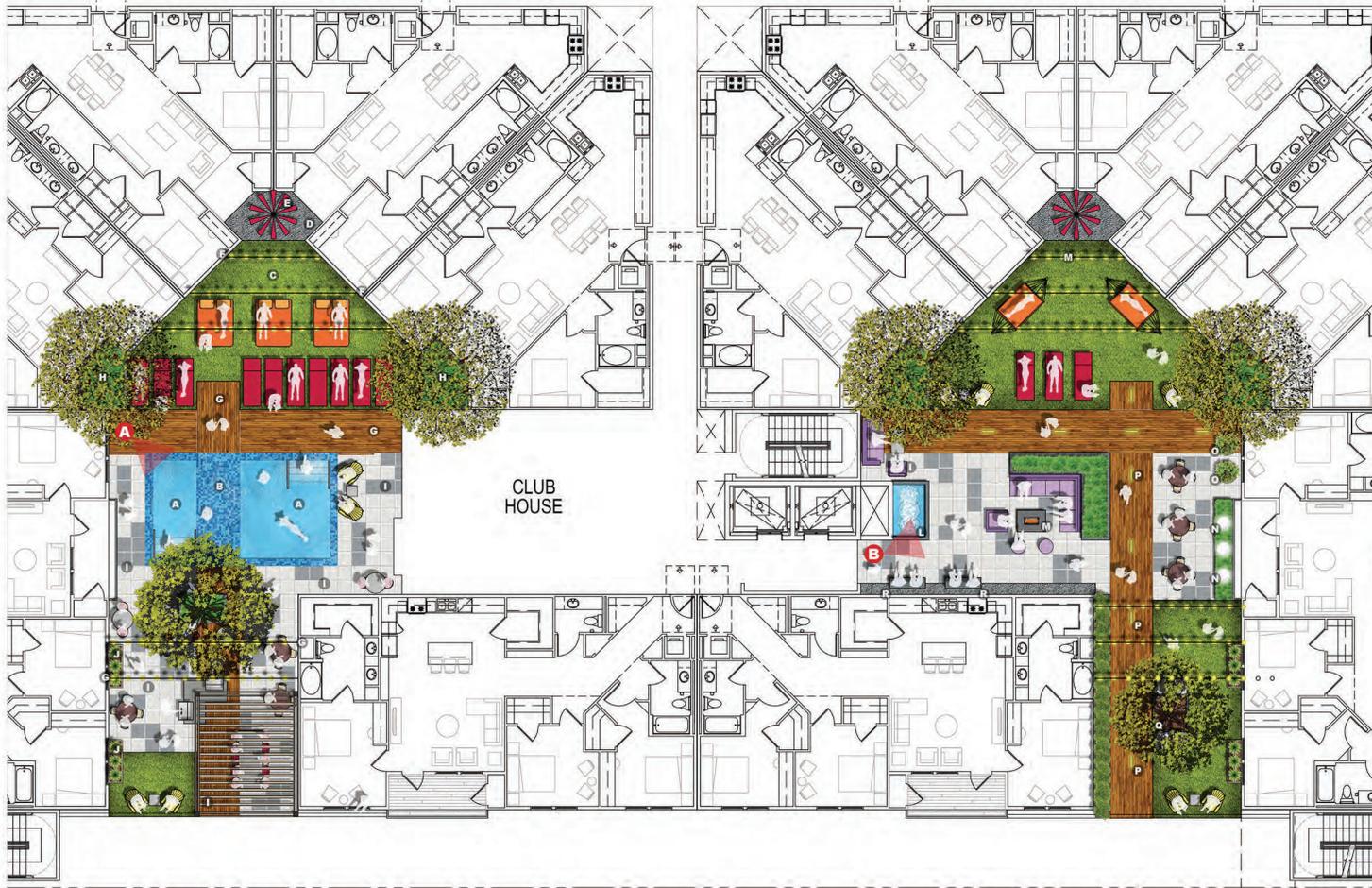
## Ground Level Colored Plan – Alley

Huntington Plaza Mixed-Use Project

Exhibit 9d



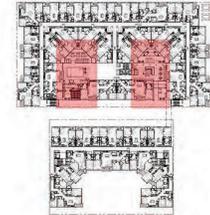
(08/28/2019 SAK) R:\Projects\3NW10100\Graphics\Ex\_Ground Level Colored Plan - Alley.pdf



### AMENITY SPACES

#### Legend

- A** Zero-Edge Wading Pool
- B** Mosaic Tile
- C** Artificial Turf w/ Formal Seating
- D** Decorative Rock
- E** Sculpture
- F** String Lights
- G** Wood Decking
- H** Built-in Planter w/ Ornamental Tree
- I** 2' x 2' Multi-Toned Accent Pavers
- J** Prefab Planter
- K** Outdoor Kitchen w/ Pergola and Community Table
- L** Water Feature
- M** Prefab Fire Pit
- N** Lighting Spheres
- O** Planting Pots
- P** Recessed Linear Floor Lights
- Q** 5' x 5' Prefab Pot w/ Shade Tree
- R** Wood Bench
- S** Hammocks



#### GENERAL NOTES:

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Not to Scale

Source: Humphreys & Partners Landscape Architecture, 2019

## Podium Amenities Colored Plan

Huntington Plaza Mixed-Use Project

Exhibit 9e



(08/28/2019 SAK) R:\Projects\3NW10100\Graphics\Ex\_Podium Amenities Colored Plan.pdf

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Not to Scale

Source: Humphreys & Partners Landscape Architecture, 2019

## Podium Amenities Preliminary Perspective A

*Huntington Plaza Mixed-Use Project*

Exhibit 9f



(08/28/2019 SAK) R:\Projects\3\NW10100\Graphics\Ex\_Podium Amenities Preliminary Perspective A.pdf

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Not to Scale

Source: Humphreys & Partners Landscape Architecture, 2019

## Podium Amenities Preliminary Perspective B

*Huntington Plaza Mixed-Use Project*

Exhibit 9g

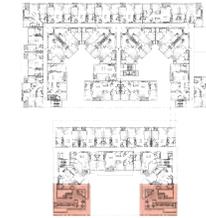




### AMENITY SPACES

#### Legend

- A 2' x 2' Multi-Toned Accent Paving
- B Wood Decking
- C Outdoor
- D Artificial Turf w/ Adirondack
- E Prefab Fire Pit
- F Prefab Pot w/ Shade Tree
- G Decorative Rock
- H Lighting Spheres



#### GENERAL NOTES:

The images, illustrations, drawings, and statements ("information") contained herein are based upon a preliminary review of the entitlement requirements; thus are subject to change during the design review process. The information is provided merely to assist in how the site may eventually be developed. Consequently, there is no guarantee that the improvements depicted will be built, or if built, will be of the same type, material, size, appearance, or use as presented.

Not to Scale

Source: Humphreys & Partners Landscape Architecture, 2019

## Roof Deck Colored Plan

Huntington Plaza Mixed-Use Project

Exhibit 9h



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Not to Scale

Source: Humphreys & Partners Landscape Architecture, 2019

## Roof Deck Preliminary Perspective C

*Huntington Plaza Mixed-Use Project*

Exhibit 9i



(08/28/2019 SAK) R:\Projects\3NW\10100\Graphics\Ex\_Roof Deck Preliminary Perspective C.pdf

The Project would include removal of existing mature trees on the project site and along the project's E. Huntington Drive and Wheeler Avenue frontages. The Project includes the provision of on-site landscaping as well the installation of six street trees along the Project's E. Huntington Drive frontage and seven street trees along the Project's Wheeler Avenue frontage, some of which would include tree grates.

## **Circulation and Parking**

### ***Vehicular Circulation***

As shown in Exhibit 4b, Level B1 (Sub-T Parking) Plan, primary vehicular access to the Project's parking structure is proposed via an entry driveway accessible from Wheeler Avenue as well as from two parking entrances that are proposed from the public, one-way alley that is located between Wheeler Avenue and E. Huntington Drive. Access to the 39 surface parking for retail uses is proposed exclusively from the public alley, which runs west-to-east and provides access from N. 1<sup>st</sup> Avenue. Vehicles would be able to leave the site via the driveway onto Wheeler Avenue or via the public alley by traveling east towards Indiana Street.

### ***Non-Vehicular Circulation***

Secured/keyed residential access to the Project would be provided at the entry lobbies, staircases, and elevators depicted in Exhibits 4a through 4h, Illustrative Site Plan and Plan Views. All residential units would be accessible from interior walkways, proposed to connect to the elevators and stairwells. The two elevators would provide access to the basement parking garage, the ground floor, and all four levels of residential units.

Also, a retail paseo walkway is proposed to provide ground-level pedestrian connectivity through the Project from E. Huntington Drive in the south across the public alley to the entry lobby of Building 2.

### ***Automobile Parking***

The City's off-street parking requirements are set forth in Section 9103.07.070 of the Development Code, which covers Mixed-Use (Nonresidential and Residential Combined) Parking Standards (Arcadia 2019). In accordance with the Development Code parking regulations, the following minimum parking requirements apply to the Project:

- **Mixed-Use Residential.** 1.5 parking spaces for every dwelling unit, plus 1.0 guest parking space for every 3 units.
- **Retail.** 1 parking space per 200 sf of gross floor area (GFA).

It should be noted that, for commercial uses located within 1,320 feet (¼ mile) of a light rail station, the City Code permits a reduction of 25 percent to be applied to the off-street parking requirement (Arcadia 2019). Based on direct application of the Development Code parking requirements, a total of 295 spaces are required for the Project as summarized below:

- **Mixed-Use Residential.** 209 spaces (139 units x 1.5 spaces/unit)
- **Mixed-Use Residential (Guest).** 47 spaces (139 units ÷ 3)
- **Retail.** 39 spaces (10,200 GFA ÷ 1,000 GFA x 5.0 spaces x 0.75)

---

**Total City Code Required Project Parking = 295 spaces**

In addition to the 295 spaces required per the Development Code requirements, the Project is required to provide for the replacement of 55 existing surface parking stalls that would be temporarily lost as part of the Project's implementation, which would result in a total of 350 parking stalls required for the Project overall.

Based on these requirements, the Project proposes 350 parking spaces, which are located as shown in Exhibits 4b and 4c, Illustrative Site Plan and Plan Views. The Project would incorporate a parking stacker system which allows one car to be parked above another, as shown in Exhibit 9j, Parking Device Specification, which would provide 50 of the 350 Project parking spaces.

### ***Bicycle Parking***

As required by Arcadia Development Code Section 9103.07.150, the Project would include long-term and short-term bicycle parking. For multifamily uses, 0.2 spaces per unit are required. For nonresidential uses such as retail, short term bicycle parking should be provided equivalent to 5 percent of the vehicle parking stalls provided, with a minimum of one two-bicycle capacity rack. For nonresidential uses, long-term bicycle parking is also required for 5 percent of vehicle parking stalls provided, with a minimum of one two-bicycle capacity rack. The Development Code requires that long-term bicycle parking shall include one of the following:

- Covered, lockable enclosures with permanently anchored racks for bicycles;
- Lockable bike rooms with permanently anchored racks; or
- Lockable, permanently anchored bicycle lockers.

The Project proposes installation of 32 bicycle parking stalls, including 20 in Building 1 and 12 in Building 2.

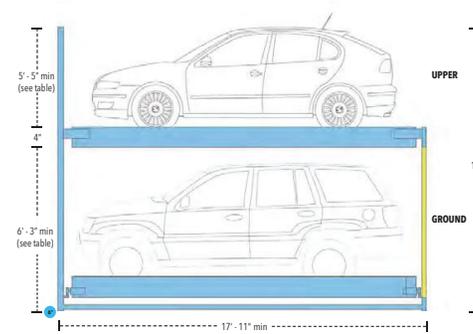
### **Infrastructure**

The Project would include the installation of and connection to storm drain, water quality, and potable water infrastructure systems, as well as on- and off-site utility relocations, to accommodate the needs of the proposed mixed-use development. The necessary on- and off-site infrastructure would be constructed and/or relocated by the Developer according to specifications set by the City. The following is a brief description of the proposed infrastructure and utility systems.

### ***Drainage and Water Quality Treatment***

As shown in Exhibit 10, Pre-Project Hydrology Plan, in the existing condition, storm water runoff from the Project site is conveyed into an existing catch basin just south of the alley on the Project site, as well as via two separate ribbon gutter systems within the existing parking lots that convey storm water off-site to the curb and gutters that run along E. Huntington Drive and N. 1<sup>st</sup> Avenue, each of which ultimately flow into catch basins. Over four miles of City-maintained storm water management facilities are present in Arcadia, which connect to regional flood control and runoff conveyance facilities (Arcadia 2010b). The City's storm water generally flows in a southerly direction through the Eaton Wash, Arcadia Wash, Santa Anita Wash, Sierra Madre Wash, and Sawpit Wash toward the Rio Hondo, which runs southwest into Whittier Narrows and continues southwest to join the Los Angeles River in Downey (Arcadia 2010a).

The proposed project drainage and water quality treatment system for the Project is shown in Exhibit 11, Post-Project Hydrology Plan. Runoff from Building 2 rooftops would be conveyed south towards the alley, and into a new 12-inch storm drain pipe that would be installed along the same



**CAR SIZES**

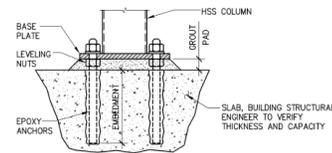
	LENGTH	WIDTH
UPPER	17'-0"	6'-10"
GROUND	17'-0"	6'-10"

**HEIGHT OPTIONS**

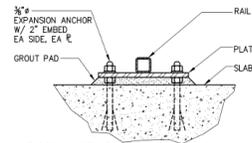
	MINIMUM	RECOMMENDED
UPPER	5'-5"	6'-5"
GROUND	6'-3"	7'-0"

**NOTES:**

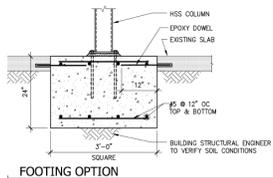
- Recommended car sizes are listed above
- Additional sizes can be customized. See Car Sizes page.
- Each dimension has a tolerance of: 6" for length, 6" for width, and 3" for height
- Recommend 4" depressed slab if doing ground level installation for flat driving onto platform
- Usable space dimensions will not change for flat pallets
- 6" needed from back of rear column to face of wall



**BASE PLATE SECTION AT SLAB**



**RAIL ANCHORAGE**



**FOOTING OPTION**

**NOTES:**

- Depth depends on the concrete strength specified
- Typical base plate dimensions are 12"x12" design may vary based on design
- 5/8" thick plate with 1/4" HSS design may vary based on actual design
- Use existing building footing to support Puzzle steel column
- If no existing building footing is available, then 3'x3' footing with 2" thick slab is typically required

LARGE		MEDIUM		SMALL	
LENGTH	WIDTH	LENGTH	WIDTH	LENGTH	WIDTH
17'-0 <sup>3/4</sup> "	6'-10"	16'-5"	6'-10"	15'-9"	6'-10"
17'-0 <sup>3/4</sup> "	6'-6 <sup>3/4</sup> "	16'-5"	6'-6 <sup>3/4</sup> "	15'-9"	6'-6 <sup>3/4</sup> "
NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE	15'-9"	6'-4 <sup>3/4</sup> "

**NOTES:**

- Recommended car sizes are listed above
- Additional sizes can be customized
- Each dimension has a tolerance of: 6" for length, 6" for width, and 3" for height
- Recommend 4" depressed slab if doing ground level installation for flat driving onto platform
- Usable space dimensions will not change for flat pallets

**SAMPLE CAR LIST**

LARGE			
BMW 5-Series	Audi Q5	Tesla Model S	Volvo XC60
MEDIUM			
Audi A6	BMW X5	Dodge Durango	Jeep Grand Cherokee
SMALL			
Acura ILX	BMW 3-Series	Honda Civic	Lexus IS

*Note: Standard load is 5,200 lbs per vehicle. Heavier loads available. Individual cars should be measured for size fit. Above is a sample list of 2016 model cars that can fit on the different platform sizes given a 6' horizontal clear height. This list is not meant to be comprehensive or exhaustive.*

**Parking Device Specification**

Huntington Plaza Mixed-Use Project

**Exhibit 9j**





**LEGEND**

- PROPERTY BOUNDARY
- DRAINAGE BOUNDARY
- FLOW PATH
- OFFSITE DRAINAGE
- TRIBUTARY AREA NUMBER
- AREA IN ACRES
- $Q_{25} = X.X$  cfs
- $L = XXX'$

Q (CFS)			
YR	A-1	A-2.1	A-2.2
50	4.54	0.16	2.43
25	3.99	0.14	2.00

Source: Fuscoe Engineering 2019

**Pre-Project Hydrology Plan**

Huntington Plaza Mixed-Use Project



**Exhibit 10**



general alignment of the existing ribbon gutters that run east to west towards N. 1<sup>st</sup> Avenue beneath the alley. A sump pump would be installed in the southwest portion of Building 2 to pump storm water off-site to the existing storm drain catch basin located on N. 1<sup>st</sup> Avenue (Willrodt 2019).

For the drainage area south of the alley, flows would be pumped to an existing catch basin located in E. Huntington Drive approximately 250 feet east of N. 1<sup>st</sup> Avenue. Runoff from Building 1 rooftops would be conveyed via downspouts to a proposed pipeline that would flow south off-site into the existing catch basin on the north side of E. Huntington Drive. A sump pump would be installed in the southwest portion of Building 1 to pump storm water off-site (Willrodt 2019).

As discussed in more detail in Section 4.10, Hydrology and Water Quality, a LID Plan will be prepared for the Project to further analyze and specify appropriate source-control best management practices (BMPs), site-design BMPs, and hydraulic source-control BMPs that would be incorporated into the Project to control pollutants, pollutant loads, and runoff volumes to the maximum extent feasible by minimizing impervious surface area and control runoff from impervious surfaces through infiltration, evapotranspiration, bioretention, and/or rainfall harvest and use.

### **Potable Water**

The City of Arcadia Public Works Services Department is responsible for producing, storing, and distributing potable water to the City and maintaining the City's water system infrastructure. The existing water infrastructure adjacent to the Project would include an 8-inch main pipeline located in Wheeler Avenue, a 12-inch ductile iron main pipeline in Huntington Avenue, and an 8-inch cast iron pipeline in Wheeler Avenue (Willrodt 2019).

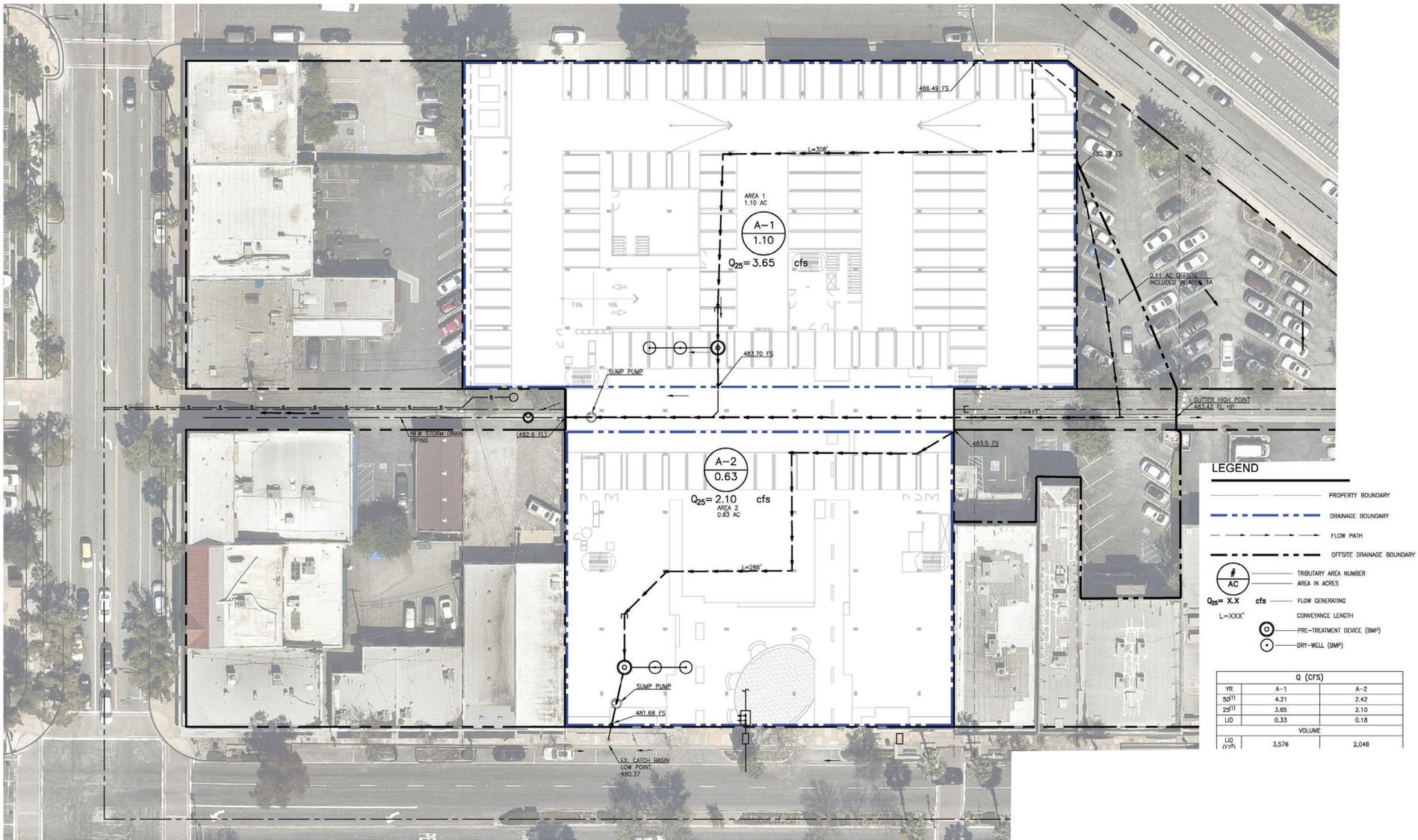
Water service is available from existing infrastructure at E. Huntington Drive and Wheeler Avenue, and the City of Arcadia has confirmed that these demands can be accommodated with the existing potable water infrastructure as described in more detail in Section 4.19, Utilities and Service Systems (Willrodt 2019).

As shown in Exhibit 12, Wet Utility Point of Connection, the Project's proposed water infrastructure for the project will include domestic, irrigation, and fire water service lines, meters, and backflow preventers. Building 2 would connect to the existing water main in Wheeler Avenue via a 6-inch domestic water service line, meter, and back flow prevention device, and a 6" fire water service line, meter, and back flow prevention device. Building 1 would connect to the existing water main in Huntington Drive to the south of the Project site via a 6-inch domestic water service line, meter, and back flow prevention device, a 6-inch fire water service line, meter, and back flow prevention device, and a 2-inch irrigation water service line, meter, and back flow prevention device. Any portions of Wheeler Avenue or Huntington Drive that are disturbed during Project construction would be repaved in-kind as described in MM TRANS-1.

### **Sewer**

In the existing condition, sewage from the Project site is conveyed via an 8-inch pipeline located in the alley flowing easterly towards Indiana Street and an 8-inch pipeline flowing westerly in Wheeler Ave towards a 15-inch trunk line sewer main owned and maintained by the Sanitation Districts of Los Angeles County (LACSD) and located in N. 1<sup>st</sup> Avenue (Willrodt 2019).

Local sewer main lines are maintained by the City and convey wastewater into trunk lines that are maintained by the LACSD. The City's sewer system has approximately 138 miles of sewer pipes, 15 miles of County-owned pipelines, six siphons, and one pump station. The City's sewer system



Source: Fuscoe Engineering 2019

### Post-Project Hydrology Plan

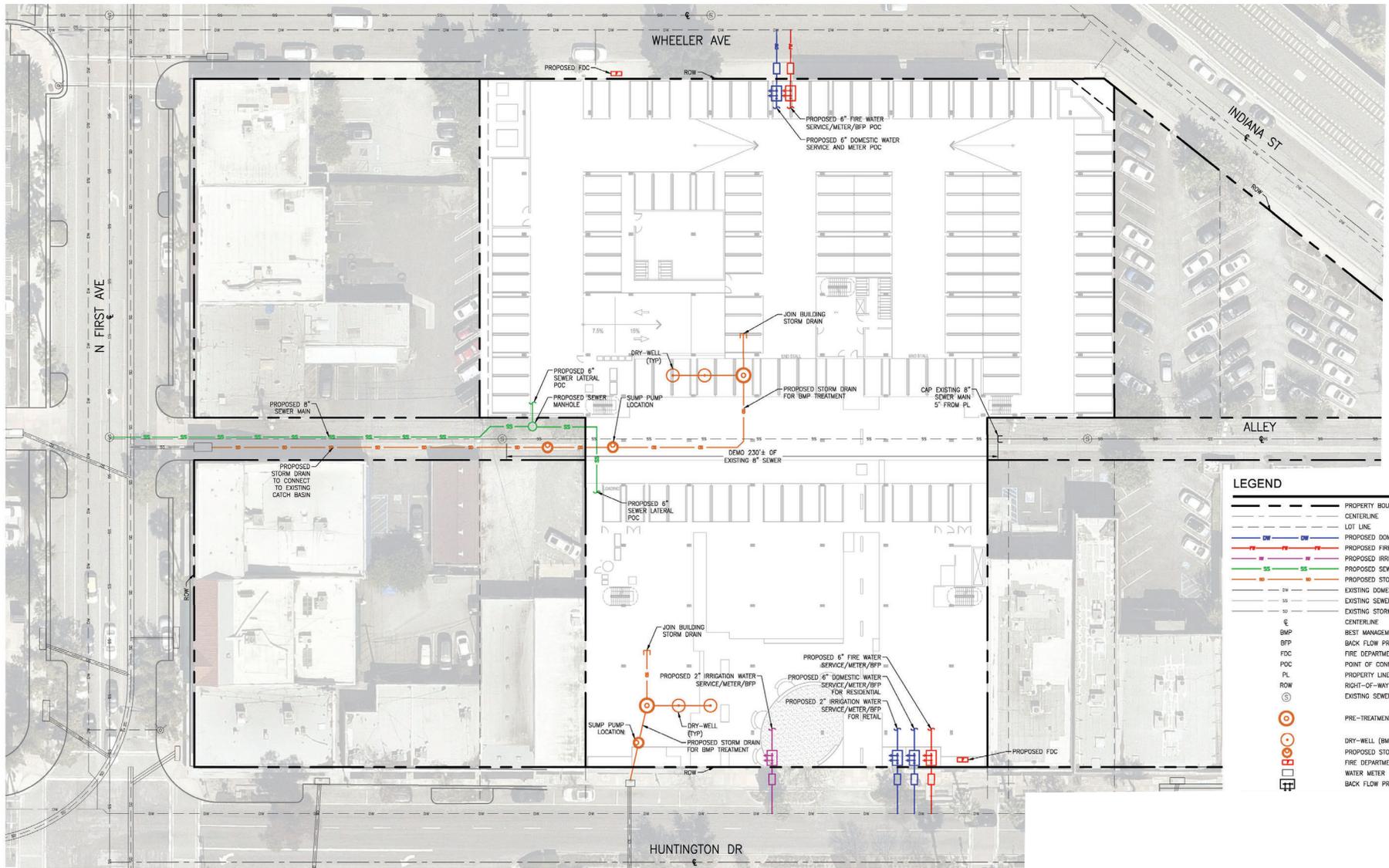
Huntington Plaza Mixed-Use Project



### Exhibit 11



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**LEGEND**

---	PROPERTY BOUNDARY
---	CENTERLINE
---	LOT LINE
---	PROPOSED DOMESTIC WATER
---	PROPOSED FIRE WATER
---	PROPOSED IRRIGATION WATER
---	PROPOSED SEWER
---	PROPOSED STORM DRAIN
---	EXISTING DOMESTIC WATER
---	EXISTING STORM DRAIN
---	EXISTING SEWER
---	EXISTING STORM DRAIN
---	CENTERLINE
---	BEST MANAGEMENT PRACTICE
---	BACK FLOW PREVENTER
---	FIRE DEPARTMENT CONNECTION
---	POINT OF CONNECTION
---	PROPERTY LINE
---	RIGHT-OF-WAY
---	EXISTING SEWER MANHOLE
---	PRE-TREATMENT DEVICE (BMP)
---	DRY-WELL (BMP)
---	PROPOSED STORM DRAIN MANHOLE
---	FIRE DEPARTMENT CONNECTION
---	WATER METER
---	BACK FLOW PREVENTER

Source: Fuscoe Engineering 2019

### Wet Utility Point of Connection

Huntington Plaza Mixed-Use Project



### Exhibit 12



(09/09/2019 SAK) R:\Projects\3N\10100\Graphics\Ex\_Wet Utility POC.pdf

serves existing developments in the City, with connections to the sewer systems of the Cities of Sierra Madre, Temple City, and Monrovia and in unincorporated County areas that allow for sewage conveyance through the Arcadia system to the LACSD sewer trunk lines (Arcadia 2010b).

As shown in Exhibit 12, Wet Utility Point of Connection, the Project proposes to connect to the existing 15-inch LACSD trunk line sewer main located in N. 1<sup>st</sup> Avenue. LACSD has confirmed that sewage generated by the Project can be accommodated with the existing sewage pipeline infrastructure, and no capacity driven expansions and/or relocations are required. The Project's sewer connection point in N. 1<sup>st</sup> Avenue would require the new construction of approximately 200 feet of new 8-inch City sewer main (with manholes) beneath the existing public alley corridor, which would require trenching, demolition/removal of approximately 230 feet of existing 8-inch sewer. This new sewer main would have two proposed sewer laterals that would connect from Building 2 to the north and Building 1 to the south. Areas within the public right-of-way disturbed during construction would be repaved once these activities are completed as required in MM TRANS-1 (Willrodt 2019).

### **Dry Utilities**

Dry utility service would be provided by Southern California Edison (SCE) (electricity service), Southern California Gas Company (gas service), AT&T (telephone service), and Charter Communications (cable/internet service) from existing facilities near the Project site. The Project would require the relocation of the existing dry utility lines which span the Project site running east-to-west and west-to-east along the northern edge of the existing public alley and that include electricity, telephone, and cable lines. The Project team is coordinating with the dry utility providers, including SCE, to identify three work orders which would need to be implemented to accommodate the Project. Work Order #1 would involve the relocation and partial undergrounding of existing overhead utilities within the Project site and along the Project perimeter. With the consent of the three neighboring properties to the west of the Project site and south of the alley, Work Order #1 would also include undergrounding of overhead utilities serving these three parcels as well. Also, as part of Work Order #1, two new anchor power poles would be constructed on the eastern and western sides of the Project site adjacent to the alley. Existing utility service to adjacent and nearby parcels would be maintained throughout Project construction, and would only be switched to feed from the underground conduit/substructure and new power poles once they are constructed and ready for use. Thereafter, the existing poles could be removed. Work Order #2 and #3 would involve requests to the utility companies to prepare feeder lines to the two new buildings.

The Project would also connect to existing gas infrastructure near the site. The nearest distribution gas main is the distribution main located in Wheeler, which would most likely be the gas feed point for this Project based on coordination with the utility provider conducted to date.

### **2.2.3 EASEMENTS**

The following easements would be required to implement the proposed Project:

- An existing 4-foot SCE utility easement north of the public alley would need to be maintained as it is currently occupied with overhead electrical power infrastructure serving the three off-site parcels fronting N. 1<sup>st</sup> Avenue to the west. Relocation and partial undergrounding of this line would occur as described above.
- An additional easement will be required from the adjacent parcels for the conversion along the western Project property line. The exact width of this additional easement is not yet finalized with the utility agencies. However, as currently proposed the Project would

involve a request for an additional 5-foot easement from the adjacent properties to accommodate the utility work described above.

- Part of the Project includes the purchase of a City Parking Lot, which would be incorporated into the overall Project site. The City Parking Lot currently contains 55 surface parking spaces. As part of the Project, these 55 parking spaces would be replaced at a 1:1 ratio within the Project's parking structure. The parking spaces would be located on the ground floor of the structure and would be accessible to the public following construction. One of the required approvals for the Project is a Development Agreement (DA). The DA will require that a Parking Access Easement be recorded prior to the completion of construction to ensure that the 55 parking spaces remain public and accessible at all times. An existing easement for a public alley currently exists within the Project site and would need to be relinquished by the City to allow for the Project's construction of a subterranean parking structure and other Project improvements within the existing easement area. A new surface access easement conveying public access rights through the public alley would be dedicated to the City by the Applicant as a condition of approval. These activities would occur concurrently with the vesting tentative tract map and other entitlements required for the Project as described in more detail below in Section 2.4.

#### **2.2.4 OFF-SITE IMPROVEMENTS**

As a part of Project implementation, the following off-site improvements are anticipated (Willrodt 2019):

- The construction of the new subterranean parking garage facility that would span from Building 2 to the Building 1 footprints and would require approximately 230 feet of the western terminus of the existing 8-inch sewer main to be removed. The Project intends to leave the remaining sewer segment east of the Project site intact so the existing active properties east of the Project would continue to have uninterrupted sewer service.
- The preferred Project sewer main outfall connection point in N. 1<sup>st</sup> Avenue would require the construction of approximately 200 feet of a new 8-inch sewer main (with manholes) within the existing alley corridor. The new sewer segment would be constructed prior to the removal of the operating sewer segment (noted above) to allow properties lying west of the Project to continue to have uninterrupted sewer service.
- An "open cut" approach to construction of the new subterranean parking garage facility that spans from Building 2 to Building 1 would be utilized, which would require the existing alley pavement surface and subgrade materials to be excavated, removed, and replaced. The alley at this location would be reconstructed once the parking basement structure is formed and cured.
- Project construction would require temporary closures of the alley within and near the Project site as well as temporary closures of sidewalks along E. Huntington Drive and Wheeler Avenue.
- Utility relocation would occur within the public alley and within 1<sup>st</sup> Street, Wheeler Avenue, and E. Huntington Drive off-site as described in more detail above in Sections 2.2.2 and 2.2.3.
- Decorative accent paving would be installed along the public alley from 1<sup>st</sup> Avenue to the eastern Project limits.
- Construction staging and parking may occur on nearby parcels in cooperation with the Property owners and consistent with MM TRANS-1, which requires the development and

contents of a Construction Management Plan that will be developed and implemented by the Developer to the satisfaction of the City.

- The Project would require the removal of two street trees off-site along E. Huntington Drive in addition to an additional ten tree removals within the Project site.
- In addition to on-site landscaping, approximately six street trees would be planted off-site along the Project's E. Huntington Drive frontage and seven street trees would be planted along the Project's Wheeler Avenue frontage, although the ultimate number will be determined by the Public Works Services department, some of which would include tree grates. Along the Project's E. Huntington Drive frontage, the existing sidewalk would be replaced with exposed aggregate paving. Along the Project's Wheeler Avenue frontage, the existing sidewalk would be replaced with a natural gray concrete sidewalk.

All of the noted items above would be designed and constructed in accordance with City requirements and standards, and would require City approval.

### 2.3 **CONSTRUCTION ACTIVITIES**

The information in this section has been provided by the Project architect and engineer. Construction of the Project is planned to last approximately 33 months and is planned to begin in 2020 and be completed in 2022, as outlined in Table 4, Project Construction Schedule.

**TABLE 4  
PROJECT CONSTRUCTION SCHEDULE**

<b>Project Activity</b>	<b>Duration or Timing</b>
Construction Begins	2020
Demolition	2 months
Site Preparation, Grading, Trenching	8 months
Building Construction	23 months
Paving	3 months (would occur during building construction)
Architectural Coating	3 months (would occur during building construction)
Project Opens to the Public	2022
Source: Willrod 2019.	

Project construction would begin with the demolition and removal of the five existing structures on the site. Demolition activities would occur for approximately two months. It is estimated that a total of approximately 6,000 tons of debris would be exported off site during demolition activities. It is also anticipated that 44,420 cubic yards of soil would be removed from the site. During the demolition and grading activities, trucks are expected to enter and leave the Project site on a regular basis during working hours. The number of truck trips traveling along the City-designated truck routes would vary daily depending on the nature of the construction activity at the site. Demolition debris removal from the Project site would generate an estimated 680 trips over a 2-month demolition phase. On average it is anticipated that 15 truck hauls per day or approximately 2 trips per hour would occur during that phase. Excavation is anticipated to generate a total of 6,346 total truck trips over an 8-month excavation period with an average of 36 truck trips per day or 4 trips per work hour (Psomas 2019a). In addition, asphalt and concrete removals would generate a total of 258 one-way truck trips (Willrod 2019).

Following demolition, excavation and shoring work would occur for approximately eight months. This work would require export of approximately 44,420 cubic yards (cy) of soil. This would generate an estimated 3,173 one-way truck trips (Willrodt 2019). The Project will be constructed so that no pile driving would be required to install the Project's shoring or to implement any other Project construction activities (Berliner 2019).

Trenching and relocation of utilities, including water, sewer, electrical, and storm drain infrastructure would occur over approximately one month and would occur during the latter half of the excavation and shoring work described above. More information related to utility relocations are provided in Sections 2.2.2, 2.2.3, 2.2.4, and 4.19 of this document. After utilities are relocated, the alley would be repaved with decorative paving.

Building construction would occur for approximately 23 months, including paving and application of architectural coatings (e.g., exterior paints). During construction activities, trucks are expected to enter and leave the site on a regular basis. Trucks are anticipated to access the Project site primarily via I-210 and larger arterials (e.g., Santa Anita Avenue and E. Huntington Drive), and would follow City-designated haul routes avoiding residential streets. No pile driving would be required for building foundations (Berliner 2019).

Construction staging and worker parking would be accommodated within the Project site and/or nearby parcels, as will be detailed in a Construction Management Plan that will be submitted to the City for approval prior to issuance of the grading permit. As discussed further in Section 4.17, Transportation, the Construction Management Plan would identify the equipment and vehicle staging areas, stockpiling of materials, fencing (e.g., temporary fencing with opaque material), and haul routes.

Project construction would require the removal of approximately 12 existing trees on and near the site. This would include 2 trees along Wheeler Avenue and the remaining 10 trees within the project parcels. The trees proposed for removal consist of 4 Carrotwood (*Cupaniopsis anacardioides*), 7 queen palms (*Syagrus romanzoffiana*) and 1 pygmy palm (*Phoenix roebelenii*)

## 2.4 DISCRETIONARY APPROVALS

This IS/MND is intended to serve as the primary environmental document for all actions associated with the Project, including all discretionary approvals requested or required to implement the Project. In addition, this is the primary reference document for the formulation and implementation of a mitigation monitoring program for the Project. Based on information provided by the City of Arcadia, the proposed Project would not require a general plan amendment.

The actions and/or approvals that the City needs to consider for the Project include but are not limited to the following:

- **Adoption of the Huntington Plaza Mixed-Use Project IS/MND.**
- **Certificate of Demolition.** Required for demolition of existing structures in the City
- **Conditional Use Permit.** As required by the Arcadia Zoning Regulations, projects including multifamily dwellings in the CBD and DMU zones require issuance of a conditional use permit.
- **Vesting Tentative Tract Map (VTTM).** The Project's VTTM proposes to merge the collective existing subdivided property and re-subdivide the property into 6 new lots including one comprehensive ground lot (Lot 1) and 5 air-space lots for the purposes of spatially containing: residential vehicular parking (Lot 2), retail vehicular parking (Lots 3 & 4), City vehicular parking (Lot 4), Retail space (Lot 5) and residential space (Lot 6 including

an allocation of 139 residential condominiums). This entitlement is also required to vacate the air-space beneath the public alley so that a portion of the subterranean parking structure can be constructed there as well as other related components.

- **Architectural Design Review.** An architectural design review will be conducted to ensure that the Project complies with the City's Design Guidelines. Given the Project is a mixed-use development and proposing more than 20 residential units, it will also be subject to design review by the Planning Commission and City Council.
- **Development Agreement.** As mentioned above, the Project includes the purchase of a City Parking Lot, which would be incorporated into the overall Project site. The City Parking Lot currently contains 55 surface parking spaces. As part of the Project, these 55 parking spaces would be replaced at a 1:1 ratio within the Project's parking structure. The parking spaces would be located on the ground floor of the structure and would be accessible to the public following construction. One of the required entitlements for the Project is a DA. The DA will require that a Parking Access Easement be recorded prior to the completion of construction to ensure that the 55 parking spaces remain public and accessible at all times.
- **Encroachment Permits.** The Project may require issuance of an encroachment permit from the City for construction within the City's right-of-way for sidewalk and/or infrastructure improvements.

Subsequent approvals (which would require separate processing through the City) would include a grading permit, building permits, street improvement plans, and utility plans.

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## SECTION 3.0 ENVIRONMENTAL CHECKLIST FORM

1. **Project Title:** Huntington Plaza Mixed-Use Project
2. **Lead Agency Name and Address:** City of Arcadia  
240 West Huntington Drive  
Arcadia, California 91066
3. **Contact Person and Phone Number:** Mr. Luis Torrico, Senior Planner  
Development Services Department  
(626) 574-5442
4. **Project Location:** 124-134 Wheeler Avenue and  
117-129 E. Huntington Drive  
Arcadia, California 91006
5. **Project Sponsor's Name and Address:** New World International Investment, LLC  
23341 Golden Springs, Suite 200  
Diamond Bar, California 91765
6. **General Plan Designation:** Commercial  
Downtown Mixed Use (DMU)
7. **Zoning:** Commercial Business District (CBD)  
Downtown Mixed Use (DMU)
8. **Description of Project:** The proposed Project involves the construction of two five-story buildings with approximately 10,200 sf of retail and 139 residential units on a 1.74-acre site located between E. Huntington Drive and Wheeler Avenue in the City of Arcadia. The ground floor would contain retail and parking, and the upper four floors would contain residential condominium units. Parking is proposed at ground level and below ground. The Project would provide a public outdoor plaza with seating and landscaping, connecting the Project site to the E. Huntington Drive streetscape located to the south.
9. **Surrounding Land Uses and Setting:** The Project is located in the downtown area of the City, just north of E. Huntington Drive, east of N. 1<sup>st</sup> Avenue, south of Wheeler Avenue, and west of Indiana Street. The Project site is immediately surrounded by existing urban development, including commercial retail, office, and associated parking. Immediately to the east (on the other side of Indiana Street) are the Gold Line tracks and approximately 0.15-mile northwest of the Project site is the Arcadia Gold Line Station.
10. **Other Public Agencies Whose Approval May Be Required:** Los Angeles County Sanitation District.
11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?** Yes. The tribal consultation requirements of AB 52 have been implemented for this Project as described in more detail in Section 4.18 of this document.

### ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

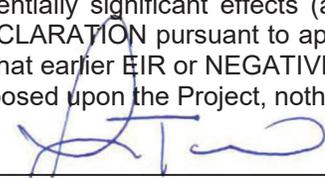
The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" without implementation of MM's, as indicated in Section 4.0 of this IS/MND.

- |  |   |
|--|---|
| <input type="checkbox"/> Aesthetics                                    | <input type="checkbox"/> Agriculture and Forest Resources     |
| <input type="checkbox"/> Air Quality                                   | <input type="checkbox"/> Biological Resources                 |
| <input checked="" type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Energy                               |
| <input checked="" type="checkbox"/> Geology and Soils                  | <input type="checkbox"/> Greenhouse Gas Emissions             |
| <input checked="" type="checkbox"/> Hazards and Hazardous Materials    | <input type="checkbox"/> Hydrology and Water Quality          |
| <input type="checkbox"/> Land Use and Planning                         | <input type="checkbox"/> Mineral Resources                    |
| <input checked="" type="checkbox"/> Noise                              | <input type="checkbox"/> Population and Housing               |
| <input type="checkbox"/> Public Services                               | <input type="checkbox"/> Recreation                           |
| <input checked="" type="checkbox"/> Transportation                     | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities and Service Systems                 | <input type="checkbox"/> Wildfire                             |
| <input checked="" type="checkbox"/> Mandatory Findings of Significance |   |

### DETERMINATION

On the basis of this initial evaluation:

- I find that the Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Project, nothing further is required.

  
\_\_\_\_\_  
Signature of Lead Agency Representative

LUIS TORRICO  
\_\_\_\_\_  
Printed name

4/14/20  
\_\_\_\_\_  
Date

CITY OF ARCADIA  
\_\_\_\_\_  
Agency

## SECTION 4.0 ENVIRONMENTAL IMPACT QUESTIONS AND ANALYSIS

4.1 <u>AESTHETICS</u>	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 4.1.1 ENVIRONMENTAL SETTING

The Project site is within the downtown area of the City, just north of E. Huntington Drive and east of N. 1<sup>st</sup> Avenue. Exhibit 2, Aerial Map, provides an aerial photograph showing the Project site and surrounding area. The Project site currently consists of three one-story buildings and two two-story buildings and associated surface parking lots. The Project site is immediately surrounded by existing urban development, including retail and office uses with surface parking lots.

As described in State CEQA Guidelines §20199 (OAL 2019), transit priority areas are defined as areas within one-half mile of a major transit stop, which includes the Project site. Pursuant to CEQA Statute §21099(d)(1), aesthetic impacts of a mixed-use residential project on an infill site within a transit priority area shall not be considered significant impacts on the environment. Because the proposed Project meets the qualifications of a transit priority area, this section primarily focuses on considering aesthetic impacts pursuant to a review of the local design review ordinances applicable to the Project.

### 4.1.2 PROJECT IMPACTS

#### Regulatory Requirements

**RR AES-1** The Developer shall prepare a Lighting Plan that provides the type and location of proposed exterior lighting and signage, subject to the review and approval of the City's Development Services Department. All new lighting will be shielded and down-cast, such that the light is not cast onto adjacent properties or visible from above, and all new lighting would be reviewed to ensure compliance with the standards codified in Section 9103.01 of the City of Arcadia Development Code .Impact Discussion

**a) Would the project have a substantial adverse effect on a scenic vista?**

**Less than Significant Impact.** A scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. A substantial adverse effect to a scenic vista is one that degrades the view from a designated viewing location. The City of Arcadia General Plan (Arcadia 2010a) provides no mention of scenic vistas explicitly; however, the General Plan Resource Sustainability Element mentions the undeveloped hillsides to the north of the Project site within the San Gabriel Mountains as creating a scenic backdrop to the City (Arcadia 2010a). Although the Project would potentially obstruct views of the hillsides for a limited number of viewers from E. Huntington Drive or properties to the south, the Project would not substantially damage any scenic resources.

In addition, the General Plan (Arcadia 2010a) describes the importance of the City's urban forest in enhancing the aesthetic quality of the City, and it identifies E. Huntington Drive and other major corridors in the City for their scenic and picturesque qualities, primarily due to the large, mature street trees on both sides of the street and within its medians. As described in more detail in Section 4.4, Biological Resources, the Arcadia City Council has adopted ordinances addressing the protection of trees in the City, which further demonstrate the importance of the City's urban forest. Project construction would require the removal of a total of 12 trees including 2 street trees along E. Huntington Drive. As shown in Exhibits 9b through 9d, Typical Views of Project Landscape Elements, Site Plans, and Renderings, these trees would be replaced with approximately six street trees would be planted off-site along the Project's E. Huntington Drive frontage and seven street trees would be planted along the Project's Wheeler Avenue frontage, although the ultimate number would be determined by the Public Works Services Department, some of which would include tree grates, thereby avoiding any decline in tree canopy coverage within the City and at the Project site. The Project would also install additional ornamental landscaping at ground level as well as trees and ornamental landscaping within the private open space areas that would be provided for residents. Therefore, impacts would be less than significant, and no mitigation is required.

**b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?**

**No Impact.** The Project is not located along or near a State scenic highway. The nearest designated State scenic highways are State Route (SR) 110 (Arroyo Seco Parkway) and SR 2 (Angeles Crest Highway), located seven and nine miles, respectively, from the Project site (Caltrans 2011). Given the distance, no damage to scenic resources within a State scenic highway would result from the Project and no mitigation is required.

**c) Would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?**

**Less Than Significant Impact.** The Project site is located within the City's downtown and is immediately surrounded by existing urban development, including commercial retail, office, and associated parking. The Project would adhere to the applicable development standards for CBD and DMU zones with a Downtown Parking Overlay, as well as other citywide policies and requirements including but not limited to Section 9103.09 of the Development Code covering landscaping, Sections 7554.2-7554.9 covering the City's Water Efficient Landscaping Ordinance, Section 91303.01.080 regarding mechanical and electrical equipment screening, Section 9103.01.130 regarding trash enclosures, and Section 9103.11 regarding signage (Arcadia 2019). Also, the Project is located within the City Center Design Plan (Onyx Architects 2018). Project

consistency with the City's Development Code, including development standards for the CBD and DMU zones and the City Center Design Plan, is discussed in more detail in Section 4.11, Land Use and Planning, of this IS/MND.

As part of the Project's design review process, the Developer has prepared a landscape plan that provides the proposed plant palette and location of proposed landscaping, hardscaping, and other related features, which have been submitted to the City for review and approval as well as renderings and colors and materials boards, which have undergone the City's Design Review process, which is in place to ensure consistency with the applicable zoning and other applicable regulations, including those that govern scenic quality.

During demolition and construction activities associated with the Project, construction equipment, demolition activities, short-term stockpiles of building debris, and ingress and egress of haul trucks would be visible. This temporary visual change is less than significant because of its temporary nature and because the views would be typical of construction sites for mixed-use projects in an urban environment. No mitigation is required.

With implementation of the Project, the views of the Project site from off-site locations would be altered. Refer to Exhibits 6a through 6i, Perspective Renderings and Elevations, for depictions of the proposed structures. The height and general massing of the proposed mixed-use building, which would have a maximum of 5 floors above-ground and would be a maximum of 63 feet tall including mechanical equipment, would be substantially taller than the existing 1- and 2-story structures and surface parking lots on the site and would be taller than adjacent structures, particularly those along E. Huntington Drive. Also, the Project's design is more modern and the colors and materials are different from those used for many of the storefronts and other adjacent buildings near the site. However, as described in more detail in Section 4.11, Land Use and Planning, the Project's height, massing, design, and colors and materials, as well as Project consistency with the City Center Design Plan, have been reviewed by the City and are considered to be consistent with applicable zoning and other requirements applicable to the site. The Project would be similar to other mixed-use projects in the vicinity of the Gold Line alignment, including a similar development northwest of the Project site on Wheeler Avenue. The Project is consistent with the City's vision for the area as exemplified in the City Center Design Plan (Onyx Architects 2018). The Project would comply with the height limit (60 feet plus an additional 10 feet for mechanical equipment), residential density (80 units per acre), and floor-to-area ratio (1.0) allowed in the CBD and DMU zones (Arcadia 2018). Also, the Project's southern structure (Building 2) along E. Huntington Drive has been designed to gradually increase in height, or step back, with a primary step back at Level 4 and a secondary step back at Level 5 which would gradually increase the scale and massing of the building so it is more consistent with the streetscape and nearby buildings. Similarly, the center of the Project's frontage with E. Huntington Drive incorporates a pedestrian-scale main plaza that is flanked by ground floor retail and an urban paseo connecting to the northern portion of the site as well as two skydecks at Level 4 that help to better incorporate the Project into the E. Huntington Drive streetscape and to better relate the Project site to neighboring structures.

Although the proposed Project would be taller than the adjacent structures, distant views of the San Gabriel Mountains to the north would not be substantially impacted by Project implementation. Pedestrians along E. Huntington Drive already have views to the north obscured due to the Project site's distance to the San Gabriel Mountains (approximately 1.2 to 2.0 miles), existing intervening structures, and mature street trees. Project implementation would not substantially degrade the quality or character of views of the San Gabriel Mountains.

Land uses surrounding the Project site include various one- and two-story office and retail uses. Although the Project buildings would be taller than the existing surrounding land uses, the

Project's pedestrian amenities, including architecturally interesting frontages, landscaping, and public plaza area, would create a pedestrian-friendly environment and aesthetically pleasing streetscape. While the views of the Project site from surrounding vantage points would be altered with Project implementation, the Project would not substantially degrade the existing visual character or quality of the site or its surroundings and would improve the aesthetics and pedestrian amenities of the area. The introduction of residential, retail, and parking uses to the Project site would not be out of scale, size, or character with the existing surrounding urban setting and would be visually compatible with the existing surrounding uses.

As identified in the Land Use and Community Design Element of the General Plan, the City downtown has been targeted as an area for revitalization. The General Plan includes a conceptual plan for downtown Arcadia that illustrates the types of design elements desired for this area, emphasizing pedestrian access and open space and integrating the Arcadia Gold Line Station with higher density residential, mixed-use, and commercial areas via a system of pedestrian alleyways and plazas (Arcadia 2010a). As such, the Project's proposed mix of commercial and residential uses is consistent with, and a furtherance of, the City's intended development pattern for the downtown. The proposed land uses would be compatible with existing office, commercial/retail, residential, and transit uses in the vicinity of the Project site. Therefore, aesthetic changes resulting from the Project would be less than significant and no mitigation is required.

**d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

**Less Than Significant Impact.** The location of the Project site is in an area already subject to nighttime lighting from existing uses. The Project site currently contains on-site lighting associated with existing buildings and the surface parking lot. In addition, street lighting is located on the sidewalks along E. Huntington Drive, Wheeler Avenue, Indiana Street, and the alleyway bisecting the Project site.

The Project would introduce exterior light sources into the Project site suitable for residential/commercial development, including lighting at Project site entrances, storefronts, and within individual residential balconies. All lighting fixtures shall be appropriate in scale, intensity, and height for the proposed Project. The Project's lighting would be consistent with other light generated by existing and surrounding land uses and roadways and would be in compliance with the City's restrictions on exterior lighting (see RR AES-1) including Section 9103.07.060 of the Development Code for Parking Lot Lighting and Section 9103.01.120 Development Code for Exterior Lighting, which primarily focus on preventing spillage of lighting and glare onto adjacent properties (Arcadia 2019). Consistent with City requirements, exterior lighting would be hooded and arranged to reflect away from adjoining properties and streets. Due to the urban nature of the Project site, surrounding areas and existing lighting, as well as the lack of sensitive receptors for lighting (e.g., single-family residential), impacts associated with lighting the Project would be less than significant.

Glare is caused by light reflections from pavement, vehicles, and building materials (e.g., reflective glass and polished surfaces). During daylight hours, the amount of glare depends on intensity and direction of sunlight. Glare can create hazards to motorists and nuisances for pedestrians and other viewers. The Project would be constructed with materials and finishes that are common for infill development and are not highly-reflective. Furthermore, as discussed above, Project light fixtures would be directed downward and shielded or recessed in such a manner so that light trespass is minimized and light from the project is not perceptible at or beyond the property line. The Project does not include any uses that would have the potential to create noticeable glare from sunlight, vehicle lights, or outdoor lighting which have the potential to pose

a hazard to motorists traveling in the Project vicinity or that would affect surrounding uses. Therefore, less than significant impacts would occur, and no mitigation is required.

#### **4.1.3 MITIGATION MEASURES**

Project implementation would not result in significant impacts related to aesthetics; therefore, no mitigation measures are required.

<b>4.2</b>	<b><u>AGRICULTURE AND FORESTRY RESOURCES</u></b>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>					
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220[g]), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104[g])?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 4.2.1 ENVIRONMENTAL SETTING

The Project site does not currently support any agricultural uses or activities or forestry resources.

#### 4.2.2 PROJECT IMPACTS

##### Regulatory Requirements

None required.

##### Impact Discussion

- a) **Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**
- b) **Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?**

- c) **Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code, Section 12220[g]), timberland (as defined by Public Resources Code, Section 4526), or timberland zoned Timberland Production (as defined by Government Code, Section 51104[g])?**
- d) **Would the project result in the loss of forest land or conversion of forest land to non-forest use?**
- e) **Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?**

**No Impact.** The Project site is in an urbanized area and would not convert farmland to a non-agricultural use. The site is zoned as DMU and CBD and is developed with commercial land uses and surface parking lots (Arcadia 2010a). No portion of the Project site is covered by a Williamson Act Contract or located on land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance according to the 2016 California Department of Conservation, Farmland Mapping and Monitoring Program (DOC 2016a). The *City of Arcadia General Plan's* Land Use and Community Design Element does not identify any agricultural production areas within the City's corporate boundaries (Arcadia 2010a). In addition, the Project site does not contain designated forest land or timberland as defined in the *California Public Resources Code* (§§12220[g] and 4526, respectively) (OLC 2019). Therefore, no impacts to agricultural resources, forest land, or timberland would result from Project implementation, and no mitigation is required.

#### **4.2.3 MITIGATION MEASURES**

Project implementation would not result in significant impacts related to agriculture and forestry resources; therefore, no mitigation measures are required.

<b>4.3 AIR QUALITY</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 4.3.1 ENVIRONMENTAL SETTING

The Project site is in the Los Angeles County portion of the South Coast Air Basin (SoCAB) and, for air quality regulation and permitting, is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SoCAB is a 6,600-square-mile area bound by the Pacific Ocean to the west, the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, and the San Diego County line to the south. The SoCAB includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Gorgonio Pass area of Riverside County. The SoCAB's terrain and geographical location (e.g., a coastal plain with connecting broad valleys and low hills) determine its distinctive semi-arid climate, which is characterized by moderate temperatures, oceanic influence, and precipitation that is limited to a few storms during the winter (November through April).

Both the State and federal government have established health-based ambient air quality standards (AAQS) for seven air pollutants. These pollutants include ozone (O<sub>3</sub>), carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), coarse particulate matter with a diameter of 10 microns or less (PM<sub>10</sub>), fine particulate matter less than 2.5 microns in diameter (PM<sub>2.5</sub>), and lead. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety. The AAQS described above are shown in Table 5, California and National Ambient Air Quality Standards.

**TABLE 5  
CALIFORNIA AND NATIONAL AMBIENT AIR QUALITY STANDARDS**

Pollutant	Averaging Time	California Standards	Federal Standards	
			Primary <sup>a</sup>	Secondary <sup>b</sup>
O <sub>3</sub>	1 Hour	0.09 ppm (180 µg/m <sup>3</sup> )	–	–
	8 Hour	0.070 ppm (137 µg/m <sup>3</sup> )	0.070 ppm (137 µg/m <sup>3</sup> )	Same as Primary
PM <sub>10</sub>	24 Hour	50 µg/m <sup>3</sup>	150 µg/m <sup>3</sup>	Same as Primary
	AAM	20 µg/m <sup>3</sup>	–	Same as Primary
PM <sub>2.5</sub>	24 Hour	–	35 µg/m <sup>3</sup>	Same as Primary
	AAM	12 µg/m <sup>3</sup>	12.0 µg/m <sup>3</sup>	15.0 µg/m <sup>3</sup>
CO	1 Hour	20 ppm (23 mg/m <sup>3</sup> )	35 ppm (40 mg/m <sup>3</sup> )	–
	8 Hour	9.0 ppm (10 mg/m <sup>3</sup> )	9 ppm (10 mg/m <sup>3</sup> )	–
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m <sup>3</sup> )	–	–
NO <sub>2</sub>	AAM	0.030 ppm (57 µg/m <sup>3</sup> )	0.053 ppm (100 µg/m <sup>3</sup> )	Same as Primary
	1 Hour	0.18 ppm (339 µg/m <sup>3</sup> )	0.100 ppm (188 µg/m <sup>3</sup> )	–
SO <sub>2</sub>	24 Hour	0.04 ppm (105 µg/m <sup>3</sup> )	0.14 ppm (for certain areas) <sup>c</sup>	–
	3 Hour	–	–	0.5 ppm (1,300 µg/m <sup>3</sup> )
	1 Hour	0.25 ppm (655 µg/m <sup>3</sup> )	0.075 ppm (196 µg/m <sup>3</sup> )	–
Lead	30-day Avg.	1.5 µg/m <sup>3</sup>	–	–
	Calendar Quarter	–	1.5 µg/m <sup>3</sup>	Same as Primary
	Rolling 3-month Avg.	–	0.15 µg/m <sup>3</sup>	
Visibility Reducing Particles	8 hour	Extinction coefficient of 0.23 per km – visibility ≥ 10 miles (0.07 per km – ≥30 miles for Lake Tahoe)	<b>No Federal Standards</b>	
Sulfates	24 Hour	25 µg/m <sup>3</sup>		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m <sup>3</sup> )		
Vinyl Chloride	24 Hour	0.01 ppm (26 µg/m <sup>3</sup> )		

O<sub>3</sub>: ozone; µg/m<sup>3</sup>: micrograms per cubic meter; PM<sub>10</sub>: large particulate matter; AAM: Annual Arithmetic Mean; PM<sub>2.5</sub>: fine particulate matter; CO: carbon monoxide; mg/m<sup>3</sup>: milligrams per cubic meter; NO<sub>2</sub>: nitrogen dioxide; SO<sub>2</sub>: sulfur dioxide; ppm: parts per million; km: kilometer; –: No Standard.

<sup>a</sup> *National Primary Standards*: The levels of air quality necessary, within an adequate margin of safety, to protect the public health.

<sup>b</sup> *National Secondary Standards*: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

<sup>c</sup> On June 2, 2010, a new 1-hour SO<sub>2</sub> standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO<sub>2</sub> national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

Note: More detailed information in the data presented in this table can be found at the CARB website ([www.arb.ca.gov](http://www.arb.ca.gov)).

Source: CARB 2016.

Regional air quality is defined by whether the area has attained State and federal air quality standards, as determined by air quality data from various monitoring stations. Areas that are considered “nonattainment” are required to prepare plans and implement measures that will bring the region into “attainment”. When an area has been reclassified from nonattainment to attainment for a federal standard, the status is identified as “maintenance”, and there must be a plan and measures established that will keep the region in attainment for the next ten years.

For the California Air Resources Board (CARB), an “unclassified” designation indicates that the air quality data for the area are incomplete and there are no standards to support a designation of attainment or nonattainment. Table 6, Attainment Status of Criteria Pollutants in the South Coast Air Basin, summarizes the attainment status of the SoCAB for the criteria pollutants.

**TABLE 6  
ATTAINMENT STATUS OF CRITERIA POLLUTANTS IN  
THE SOUTH COAST AIR BASIN**

Pollutant	State	Federal
O <sub>3</sub> (1-hour)	Nonattainment	Nonattainment
O <sub>3</sub> (8-hour)		
PM10	Nonattainment	Attainment/Maintenance
PM2.5	Nonattainment	Nonattainment
CO	Attainment	Attainment/Maintenance
NO <sub>2</sub>	Attainment	Attainment/Maintenance
SO <sub>2</sub>	Attainment	Attainment
Lead	Attainment	Attainment/Nonattainment*
All others	Attainment/Unclassified	No Standards

O<sub>3</sub>: ozone; PM10: respirable particulate matter with a diameter of 10 microns or less; PM2.5: fine particulate matter with a diameter of 2.5 microns or less; CO: carbon monoxide; NO<sub>2</sub>: nitrogen dioxide; SO<sub>2</sub>: sulfur dioxide.  
\* Los Angeles County is classified nonattainment for lead; the remainder of the SoCAB is in attainment of the State and federal standards.  
Sources: SCAQMD 2016, USEPA 2019a.

### Sensitive Air Quality Receptors

Sensitive receptors include, but are not limited to, children, the elderly, persons with preexisting respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. The nearest sensitive receptors are residences located approximately 300 feet to the south of the Project site on Alta Street.

### **4.3.2 PROJECT IMPACTS**

#### **Regulatory Requirements**

**RR AQ-1** The Project will be conducted in compliance with all applicable South Coast Air Quality Management District (SCAQMD) rules and permitting requirements, including but not limited to:

- SCAQMD Rule 403, Fugitive Dust, for controlling fugitive dust and avoiding nuisance. Compliance with this rule will reduce short-term particulate pollutant emissions.

- SCAQMD Rule 402, Nuisance, which states that a Project will not “discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property”.
- SCAQMD Rule 1113, Architectural Coatings, which limits the volatile organic content (VOC) of architectural coatings used for the Project.

### **Impact Discussion**

**a) Would the project conflict with or obstruct implementation of the applicable air quality plan?**

**Less than Significant Impact.** The SCAQMD develops rules and regulations, establishes permitting requirements for stationary sources, inspects emissions sources, and enforces such measures through educational programs or fines, when necessary. It is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources and has prepared an Air Quality Management Plan (AQMP) that establishes a program of rules and regulations directed at attaining the NAAQS and CAAQS.

The SCAQMD adopted the 2016 AQMP on March 3, 2017 (SCAQMD 2017b). The 2016 AQMP incorporates the latest scientific and technical information and planning assumptions, including the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), updated emission inventory methodologies for various source categories, and SCAG’s latest growth forecasts.

The main purpose of an AQMP is to bring an area into compliance with the requirements of federal and State air quality standards. For a project to be consistent with the AQMP, the pollutants emitted from the project should not (1) exceed the SCAQMD CEQA air quality significance thresholds or (2) conflict with or exceed the assumptions in the AQMP.

In order to be consistent with the AQMP, the following analysis compares the Project’s construction and operational emissions with the SCAQMD CEQA air quality significance thresholds. A project may have a significant impact where project-related emissions would exceed federal, State, or regional standards or thresholds, or where project-related emissions would substantially contribute to an existing or projected air quality violation. The SCAQMD has developed construction and operations thresholds to determine whether projects would potentially result in contributing toward a violation of ambient air quality standards. The SCAQMD recommends that projects be evaluated in terms of the quantitative thresholds established to assess both the regional and localized impacts of project-related air pollutant emissions. The City uses the current SCAQMD thresholds to determine whether a proposed project would have a significant impact. These SCAQMD thresholds are identified in Table 7, South Coast Air Quality Management District Air Quality Significance Thresholds.

**TABLE 7**  
**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT**  
**AIR QUALITY SIGNIFICANCE THRESHOLDS**

Mass Daily Thresholds (lbs/day)		
Pollutant	Construction	Operation
VOC	75	55
NOx	100	55
CO	550	550
PM10	150	150
PM2.5	55	55
SOx	150	150
Lead	3	3

lbs/day: pounds per day; VOC: volatile organic compound; NOx: nitrogen oxides; CO: carbon monoxide; PM10: respirable particulate matter 10 microns or less in diameter; PM2.5: fine particulate matter 2.5 microns or less in diameter; SOx: sulfur oxides.

Source: SCAQMD 2015

Air pollutant emissions for the Project were estimated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2 computer program (CAPCOA 2017). CalEEMod is designed to model construction and operational emissions for land development projects and allows for the input of project- and county-specific information. For air quality modeling purposes, construction of the Project was based on the Project's construction assumptions and default assumptions derived from CalEEMod. The input for operational emissions of the existing and proposed uses was based on the vehicle trip generation rates provided in the traffic impact analysis (Appendix H) and the proposed building area. Additional input details are included in Appendix A (*Air Quality and Greenhouse Gas Emissions Calculations including CalEEMod Output*, Psomas 2019a).

### **Construction Emissions**

Air pollutant emissions would occur from: construction equipment exhaust; fugitive dust from demolition and site grading; exhaust and particulate emissions from trucks hauling demolition and construction debris, soil, and building materials to and from the Project site; from automobiles and light trucks driven to and from the Project site by construction workers; and VOCs from painting and asphalt paving operations. The proposed Project would comply with applicable SCAQMD rules and regulations as described in RR AQ-1, including Rule 402 for nuisance, Rule 403 for fugitive dust control, and Rule 1113 for architectural coatings. Rule 403 measures include regular watering of active grading areas and unpaved roads, limiting vehicle speeds on unpaved surfaces, stabilizing stockpiled earth, and curtailing grading operations during high wind conditions (SCAQMD 1976). Watering of active grading areas is included in the CalEEMod emissions analysis and results in reduced PM10 and PM2.5 emissions. It should be noted that some Project requirements and features (such as watering grading areas), although required Project elements, are shown in the CalEEMod format as mitigation measures. SCAQMD Rule 1113 limits the VOC content of architectural coatings (SCAQMD 1977). The emission reductions associated with compliance with this rule have been included in the emissions calculations.

Regional Emissions Thresholds – Maximum Daily Regional Emissions

Table 8, Estimated Maximum Daily Regional Construction Emissions, presents the estimated maximum daily emissions during construction of the proposed Project and compares the estimated emissions with the SCAQMD’s daily regional emission thresholds. As shown in Table 8, Project construction mass daily emissions would be less than the SCAQMD’s thresholds for all criteria air pollutants.

**TABLE 8  
ESTIMATED MAXIMUM DAILY REGIONAL CONSTRUCTION EMISSIONS**

Year	Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM10	PM2.5
2020	3	26	21	<1	3	2
2021	3	18	20	<1	3	1
2022	22	23	29	<1	3	2
<b>Maximum</b>	<b>22</b>	<b>26</b>	<b>29</b>	<b>&lt;1</b>	<b>3</b>	<b>2</b>
<b>SCAQMD Thresholds (Table 7)</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Exceeds SCAQMD Thresholds?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
lbs/day: pounds per day; VOC: volatile organic compound; NO <sub>x</sub> : nitrogen oxides; CO: carbon monoxide; SO <sub>x</sub> : sulfur oxides; PM10: respirable particulate matter 10 microns or less in diameter; PM2.5: fine particulate matter 2.5 microns or less in diameter; SCAQMD: South Coast Air Quality Management District. Note: Source: SCAQMD 2015 (thresholds); see Appendix A for CalEEMod model outputs.						

Construction-Phase Localized Significance Thresholds

In addition to the mass daily emissions thresholds established by the SCAQMD, short-term local impacts to nearby sensitive receptors from on-site emissions of NO<sub>2</sub>, CO, PM10, and PM2.5 are examined based on SCAQMD’s localized significance threshold (LST) methodology. To assess local air quality impacts for development projects without complex dispersion modeling, the SCAQMD developed screening (lookup) tables to assist lead agencies in evaluating impacts.

The LST method is recommended to be limited to projects that are five acres or less. For the purposes of an LST analysis, the SCAQMD considers receptors where it is possible that an individual could remain for 1 hour for NO<sub>2</sub> and CO exposure and 24 hours for PM10 and PM2.5 exposure. The emissions limits in the lookup tables are based on the SCAQMD’s Ambient Air Quality Standards (SCAQMD 2016). The closest receptors that may remain for 1 hour are retail and office uses adjacent to the Project’s boundaries, and the closest receptor that may remain for 24 hours is the SpringHill Suites by Marriott hotel use east of the Project site, across the Gold Line alignment.

Table 9, Construction-Phase Localized Significance Threshold Emissions, shows the maximum daily on-site emissions for construction activities compared with the SCAQMD LST thresholds. The Project site is approximately 1.74 acres in area. The thresholds shown are from the lookup tables for a site that is 1 acre, which is based on the assumption that the most intensive phase of construction that involves soil disturbance would not exceed 1 acre. The Project’s maximum daily on-site emissions would occur during the demolition phase (for NO<sub>x</sub> and CO), and during the grading/excavation phase (for PM10 and PM2.5). As shown in Table 9, localized emissions for all criteria pollutants would be less than their respective thresholds. Therefore, localized air quality impacts at receptors proximate to construction activities would be exposed to less than significant air quality impacts.

**TABLE 9  
CONSTRUCTION-PHASE  
LOCALIZED SIGNIFICANCE THRESHOLD EMISSIONS**

Emissions and Thresholds	Emissions (lbs/day)			
	NOx	CO	PM10	PM2.5
Project maximum daily on-site emissions	21	15	3	2
<b>Localized Significance Threshold*</b>	<b>89</b>	<b>623</b>	<b>5</b>	<b>3</b>
<b>Exceed threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
lbs/day: pounds per day; NOx: nitrogen oxides; CO: carbon monoxide; PM10: respirable particulate matter 10 microns or less in diameter; PM2.5: fine particulate matter 2.5 microns or less in diameter. Note: Data is for SCAQMD Source Receptor Area 9, East San Gabriel Valley * NOx and CO thresholds are based on a distance of 25 meters (82 feet) of the Project site; PM10 and PM2.5 thresholds are based on a distance of 40 meters (130 feet) from the Project site. Source: SCAQMD 2009 (thresholds); see Appendix A for CalEEMod model outputs.				

**Operational Emissions**

The ongoing operation of the Project would result in a long-term increase in air quality emissions. This increase would be due to emissions from Project-generated vehicle trips and through operational emissions from the ongoing use of the Project.

Existing development on the Project site includes five buildings which would be demolished to allow for construction of the proposed Project. Existing operations generate air pollutant emissions from a variety of sources including vehicle trips associated with the commercial buildings; natural gas used for heating and hot water; landscape and building maintenance equipment; and consumer products. Emissions from the existing uses of the Project site were estimated using CalEEMod, and are shown in Table 10, Existing Daily Operational Emissions. The CalEEMod model input was based on the vehicle trip generation rate provided in the traffic impact analysis and the building area for the existing on-site uses: Dan’s Autocare and Arcadia Party Rentals. The existing uses generate 102 daily trips (Psomas 2019e, Appendix H).

**TABLE 10  
EXISTING DAILY OPERATIONAL EMISSIONS**

Source	Emissions (lbs/day)					
	VOC	NOx	CO	SOx	PM10	PM2.5
Area sources	<1	<1	<1	<1	<1	<1
Energy sources	<1	<1	<1	<1	<1	<1
Mobile sources	<1	1	4	<1	1	<1
<b>Total Existing Operational Emissions*</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>&lt;1</b>	<b>1</b>	<b>&lt;1</b>
lbs/day: pounds per day; VOC: volatile organic compounds; NOx: nitrogen oxides; CO: carbon monoxide; SOx: sulfur oxides; PM10: respirable particulate matter 10 microns or less in diameter; PM2.5: fine particulate matter 2.5 microns or less in diameter; SCAQMD: South Coast Air Quality Management District. * Some totals do not add due to rounding. Note: CalEEMod model data sheets are included in Appendix A. Source: Psomas 2019a.						

The following section provides an analysis of potential air quality impacts to regional and local air quality with operation of the proposed Project. The net change in emissions associated with the

Project was calculated by deducting the emissions that are currently occurring under existing conditions. The potential operations-related air emissions have been analyzed, as discussed below, for the regional and local criteria pollutant emissions and cumulative impacts.

Operations-Related Criteria Pollutant Analysis

Operational emissions are comprised of area, energy, and mobile source emissions. Area and energy source emissions are based on CalEEMod assumptions for the specific land uses and size. Mobile source emissions are based on estimated Project-related trip generation forecasts, as contained in the Project traffic impact analysis (Appendix H). The Project would generate 958 daily trips with reduction of trips from pass-by and internal capture credits (Psomas 2019e, Appendix H). Estimated peak daily net operational emissions are shown in Table 11, Peak Daily Net Operational Emissions.

**TABLE 11  
PEAK DAILY NET OPERATIONAL EMISSIONS**

Source	Emissions (lbs/day)					
	VOC	NOx	CO	SOx	PM10	PM2.5
Area sources	5	2	12	<1	<1	<1
Energy sources	<1	<1	<1	<1	<1	<1
Mobile sources	2	4	21	<1	6	2
<b>Total Operational Emissions*</b>	6	7	33	<1	6	2
<b>Less: Existing Emissions (Table 10)</b>	1	1	4	<1	1	<1
<b>Net Increase in Emissions</b>	<b>5</b>	<b>6</b>	<b>29</b>	<b>&lt;1</b>	<b>5</b>	<b>2</b>
<b>SCAQMD Significance Thresholds (Table 7)</b>	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Significant Impact?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

lbs/day: pounds per day; VOC: volatile organic compounds; NOx: nitrogen oxides; CO: carbon monoxide; SOx: sulfur oxides; PM10: respirable particulate matter 10 microns or less in diameter; PM2.5: fine particulate matter 2.5 microns or less in diameter; SCAQMD: South Coast Air Quality Management District.

\* Some totals do not add due to rounding.

Note: CalEEMod model data sheets are included in Appendix A.  
Source: Psomas 2019a.

As shown in Table 11, Peak Daily Net Operational Emissions, the Project’s net operational emissions would be less than the SCAQMD CEQA significance thresholds for all criteria pollutants.

The Project site is zoned as DMU and CBD zones with a Downtown Parking Overlay. As discussed further in Section 4.11, Land Use and Planning, the Project would be consistent with the zoning and General Plan designations of the Project site with issuance of a Conditional Use Permit for multifamily dwellings. Because the General Plans of cities within the SoCAB are used to determine the regional emissions of the SoCAB, emissions related to the development of the Project site are therefore consistent with the growth expectations for the region. In addition, the amount of emissions generated by the Project is below the SCAQMD’s significance thresholds. The Project is located within a half-mile of the Arcadia Gold Line Station. The proximity of the Project site to the station would encourage the use of mass transit which is consistent with the AQMP’s goal of using non-single occupancy vehicles. As such, the proposed Project would not conflict with the 2016 AQMP. There would be a less than significant impact, and no mitigation is required.

**b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?**

**Less than Significant Impact.** As identified in Table 6, Los Angeles County is a nonattainment area for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. The Project would generate PM<sub>10</sub>, PM<sub>2.5</sub>, NO<sub>2</sub>, and O<sub>3</sub> precursors (NO<sub>x</sub> and VOC) during short-term construction and long-term operations.

Construction Activities

Construction activities associated with the proposed Project would result in less than significant construction-related regional and localized air quality impacts, as quantified above in Tables 8 and 9, respectively.

SCAQMD's policy with respect to cumulative impacts associated with the above-referenced pollutants and their precursors is that impacts that would be directly less than significant would also be cumulatively less than significant (SCAQMD 2003). As discussed under Threshold 4.3(a), short-term construction emissions associated with the proposed Project would occur at less than significant levels. Therefore, consistent with SCAQMD policy, the cumulative construction impact of criteria pollutants would also be less than significant.

Operational Activities

As shown in Table 11, Peak Daily Net Operational Emissions, operational emissions for all analyzed pollutants would be below the SCAQMD CEQA significance thresholds. Therefore, the Project would not contribute to a cumulatively considerable net increase of a pollutant for which the SoCAB is in nonattainment. Emissions of nonattainment pollutants or their precursors would not be cumulatively considerable and would be less than significant; no mitigation would be required.

**c) Would the project expose sensitive receptors to substantial pollutant concentrations?**

**Less than Significant Impact.** A significant impact may occur when a project would generate pollutant concentrations to a degree that would significantly affect sensitive receptors, which include populations that are more susceptible to the effects of air pollution than the population at large. Exposure of sensitive receptors is addressed for the following situations: CO hotspots; criteria pollutants and toxic air contaminants (TACs), specifically diesel particulate matter (DPM) from on-site construction; exposure to off-site TAC emissions; and asbestos and lead-based paint during demolition. Operational, long-term TACs may be generated by some industrial land uses; commercial land uses (e.g., gas stations and dry cleaners); and diesel trucks on freeways. Residential land uses do not generate substantial quantities of TACs and are therefore not addressed in this report.

Carbon Monoxide Hotspot

In an urban setting, vehicle exhaust is the primary source of CO. Consequently, the highest CO concentrations generally are found close to congested intersections. Under typical meteorological conditions, CO concentrations tend to decrease as the distance from the emissions source (e.g., congested intersection) increases. The air basin is currently in a state of attainment for CO. The East San Gabriel Valley 2 region for which the project area is located was recorded to have 0.8 parts per million 1-hour concentration and 0.6 parts per million 8-hour concentration (SCAQMD 2017). The California ambient air quality standard for a 1-hour concentration is 20 ppm and the

8-hour concentration is 9 ppm. As such, the East San Gabriel Valley 2 region is exposed to CO concentrations that are 4 percent and 7 percent of the 1-hour and 8-hour ambient quality standards, respectively. Based on the Project's *Traffic Study* (Psomas 2019e, Appendix H), the Project would result in 37 AM trips and 109 PM trips. The increase in vehicle trips is relatively low and is not of sufficient magnitude to contribute toward a CO hotspot. As such, Project-related traffic would result in less than significant CO impacts.

#### Criteria Pollutants from On-Site Construction

Exposure of persons to NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions is discussed in response to Threshold 4.3(a) above. There would be no significant impacts, and no additional mitigation is required.

#### Toxic Air Contaminant Emissions from On-Site Construction

Construction activities would result in short-term, Project-generated emissions of DPM from the exhaust of off-road, heavy-duty diesel equipment used for site preparation (e.g., demolition, excavation, and grading); paving; building construction; and other miscellaneous activities. CARB identified DPM as a TAC in 1998. The dose to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Thus, the risks estimated for a maximally exposed individual (MEI) are higher if a fixed exposure occurs over a longer time period. According to the Office of Environmental Health Hazard Assessment, health risk assessments—which determine the exposure of sensitive receptors to TAC emissions—should be based on a 40-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the Project.

There would be relatively few pieces of off-road, heavy-duty diesel equipment in operation, and the total construction period would be relatively short when compared to a 40-year exposure period. Combined with the highly dispersive properties of DPM and additional reductions in particulate emissions from newer construction equipment, as required by United States Environmental Protection Agency (USEPA) and CARB regulations, construction emissions of TACs would not expose sensitive receptors to substantial emissions of TACs. The impact would be less than significant, and no mitigation is required.

#### Exposure to Off-Site Toxic Air Contaminant Emissions

The CARB *Air Quality and Land Use Handbook: A Community Health Perspective* provides guidance concerning land use compatibility with TAC sources (CARB 2005). While not a law or adopted policy, the handbook offers advisory recommendations for siting sensitive receptors near uses associated with TACs (such as freeways and high-traffic roads, commercial distribution centers, rail yards, ports, refineries, dry cleaners, gasoline stations, and industrial facilities) to help keep children and other sensitive populations out of harm's way.

Projects of concern for mobile sources of TACs are typically those located within 500 feet of the following types of facilities that emit significant quantities of DPM: urban roads with more than 100,000 vehicles per day; freeways or roads with a high heavy truck concentration; and/or near rail yards, ports, and/or distribution centers. The Project site is more than 500 feet from any freeway or major urban road. Although the Metro Gold Line alignment is located adjacent to the project site, the Gold Line is powered by electricity and is not a significant source of DPM. With respect to proximity to emissions from railroad sources, CARB recommends avoiding siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard (CARB 2005); the Project site is not located within 1,000 feet of this type of facility. CARB recommends not siting

residences within 300 feet of a large gas station<sup>3</sup> and that a sensitive land use should be sited at least 50 feet from a typical gas-dispensing facility (CARB 2005). There is a gas station located at 102 E. Huntington Drive, 125 feet south of the Project's southern boundary. This gas station has 8 pumps, which is consistent with a typical gas dispensing facility. Therefore, health risks associated with locating sensitive receptors proximate to a gas station would be less than significant. CARB also recommends not placing sensitive receptors within the same building as a dry cleaner and avoiding siting residences within 500 feet of dry-cleaning operations with 2 machines using perchloroethylene. There are no dry cleaners within 500 feet of the Project site. The Project also does not involve emission sources with the potential for substantial levels of emissions of TACs. As such, no off-site sensitive uses would be exposed to significant levels TACs. Impacts would be less than significant, and no mitigation is required.

**d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?**

**Less than Significant.** Potential operational odors could be created by cooking activities associated with residential uses. These odors would be similar to existing residential uses surrounding the Project site and throughout the City and odors would be confined to the immediate vicinity of the proposed dwelling units.

Furthermore, according to the SCAQMD's *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding (SCAQMD 1993). The Project does not include any uses identified by the SCAQMD as being associated with odors and, therefore, would not produce emissions which would lead to odors. The Project uses are also regulated from nuisance odors or other objectionable emissions by SCAQMD Rule 402 (RR AQ-1). Rule 402 prohibits any the discharge from any source of air contaminants or other material which would cause injury, detriment, nuisance, or annoyance to people or the public. As such, the Project would have a less than significant impact regarding other emissions and no mitigation is required.

### 4.3.3 MITIGATION MEASURES

Project implementation would not result in significant impacts related to air quality; therefore, no mitigation measures are required.

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<sup>3</sup> A large gas station is defined by CARB as a facility with a throughput of 3.6 million gallons per year or greater.

<b>4.4</b>	<b><u>BIOLOGICAL RESOURCES</u></b>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
Would the project:					
a)	Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 4.4.1 ENVIRONMENTAL SETTING

The Project site is within an urban area and is surrounded entirely by development that consists primarily of commercial uses. On-site vegetation includes ornamental street trees, landscaping shrubs, and groundcover along the E. Huntington Drive and Wheeler Avenue frontages, as well as some ornamental trees in the parking lot medians.

The City's Tree Preservation Ordinance (Ordinance No. 2341) recognizes oaks, sycamores, and mature trees as significant aesthetic and ecological resources and establishes policies for their protection, removal, and replacement (Arcadia 2019). Protected trees include:

1. *Quercus Engelmannii* (Engelmann oak), or *quercus agrifolia* (coast live oak, California live oak) with a trunk diameter larger than four (4) inches measured at a point four and one-half (4½) feet above the root crown, or two (2) or more trunks measuring three (3) inches each or greater in diameter, measured at a point four and one-half (4½) feet above the root crown.
2. Any other living oak tree with a trunk diameter larger than twelve (12) inches measured at a point four and one-half (4½) feet above the root crown, or two (2) or more trunks

measuring ten (10) inches each or greater in diameter, measured at a point four and one-half (4 1/2) feet above the root crown.

3. *Plantanus racemosa* (Sycamore) with a trunk diameter larger than six (6) inches measured at a point four and one-half (4 1/2) feet above the root crown, or two (2) or more trunks measuring four (4) inches each or greater in diameter, measured at a point four and one-half (4 1/2) feet above the root crown.

4. Any tree, with the exception of the trees listed as Unprotected Trees, that have a trunk diameter larger than twelve (12) inches measured at a point four and one-half (4 1/2) feet above the root crown, or two (2) or more trunks measuring ten (1) inches each or greater in diameter, measured at a point of four and one-half (4 1/2) feet above the root crown and the tree is located within a required front, side, street-side, or rear yard setback.

The Project site does not contain any protected trees protected pursuant to the City's Tree Preservation Ordinance. Street trees within public right-of-way including those along E. Huntington Drive and Wheeler Avenue are not subject to the City's Tree Preservation Ordinance but are protected pursuant to the City's Comprehensive Tree Management Program as described below.

The City's Comprehensive Tree Management Program contained in Article IX, Chapter 8 of the Municipal Code establishes additional policies for the regulation of the planting, maintenance, removal, and replacement of City-owned trees on public property, including street trees. No street tree may be planted, removed, cut, or otherwise damaged without first obtaining a permit from the Arcadia Public Works Services Department. There are several street trees adjacent to the Project site along E. Huntington Drive and Wheeler Avenue which qualify for protection pursuant to these policies.

## 4.4.2 PROJECT IMPACTS

### Regulatory Requirements

**RR BIO-1** Prior to approval of grading plans, the Development Services Department shall verify that the following note is included on the contractor specifications to ensure compliance with the Migratory Bird Treaty Act (MBTA):

To avoid impacts on nesting birds, vegetation on the Project site should be cleared between September 1 and January 31. If vegetation clearing occurs during the peak nesting season (between February 1 and August 31), a pre-construction survey shall be conducted by a qualified biologist to identify if there are any active nesting locations. If the biologist does not find any active nests within the impact area, the vegetation clearing/construction work will be allowed. If the biologist finds an active nest within the construction area and determines that the nest may be impacted by construction activities, the biologist will delineate an appropriate buffer zone around the nest depending on the species and the type of construction activity. Construction activities shall be prohibited in the buffer zone until a qualified biologist determines the nest is abandoned.

**RR BIO-2** As required by the City's Comprehensive Tree Management Program, the Developer will obtain a permit from the Arcadia Public Works Services Department for the removal and planting of street trees associated with the Project. The Developer will abide by the standards set forth in the permit, as well as standards contained in the Comprehensive Tree Management Program and other applicable sections of the Development and Municipal Codes.

**RR BIO-3** The Developer shall submit the Project's landscape plans, which will include the proposed locations and species of replacement street trees, to the Arcadia Public Works Services Department for review. Street tree species will consist of those set forth in the City's Street Tree Master Plan.

### **Impact Discussion**

**a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

**No Impact.** The Project site is within an urban area and surrounded entirely by development, which consists primarily of commercial uses. As discussed above, on-site vegetation includes ornamental street trees, landscaping shrubs, trees, and groundcover. No Critical Habitat occurs on the site or in the nearby vicinity, and on relevant records of candidate, sensitive, or special-status species at or near the Project site are identified in the California Natural Diversity Database (USFWS 2019, CDFW 2019). Therefore, the Project would have no impact and no mitigation is required.

**b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?**

**c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

**No Impact.** The Project site does not contain riparian habitat, wetlands, or any other sensitive natural vegetation community. The Project site is mostly paved and within a developed, urban area. No impacts to riparian habitats, wetlands, or sensitive natural vegetation communities would result from Project implementation. There would be no impact and no mitigation is required.

**d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

**Less than Significant Impact.** Due to the presence of ornamental trees on site, there is the potential nesting birds subject to the Migratory Bird Treaty Act (MBTA). The MBTA prohibits activities that result in the direct take (defined as killing or possession) of birds covered by the MBTA. Compliance with the provisions of the MBTA, including implementation of RR BIO-1, would result in a less than significant impact and no mitigation is required.

**e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

**Less Than Significant Impact.** As described above, the City's municipal code regulates the removal of certain trees on private property through the City's Tree Preservation Ordinance and the removal and planting of street trees through the City's Comprehensive Tree Management Program. Implementation of the Project would not affect any protected trees on private property; however, a total of 7 street trees would be removed and replaced. With implementation of RR BIO-2 and RR BIO-3 were developed consistent with City requirements and require the Developer to obtain a permit and submit a landscaping plan for review and approval by the City Public Works Services Department. The landscaping plan would include specifications for replacement street trees that would need to be removed as part of the project. With incorporation of RR BIO-2 and BIO-3, a less than significant impact would result from the Project, and no mitigation is required.

**f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

**No Impact.** The Project site is not located within an adopted habitat conservation plan or natural community conservation plan (Arcadia 2010a). Therefore, there would be no impact and no mitigation measures are required.

#### **4.4.3 MITIGATION MEASURES**

Project implementation would not result in significant impacts related to biological resources; therefore, no mitigation measures are required.

<b>4.5</b>	<b><u>CULTURAL RESOURCES</u></b>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
Would the project:					
a)	Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c)	Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

In addition to adhering with the requirements of CEQA, the Project must also comply with Section 9107.07.030 of the City of Arcadia Development Code, which outlines the procedures for issuance of Certificates of Demolition given that the Project proposes to demolish five structures on the site that are over 50 years old. Consistent with City requirements, a qualified architectural historian was retained to conduct an assessment to determine whether any of the five existing structures have any historical significance and whether any of the buildings proposed for demolition are eligible for listing in the California Register of Historic Resources. The Developer will submit the report (Appendix B) along with an application for a certificate of demolition. As discussed in more detail below, the *Historic Resource Assessment* (McGee 2020) provides evidence and supporting documentation related to the lack of historic significance of the five structures proposed for demolition on the Project site, including photographic evidence as to the current condition, and a narrative evaluation by the qualified architectural historian. It should also be noted that the 2020 *Historic Resource Assessment* prepared by Kathryn McGee follows the City of Arcadia 2019 Development Code for Historic Preservation.

The *Historic Resource Assessment* (McGee 2020) also documents the structures and provides a full evaluation of the structures. To comply with Section 9107.07 of the City Development Code, the Developer will pay for an architectural historian to complete the California Department of Parks and Recreation Primary Record Form (DPR 523A), a Building, Structure, and Object (BSO) Record Form (DPR 523B); and Location Map Form (DPR 523J) and submit these forms with the City's application for a Certificate of Demolition, if determined necessary by the City in addition to the *Historic Resource Assessment* (McGee 2020) already prepared for the Project. If the DPR forms are requested by the City, once they are complete the Project architectural historian or Developer shall submit the completed DPR forms to the South Central Coastal Information Center (SCCIC) at the California State University at Fullerton.

#### **4.5.1 ENVIRONMENTAL SETTING**

##### **Cultural Resources Records Search at the South-Central Coastal Information Center**

Information in this section is based upon the records searches and literature reviews of information available from the South-Central Coastal Information Center (SCCIC) and the Native American Heritage Commission (NAHC). As mentioned above, additional information in this section is derived from the *Historic Resources Assessment for 124-134 E. Wheeler Avenue and 117-129 E. Huntington Drive, Arcadia, CA 91006* dated January 2020, which is provided in its entirety in Appendix B (*Historic Resources Assessment*, McGee 2020).

**Previous Cultural Resources Studies**

A literature review of documents on file at the SCCIC at California State University, Fullerton was completed on March 20, 2019. The results of the records search identified 12 previous studies that have been previously conducted within a half-mile of the Project area, which includes three previous studies covering the Project site, which are described in more detail in Table 12, Cultural Resource Studies Intersection with the Project Site. In general, prior studies within a half-mile of the Project area consist of archaeological reconnaissance or Phase I cultural resource studies conducted between 1984 and 2012. Three studies (LA-06859, LA-10896, and LA-12525) evaluated portions of the Project area. LA-06859 is an overview study that encompasses the entire City of Arcadia for the Arcadia General Plan. LA-06859 observed one resource (P-19-188706) situated outside of the Project site to the southwest. LA-12525 reviewed the northeastern boundary of the Project site along Indiana Street during the environmental review of the Gold Line. LA-12525 did not observe cultural resources within the Project site. LA-10896, a historic property survey conducted for the Gold Line, studied the northern and western portions of the Project site and identified two resources within the Project site (P-19-189197 and P-19-189198).

**TABLE 12  
CULTURAL RESOURCE STUDIES INTERSECTION WITH THE PROJECT SITE**

Report No	Affiliation	Year	Author	Title
LA-06859	LSA Associates, Inc.	1996	Unknown	Arcadia General Plan
LA-12525	Federal Highway Administration, Federal Transit Administration	2003	Poka, Ervin	NHPA Section 106 Review; Metro Gold Line Phase II Extension Project
LA-10896	Myra L. Frank/Jones & Stokes, Applied EarthWorks	2004	Greenwood, David	Historic Properties Survey and Effects Report for the Gold Line Phase II Project (Pasadena to Montclair) Los Angeles and San Bernardino Counties, CA
Source: Psomas 2019d.				

**Previously-Recorded Cultural Resources**

SCCIC records indicate that a total of 42 previously recorded cultural resources have been identified within a half-mile of the Project site, all of which are historic-era buildings or structures. A summary for the two previously-identified cultural resources within the Project site and that would be demolished as part of the Project are provided in Table 13, Previously-Identified Historic-Era Properties Within the Project Site.

**TABLE 13**  
**PREVIOUSLY-IDENTIFIED HISTORIC-ERA PROPERTIES WITHIN THE PROJECT SITE**

Primary	Recorded By	Over 50 Years Old?	Type	Name
P-19-189198	2003 (David Greenwood, Myra Frank & Assoc. / Jones & Stokes)	Yes	Building	Resource Name - Arcadia Party Rentals
P-19-189197	2003 (David Greenwood, Myra Frank & Assoc. / Jones & Stokes)	Yes	Building	Resource Name - Omni Facility Group

Source: Psomas 2019d.

More detailed descriptions of P-19-189197 and P-19-189198 are provided below. According to records searches conducted for the Project, no prehistoric resources have been previously observed within the Project site or within a half mile of the Project site

**Resource P-19-189197** consists of a multi-story commercial building designed with Monterey style influences. The building is rectangular in plan and sited adjacent to the sidewalk on Wheeler Avenue at the northern portion of the Project site. The building has been heavily modified throughout the years. Originally constructed in 1946 as a multi-family residence, the building was converted to mixed commercial and residential use. The building has stucco exterior walls and a composition-covered side facing gable roof and a partial balcony with picket railing. The building has been modified to add three pedestrian entrances and one loading entrance. The windows have been changed to fixed pane and vinyl slider windows. The alterations made to the building no longer sustain the original integrity of materials, design, workmanship, association and feeling. This resource has been deemed ineligible for the National Register of Historic Places (NRHP) by consensus through the Section 106 process and was not evaluated for the California Register of Historical Resources (CRHR) or Local Listing. The *Historic Resource Assessment* prepared for the Project, which is included as Appendix B, assesses this property against the City's local criteria, and confirms that this structure is not historically significant and is not eligible for listing (McGee 2020).

**Resource P-19-189198** is currently used by Arcadia Party Rentals. The resource contains one structure characterized as a contemporary style, two story, rectangular industrial building with scored plaster and brick walls. It has an off-center store front entrance, a brick panel on the western side of the façade and original brick siding on the western façade. The building is a light industrial building constructed in 1953, and has lost the original integrity of design, materials and workmanship through substantial alterations that have irreversibly altered its 1953 appearance. The building does not have any known association with persons or events important to local, State, or national history. The alterations made to the building no longer sustain the original integrity of materials, design, workmanship, association and feeling and has been deemed ineligible for the NRHP by consensus through Section 106 process and was not evaluated for the CRHR or Local Listing. The Project's *Historic Resources Assessment*, provided as Appendix B (McGee 2020), assesses this property against the City's local criteria, and confirms that this structure is not historically significant and is not eligible for listing.

## REGULATORY REQUIREMENTS

In addition to adherence to the City's Development Code including the requirements associated with obtaining a Certificate of Demolition, RR CUL-1 will be implemented during project excavations. This RR will be included in the MMRP for the proposed project.

### Regulatory Requirements

**RR CUL-1** If human remains are encountered during excavation activities, all work shall halt in the immediate vicinity of the discovery and the Los Angeles County Coroner shall be notified (*California Public Resources Code* §5097.98). The Coroner shall determine whether the remains are of forensic interest. If the Coroner determines that the remains are prehistoric, s/he will contact the Native American Heritage Commission (NAHC). The NAHC shall be responsible for designating the most likely descendant (MLD), who will be responsible for the ultimate disposition of the remains, as required by Section 7050.5 of the *California Health and Safety Code*. The MLD shall make his/her recommendation within 48 hours of being granted access to the site. The MLD's recommendation shall be followed if feasible and may include scientific removal and non-destructive analysis of the human remains and any items associated with Native American burials (*California Health and Safety Code* §7050.5). If the landowner rejects the MLD's recommendations, the landowner shall rebury the remains with appropriate dignity on the property in a location that will not be subject to further subsurface disturbance (*California Public Resources Code* §5097.98).

### 4.5.2 IMPACT ANALYSIS

a) **Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?**

**No Impact.** In April 2019, the Arcadia City Council adopted a Historic Preservation Ordinance, Ordinance No. 2359, with the goal of identifying and preserving historic buildings throughout the City and establishing policies for how to evaluate and consider approval of projects that proposed alterations to historic resources. A literature review and record searches were conducted for the Project through the SCCIC failed to identify significant historic resources within the Project site. Two historic-era buildings (Resource P-19-189197 and Resource P-19-189198) were identified in a past study within the Project site by David Greenwood in 2003. These resources, as well as the additional three structures on the site that would be demolished are all over fifty years old, were assessed in the *Historic Resource Assessment* (Appendix B) prepared for the Project by Kathryn McGee (2020). Based on McGee's assessment, none of these structures have any historical significance and none are eligible for listing in the CRHR, NRHP, or as City-designated historic landmarks. The *Historic Resource Assessment* evaluated each building, including histories of construction and alterations as well as property owners and tenants, to develop historic contexts for each building and to determine potential significance under the appropriate local, state, and federal criteria for evaluation. Furthermore, the literature review and records search did not identify any resources designated on the CRHR or NRHP immediately adjacent to the Project site. The Project would not involve any direct or indirect impacts to historic resources pursuant to CEQA, and no mitigation is required.

**b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?**

**Less than Significant with Mitigation.** The literature review and record searches conducted through the SCCIC and NAHC failed to identify significant archaeological resources within the Project site. There were no archaeological resources recorded within the Project site or within a half-mile of the Project site. However, the Project's *Geotechnical Report* (Geocon West, Inc. 2018, Appendix D) identified that the Project site contains approximately 4 feet of artificial fill and Holocene age young alluvial deposits beneath the artificial fill. Although the Project site is considered low sensitivity for prehistoric archaeological resources, there is the possibility that undiscovered intact cultural resources, including archaeological resources may be present below the surface in native sediments. Therefore, MM CUL-1 has been incorporated for the Project, which requires that any inadvertently uncovered during grading be evaluated by a qualified archaeologist to determine their significance and the need to protect in place; salvage and preserve; or other measure(s) to reduce impacts to important cultural resources, potential impacts to archaeological resources would be reduced to less than significant.

**c) Would the project disturb any human remains, including those interred outside of formal cemeteries?**

**Less than Significant Impact.** There is no indication that human remains are present within the Project site, including those interred outside formal cemeteries. The records search indicates no evidence of human remains on or near the Project site. In the unlikely event of an unanticipated encounter with human remains in Project site, the *California Health and Safety Code* and the *California Public Resources Code* require that any activity in the area of a potential find be halted and the Los Angeles County Coroner be notified, as described in RR CUL-1. Compliance with RR CUL-1 would ensure that impacts would be less than significant.

### 4.5.3 MITIGATION PROGRAM

**MM CUL-1** Prior to the issuance of a demolition permit, the Applicant shall submit the name and qualifications of a qualified archaeologist to the City of Arcadia Development Services Department for review and approval. Once approved, the qualified archaeologist shall be retained by the Applicant. In the event that suspected cultural (archaeological) resources or tribal cultural resources are inadvertently unearthed during excavation activities, the contractor shall immediately cease all earth-disturbing activities within a 100-foot radius of the area of discovery. The Project contractor or Applicant shall contact the qualified archaeologist to request an evaluation of the significance of the find and determine an appropriate course of action. If avoidance of the resource(s) is not feasible, salvage operation requirements pursuant to Section 15064.5 of the State California Environmental Quality Act Guidelines shall be followed. After the find has been appropriately avoided or mitigated, work in the area may resume.

<b>4.6 ENERGY</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 4.6.1 ENVIRONMENTAL SETTING

Southern California Edison (SCE) and the Southern California Gas Company (SCGC) are utility companies that currently provide and would continue to provide electrical and natural gas services, respectively, to the Project site. Compliance with energy efficiency and conservation policies and regulations is discussed in this section.

The Resource Sustainability Element of the General Plan provides for the following policies relative to Project-related energy use in the City of Arcadia.

- g) Policy RS-5.3: Require that all new development meets or exceeds the State and local energy conservation requirements.
- h) Policy RS-5.9: Facilitate the provision of energy-efficient modes of transportation and fixed facilities which establish transit, bicycle, and pedestrian modes as viable alternatives.

The State of California has also adopted efficiency design standards within the Title 24 Building Standards and CALGreen requirements. Title 24 of the California Code of Regulations (CCR, specifically, Part 6) is California’s Energy Efficiency Standards for Residential and Non-residential Buildings. Title 24 was established by the California Energy Commission (CEC) in 1978 in response to a legislative mandate to create uniform building codes to reduce California’s energy consumption and to provide energy efficiency standards for residential and non-residential buildings. The 2016 California Green Building Standards Code (24 CCR, Part 11), also known as the CALGreen Code, contains mandatory requirements for new residential and nonresidential buildings throughout California. The development of the CALGreen Code is intended to (1) cause a reduction in GHG emissions from buildings; (2) promote environmentally responsible, cost-effective, healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the directives by the Governor. In short, the Code is established to reduce construction waste; make buildings more efficient in the use of materials and energy; and reduce environmental impact during and after construction. The regulation of energy efficiency for residential and non-residential structures is established by the CEC and its California Energy Code.

## 4.6.2 PROJECT IMPACTS

### Regulatory Requirements

**RR ENR-1** The Project shall be consistent with the Title 24 energy efficiency standards and the mandatory requirements of the CALGreen code. Construction activities shall comply with idling requirements and maintenance requirements for on- and off-road vehicles.

### Impact Discussion

a) **Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

**Less than Significant Impact.** The Project would consume energy during the construction and operations phases of the Project. Energy consumption of the different fuels from each of these phases have been calculated and is discussed below.

### Construction

Project construction would require the use of construction equipment for grading and building activities. All off-road construction equipment is assumed to use diesel fuel. Construction also includes the vehicles of construction workers and vendors traveling to and from the Project site. Off-road construction equipment use was calculated from the equipment data (mix, hours per day, horsepower, load factor, and days per phase) provided in the CalEEMod construction output files which informed the air quality and greenhouse gas emissions analyses and is included in Appendix A (*Air Quality and Greenhouse Gas Emissions Calculations including CalEEMod Output*, Psomas 2019a). The total horsepower hours for the Project was then multiplied by fuel usage estimates per hours of construction activities included in the OFFROAD2017 Model (see Appendix C, *Energy Calculations*, Psomas 2019b).

Fuel consumption from construction worker, vendor, and delivery/haul trucks was calculated using the trip rates and distances provided in the CalEEMod construction output files. Total vehicle miles traveled (VMT) was then calculated for each type of construction-related trip and divided by the corresponding miles per gallon factor using CARB's Emissions FACTor (EMFAC) 2014 model. EMFAC provides the total annual VMT and fuel consumed for each vehicle type. Construction vendor and delivery/haul trucks were assumed to be heavy-duty diesel trucks.

As shown in Table 14, Energy Use During Construction, a total of 65,858 gallons of diesel fuel and 65,592 gallons of gasoline is estimated to be consumed during Project construction.

**TABLE 14  
ENERGY USE DURING CONSTRUCTION**

Source	Gasoline - gallons	Diesel Fuel - gallons
Off-road construction equipment	0	42,170
Worker commute trips	56,982	80
Vendor trips	8,343	107
On-road haul trips	266	23,502
<b>Total</b>	<b>65,592</b>	<b>65,858</b>
Sources: Based on data from CalEEMod, OFFROAD2007 and EMFAC2014. See Appendix A for CalEEMod data and Appendix C for energy calculations (Psomas 2019a and 2019b).		

Fuel energy consumed during construction would be temporary in nature and would not represent a significant demand on energy resources. The Project would also implement best management practices such as requiring equipment to be properly maintained and minimize idling and where feasible, use electric or clean alternative fuel equipment. Furthermore, there are no unusual Project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in other parts of the State. Energy used in the construction of the Project would enable the development of buildings that meet the latest energy efficiency standards as detailed in California’s Title 24 building standards. Therefore, the proposed construction activities would not result in inefficient, wasteful, or unnecessary fuel consumption.

**Operations**

The proposed Project would consume energy from transportation fuels, electricity for residential and retail uses, and natural gas for heating needs. The Project would result in energy consumption shown in Table 15, Energy Use During Operations, below.

**TABLE 15  
ENERGY USE DURING OPERATIONS**

Land Use	Gasoline (Gallons/yr)	Diesel (Gallons/yr)	Natural Gas (kBtu/yr)	Electricity (kWh/yr)
Project Land Uses	40,507	3,049	825,757	256,593
yr: year; kBtu: kilo-British thermal unit; kWh: kilowatt hour. Sources: Psomas 2019b				

The Project would be required to comply with the latest Title 24 energy efficiency standards. The CEC anticipates the 2019 Building Energy Efficiency Standards would result in a reduction of energy use by more than 30 percent as compared to previous energy standards (CEC 2018). Therefore, the new buildings would be more energy efficient than the existing buildings to be demolished due to the incorporation of the latest energy efficiency standards. In terms of whether the operations phase would result in a wasteful, inefficient, or unnecessary consumption of energy resources during Project operation, the Project would add residential units and commercial uses proximate to mass transit, contribute to pedestrian-oriented development in downtown Arcadia, and incorporate the latest adopted Title 24 energy efficiency standards. As detailed in Section 2.3.2, Development Characteristics, the Project would provide short-term and long-term parking with 30 long-term and 2 short-term bicycle parking stalls. Promoting pedestrian- and transit-oriented development would result in less energy consumption by reducing traffic

congestion and single-occupancy vehicle ridership. As such, the Project is not considered a wasteful, inefficient or unnecessary consumption of energy resources and would result in less than significant energy impacts relative to the consumption of energy for Project construction and operation. There would be a less than significant impact and no mitigation is required.

**b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?**

**Less than Significant Impact.** The Project would be required to comply with the State of California's Title 24 Building Standards. As discussed previously, the latest building standards will incorporate the CEC's building energy efficiency standards which would reduce energy consumption by over 30 percent compared to the existing Title 24 Building Standards. The Project would also be consistent with the Policies RS-5.3 (meets or exceeds the State conservation requirements) and RS-5.9 (provision of energy-efficient modes of transportation and fixed facilities which establish transit, bicycle, and pedestrian modes) of the City of Arcadia's Resource Sustainability Element. Because the Project would comply with the latest State of California energy efficiency standards, provides infill development close to mass transit, and promotes pedestrian-oriented development, the Project would not conflict with or obstruct a State or the City of Arcadia's Resource Sustainability Element for renewable energy or energy efficiency. There would be a less than significant impact and no mitigation is required.

#### **4.6.3 MITIGATION MEASURES**

Project implementation would not result in significant impacts related to energy; therefore, no mitigation measures are required.

<b>4.7</b>	<b><u>GEOLOGY AND SOILS</u></b>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
Would the project:					
a)	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Information in this section is derived from the *Geotechnical Investigation Proposed Mixed Use Development, 117 and 129 E. Huntington Drive, 124, 126, and 134 Wheeler Avenue, Arcadia, California* (e.g. *Geotechnical Report*) dated August 2018 and prepared by Geocon West, Inc., as well as information from the City of Arcadia General Plan and EIR (Arcadia 2010a and 2010b) and other sources where noted. The Geotechnical Report is provided in its entirety as Appendix D (Geocon West, Inc. 2018).

#### 4.7.1 ENVIRONMENTAL SETTING

The Project area is located in the City of Arcadia, which lies at the boundary between the Peninsular Ranges geomorphic province (on the south) and the Transverse Ranges geomorphic province (on the north). The east-west trending San Gabriel Mountains, which underlie the northern part of the City, are part of the Transverse Ranges. The San Gabriel Valley is located in

the north-central portion of the San Gabriel Valley, which is bound on the north by the San Gabriel Mountains; on the west by the Raymond Basin; on the south by the Puente Hills; and on the east by the Covina and Indian Hills. The San Gabriel Mountains are the result of uplift along a predominant fault line at the base of this steep mountain front. This fault line is a part of the Sierra Madre Fault system that extends from the western San Fernando Valley to the City of Claremont on the east, where it joins the Cucamonga Fault.

Due to its location along and just south of the southern slope of the San Gabriel Mountains, the City of Arcadia is situated within a very seismically active area of Southern California. Numerous faults capable of producing significant ground motion are located near the Project site.

The two active and potentially active faults that pass beneath Arcadia and are evident at the ground surface (or just below it) are the Sierra Madre and Raymond Faults. Deep beneath the City are two blind thrust faults: the shallower Elysian Park Fault and the deeper Puente Hills Fault. They are called blind-thrust faults due to their depth and the fact that fault movement consists of upward or thrusting action. The Eaton Wash Groundwater Barrier shows no surface geologic evidence of existence, and the nature of this possible buried fault is not known. In addition to these local faults, there are several regional faults that could produce significant ground shaking at the Project site, including the San Gabriel Fault and the San Andreas Fault.

The Project site is underlain by artificial fill and Holocene age young alluvial fan deposits, consisting of varying amounts of sand, silt, clay, and gravel. The near surface soil conditions encountered at the site generally consist of artificial fill extending to a maximum depth of approximately 4 feet below existing ground surface and alluvium (Geocon West, Inc. 2018). The artificial fill generally consists of light brown to brown silty sand and is characterized as moist and medium dense. The alluvium encountered beneath the artificial fill consists primarily of light gray to gray and light brown to brown interbedded silty sand and well-graded sand with varying amounts of fine to coarse gravel. One boring contained clayey sand between depths of 15.5 and 18 feet beneath the existing ground surface. The soil is characterized as moist and loose to very dense.

Based on an Alquist-Priolo Earthquake Fault Zone Map, the Project site is not located in an earthquake fault zone (Arcadia 2010a). Additionally, the Project site occurs within an area classified as Zone X as mapped by the Federal Emergency Management Agency (FEMA), which is described as areas of minimal flood hazard and determined to be outside the 0.2 percent annual chance floodplain (FEMA 2019).

## 4.7.2 PROJECT IMPACTS

### Project Design Features

**PDF GEO-1** The Project building design specifications shall include recommendations from the *Geotechnical Investigation Proposed Mixed Use Development, 117 and 129 E. Huntington Drive, 124, 126, and 134 Wheeler Avenue, Arcadia, California* (Geocon West, Inc. 2018). These recommendations include, but are not limited to, specifications for the following:

- Demolition and site preparation
- Fill placement
- Remedial grading and over excavation
- Foundation recommendations

- Building Floor Slabs and reinforcement

The Project building design specifications shall be verified by the City of Arcadia Building Official prior to issuance of a demolition permit.

### **Regulatory Requirements**

**RR GEO-1** Geotechnical design considerations for Project implementation are governed by the Arcadia Building Code, as set forth in Article VIII of the Municipal Code, which incorporates by reference the California Building Code (CBC), including the California Building, Plumbing, Mechanical, Electrical and Existing Building Codes (CBSC 2019). Future buildings and structures shall be designed in accordance with applicable requirements of the CBC, the Arcadia Municipal Code, and any applicable building and seismic codes in effect at the time the grading plans are approved.

### **Impact Discussion**

- a) **Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**
- i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?**

**Less than Significant Impact.** The Project site is not located within an Alquist-Priolo Earthquake Fault Zone or a City-designated Fault Hazard Management Zone for surface fault rupture hazards and is not expected to be impacted directly by ground rupture from a known fault due to the distances between the Project site and mapped faults in the area (Geocon West, Inc. 2018). There would be less than significant impacts, and no mitigation is required.

- ii) **Strong seismic ground shaking?**

**Less than Significant Impact.** The Project site, as with the entire Southern California region, is subject to secondary effects from earthquakes. The nearest known faults in the vicinity of the Project site include the Raymond Fault (0.6 mile from the Project site); the Duarte Fault (1.9 miles from the Project site), the Sierra Madre Fault (2.0 miles from the Project site); Clamshell-Sawpit Fault (2.3 miles from the Project site), and the Puente Hills Blind Thrust Fault (2.9 miles from the Project site).

Implementation of the Project would not change the intensity of ground shaking that would occur on the Project site during a seismic event, but it would increase exposure to additional people. The proposed buildings would be designed in accordance with the most recent California Building Code (CBC) (see RR GEO-1) (CBSC 2019). The CBC contains minimum standards regulating the design and construction of excavations, foundations, retaining walls, and other building elements to control the effects of seismic ground shaking and adverse soil conditions. The CBC includes provisions for earthquake safety based on factors such as occupancy type, the types of soil and rock on-site, and the strength of ground motion that may occur at the Project site. Project implementation would also occur consistent with the recommendations outlined in the *Geotechnical Report* prepared for the Project, as set forth in PDF GEO-1 (Geocon West, Inc. 2018). Based on the *Geotechnical Report*, the Project is geotechnically feasible provided that the recommendations in the geotechnical report are reviewed in the context of the final Project design and are incorporated during the Project's construction phase. Seismic design parameters have

been included in the *Geotechnical Report* (refer to Appendix D, Geocon West, Inc. 2018). based on the seismic zone, soil profile, and proximity of known faults to the Project site, which provide the minimum design procedures to avoid significant cosmetic damage to the structure.

Compliance with the applicable regulations, as identified in RR GEO-1, and proper grading, design, and building construction methods required in PDF GEO-1, would ensure that impacts that may result from strong seismic ground shaking at the Project site to less than significant.

### iii) Seismic-related ground failure, including liquefaction?

**No Impact.** Liquefaction describes a phenomenon in which earthquake-induced cyclic stresses create excess pore pressure in cohesionless soils. As a result, the soils may acquire a high degree of mobility, which can lead to lateral spreading; consolidation and settlement of loose sediments; ground oscillation; flow failure; loss of bearing strength; ground fissuring; and sand boils. After liquefaction has developed, it can propagate into overlying, non-saturated soils as excess pore water escapes. Saturated, loose sands with a silt content less than 25 percent are most susceptible to liquefaction. The primary factors that influence the potential for liquefaction include groundwater table elevation; soil type and grain size characteristics; relative density of the soil; initial confining pressure; and intensity and duration of ground shaking. The depth within which the occurrence of liquefaction must be analyzed is generally identified as the upper 50 feet below the lowest portion of the proposed structure (Geocon West, Inc. 2018).

The Seismic Hazards Map for the Mt. Wilson Quadrangle, published by the California Geological Survey (CGS) indicates that the Project site, is not located within a zone of required investigation for liquefaction. The City of Arcadia General Plan (City of Arcadia 2010a) and the County of Los Angeles Safety Element (County of Los Angeles 2015) indicate that the Project is not located within an area designated as having potential for liquefaction. A review of the Seismic Hazards Program Liquefaction Zones shows that there are no such zones in the Project vicinity (DOC 2019c). In addition, the subsurface conditions encountered at the boring locations analyzed as part of the Project's *Geotechnical Report* are not considered to be conducive to liquefaction (Geocon West, Inc. 2018). These conditions consist of medium dense to very dense granular soils, and there is no evidence of a static groundwater table within the upper 50 feet. The historic high groundwater level in the area is reported to be approximately 150 feet beneath the existing ground surface (Geocon West, Inc. 2018). Based on the encountered conditions and the research conducted, liquefaction is not considered to be a significant design concern for the Project. No impacts would result, and no mitigation is required.

### iv) Landslides?

**No Impact.** Earthquake-induced land sliding often occurs in areas where previous landslides have moved and in areas where the topographic, geologic, geotechnical, and subsurface groundwater conditions are conducive to permanent ground displacements. No slopes are present on or near the site, which was previously graded and developed. The City of Arcadia General Plan (Arcadia 2010a) and Los Angeles County Seismic Safety Element indicate that the site is not located in a "hillside area" or an area identified as having a potential for slope stability hazards. The Project site is not located within a designated earthquake-induced landslide zone (DOC 2019a and 2019c). Also, there are no occurrences of landslides in the Project vicinity according to the California Landslide Inventory maintained by the Department of Conservation, which provides record of landslides mapped by the California Geological Survey over the past 50 years (DOC 2019b). Therefore, no impact would result, and no mitigation is required.

**b) Would the project result in substantial soil erosion or the loss of topsoil?**

**Less Than Significant Impact.** The Project would demolish the existing buildings and surface parking lots on the Project site and would develop the site with new impervious surfaces and new pervious landscaped areas. The Project would not result in a substantial change in the amount of pervious/impervious area during operation of the Project. Project construction would expose soils on the site and would require the hauling of soil and demolition materials off-site, which could result in soil erosion and the loss of topsoil if not implemented consistent with regulatory requirements. The Project's potential construction and operational stormwater impacts, and applicable regulatory requirements are addressed in Section 4.10, Hydrology and Water Quality. Less than significant impacts would result, and no mitigation is required.

**c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?**

**Less Than Significant Impact.** As discussed in Threshold 4.6(a)(iv) above, the Project site is not located in an area subject to on- or off-site landslides. Lateral spreading, a phenomenon associated with liquefaction, is a function of ground shaking and may occur during an earthquake. The potential for earthquake-induced lateral spreading of confined, discontinuous interbedded zones of liquefiable sandy soils underlying a relatively level surface is low. As discussed under the analysis of Threshold 4.6(a)(iii) above, impacts from seismic-related ground failure related to liquefaction for the Project are considered to be less than significant.

Land subsidence and collapse can occur due to the loss of surface elevation from the removal of subsurface support, usually due to the withdrawal of groundwater, oil, or natural gas. As stated in the *Geotechnical Report* (Appendix D, Geocon West, Inc. 2018), the near surface fill and native alluvial soils on the Project site generally possess unfavorable consolidation and collapse characteristics. The near surface soil conditions generally consist of alluvium and/or fill soils extending to depths of approximately four feet. These soils are not considered suitable to support the anticipated foundation or slab loads.

Based on the depth of the proposed excavations, the proximity to adjacent property lines, and the granular nature of the soils, sloping and/or shoring measures would be required for excavation of the subterranean level of the Project. Excavation recommendations are provided in Section 7.16 of the *Geotechnical Report* (Appendix D, Geocon West, Inc. 2018), which would be implemented to maintain lateral support of existing off-site improvements.

Regarding shrinkage and subsidence, based on the results of the laboratory testing and the geotechnical engineer's previous experience with the type of soils found on this site, removal and/or recompaction of the near surface native soils and/or the existing fill soils may be required. The native Project site soils below the proposed excavations are susceptible to approximately 0.12 inches of total seismic settlement as a result of the Design Earthquake peak ground acceleration, and differential settlement at the foundation level is anticipated to be less than 0.06 inches over a distance of 20 feet. Recommendations have been provided in the *Geotechnical Report* (Appendix D, Geocon West, Inc. 2018), which once implemented would result in the post-construction settlements being within tolerable limits (refer to PDF GEO-1); impacts related to potential subsidence would be less than significant.

As stated in RR GEO-1, the proposed Project would be designed and constructed in compliance with current CBC standards (CBSC 2019). Additionally, the near surface fill soils, as well as a portion of the native alluvial materials, would be removed and exported off-site through excavations for the subterranean structures, and other surface soils would be removed and

recompacted as part of the remedial grading recommended by the *Geotechnical Report* (Geocon West, Inc. 2018) (as described in PDF GEO-1). Compliance with RR GEO-1 and incorporation of PDF GEO-1 would ensure that impacts related to landslide, lateral spreading, subsidence, liquefaction, and collapse would be less than significant.

In December 2019, the Project's consulting geotechnical engineer Scott Waterson, P.E. of Cefali & Associates, Inc. was consulted related to the Project and the potential for Project impacts to the nearby Metro Gold Line and/or nearby structures. Related to the potential for impacts to the Metro Gold Line, Mr. Waterson stated that the Project is located across a street from the Metro line and that the street width is greater than 1:1 from the bottom of the project's excavation. The shoring system that will be used, because of the relatively shallow excavation depth, will be cantilevered and would not have any tiebacks that encroach into Metro right-of-way. Based on his professional judgement and review of the Project plans, Mr. Waterson did not identify any other impacts related to Project excavation related to the LA Metro right-of-way.

Related to potential concerns from adjacent properties, Mr. Waterson reiterated that the excavation would be cantilevered, or braced internally within the Project site. Consistent with standard industry construction practices, the shoring system would be designed to account for the weights of existing adjacent buildings, the proposed buildings, as well as other earth loading factors. The piles would be designed to control and restrict settlement of existing structures. The construction contractor will be required to document the adjacent walls, taking note of any cracks. If any are identified, then the construction contractor would apply crack gauges to verify that cracks are not exacerbated by the excavation, and will monitor the piles weekly (until Project excavation and shoring reaches bottom) for their movement. If movement thresholds are exceeded, remedial shoring would be required. Furthermore, installation of shoring would be restricted to use of drilled methods to reduce vibrations and potential disruption to adjacent properties.

**d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1004), creating substantial direct or indirect risks to life or property?**

**No Impact.** Expansive soils are materials that, when subject to a constant load, are prone to expand when exposed to water. The hazard associated with expansive soils is that they can overstress and cause damage to the foundation of buildings set on top of them. The *Geotechnical Report* (Appendix D, Geocon West, Inc. 2018) states that the near surface fill soils generally consist of sands and silty sands and have been visually classified as very low to non-expansive (Geocon West, Inc. 2018). Since the foundations and slabs for the Project would be in an area that is already developed and since all construction would be required to comply applicable building codes (as required by RR GEO-1), there would be no impacts related to expansive soils.

**e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?**

**No Impact.** Project development would be connected to the municipal sewer system for wastewater disposal. The Project does not require the development of either septic tanks or alternative wastewater systems. No related impacts would result, and no mitigation is required.

**f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

**Less than Significant with Mitigation.** The Project would require excavations that would likely penetrate the paleontologically sensitive older Quaternary Alluvium, and the Natural History Museum of Los Angeles (LACM) has recommended monitoring of all substantial excavations (McLeod 2019, Appendix E). Impacts to paleontological resources, if encountered, would be significant without mitigation. Incorporation of MM GEO-1 which requires that a qualified paleontologist be retained to observe grading activities in the older Quaternary Alluvium on the Project site and to salvage and catalogue fossils as necessary, will ensure that impacts to fossil resources are reduced to below a level of significance.

**4.7.3 MITIGATION MEASURES**

**MM GEO-1** Prior to the issuance of a demolition permit, the Applicant shall submit the name and qualifications of a qualified paleontologist to the City of Arcadia Development Services Department for review and approval. Once approved, the qualified paleontologist shall be retained by the Applicant on an on-call basis to observe grading activities in the older Quaternary Alluvium on the Project site and to salvage and catalogue fossils as necessary. At the Project's Pre-Grade Meeting, the paleontologist shall discuss the sensitivity of the sediment being graded and shall establish procedures for monitoring. Protocols must be developed and explained for temporarily halting or redirecting work to permit sampling, identification, and evaluation of any fossils discovered. If the fossils are deemed significant, the paleontologist shall determine appropriate actions, in cooperation with the City of Arcadia, to recover and treat the fossils and to prepare them to the point of identification. A final Paleontological Resources Monitoring Report shall include a catalogue and analysis of the fossils found; a summary of their significance; and the repository that will curate the fossils in perpetuity.

<b>4.8 GREENHOUSE GAS EMISSIONS</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 4.8.1 ENVIRONMENTAL SETTING

Climate change refers to any significant change in measures of climate (e.g., average temperature, precipitation, or wind patterns) over a period of time. Climate change may result from natural factors, natural processes, and human activities that change the composition of the atmosphere and alter the surface and features of the land. Significant changes in global climate patterns have recently been associated with global warming, which is an average increase in the temperature of the atmosphere near the Earth’s surface; this is attributed to an accumulation of greenhouse gas (GHG) emissions in the atmosphere. GHGs trap heat in the atmosphere which, in turn, increases the Earth’s surface temperature. Some GHGs occur naturally and are emitted to the atmosphere through natural processes, while others are created and emitted solely through human activities. The emission of GHGs through fossil fuel combustion in conjunction with other human activities appears to be closely associated with global warming.

GHGs, as defined under California’s Assembly Bill (AB) 32, include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>). General discussions on climate change often include water vapor, atmospheric ozone, and aerosols in the GHG category. Water vapor and atmospheric ozone are not gases that are formed directly in the construction or operation of development Projects, nor can they be controlled in these Projects. Aerosols are not gases. While these elements have a role in climate change, they are not considered by either regulatory bodies, such as CARB, or climate change groups, such as the California Climate Action Registry, as gases to be reported or analyzed for control. Therefore, no further discussion of water vapor, atmospheric ozone, or aerosols is provided.

#### City of Arcadia General Plan

For the purposes of the Project, the City’s existing General Plan is the applicable planning document. The City does not have an adopted Climate Action Plan. GHG reduction is a cross-cutting issue relevant to various policy arenas, including policies that address land use, transportation, buildings, energy, waste, and ecology. The Land Use and Community Design Element includes policies that focus on encouraging compact, mixed-use development in the City’s downtown around the Arcadia Gold Line Station; along Live Oak Avenue and N. 1<sup>st</sup> Avenue; and in other focus areas through the City. Trip reduction strategies are addressed in the Circulation and Infrastructure Element (Arcadia 2010a). The Resource Sustainability Element of the General Plan also includes GHG-reducing goals and policies to reduce the City’s carbon footprint.

The Project site has a General Plan land use designation of Commercial and DMU, is zoned as CBD and DMU, and is developed with commercial land uses and surface parking lots (Arcadia 2010a). Existing GHG emissions result from the existing onsite commercial uses and associated mobile emissions.

## 4.8.2 PROJECT IMPACTS

### Regulatory Requirements

None required.

### Impact Discussion

**a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

**Less than Significant Impact.** In developing methods for GHG impact analysis, there have been suggestions of quantitative thresholds, often referred to as screening levels, which define an emissions level below which it may be presumed that climate change impacts would be less than significant. Neither the SCAQMD, the City of Arcadia nor the County of Los Angeles have adopted a significance threshold for the GHG emissions from non-industrial development projects.

Beginning in April 2008, the SCAQMD convened a Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. On December 5, 2008, the SCAQMD Governing Board adopted its staff proposal for an interim CEQA GHG significance threshold of 10,000 metric tons of CO<sub>2</sub> equivalent per year (MTCO<sub>2e</sub>/yr) for projects where the SCAQMD is the lead agency (SCAQMD 2008). In September 2010, the Working Group presented a revised tiered approach to determining GHG significance for residential and commercial projects wherein Tier 1 determines if a project qualifies for an applicable CEQA exemption; Tier 2 determines consistency with GHG reduction plans; and Tier 3 proposes a numerical screening value as a threshold. At their September 28, 2010 meeting, the Working Group suggested a Tier 3 threshold of 3,000 metric tons of carbon dioxide equivalent (MTCO<sub>2e</sub>) per year for all land use types (SCAQMD 2010).

It is noted that the use of the Tier 3 threshold is selected for the Project because it is in the SoCAB and these thresholds are based on the best available information and data at the time of preparation of this document. The development of CEQA project-level thresholds is an ongoing effort at State, regional, and County levels, and significance thresholds may differ for future projects based on new or additional data and information that may be available for consideration at that time.

### **Construction**

Construction GHG emissions are generated by vehicle engine exhaust from construction equipment, on-road hauling trucks, vendor trips, and worker commuting trips. Construction GHG emissions were calculated by using CalEEMod Version 2016.3.2 (the model is described in Section 4.3, Air Quality). Input details are provided in Appendix A (*Air Quality and Greenhouse Gas Emissions Calculations including CalEEMod Output*, Psomas 2019a). The results are output in MTCO<sub>2e</sub> for each year of construction. The estimated construction GHG emissions for the Project are shown in Table 16, Estimated Annual Greenhouse Gas Emissions From Construction.

GHG emissions generated from construction activities are finite and would occur for a relatively short-term time period. Unlike the numerous opportunities available to reduce a project's long-

term GHG emissions through design features, operational restrictions, use of green-building materials, and other methods, GHG emissions-reduction measures for construction equipment are relatively limited. Therefore, SCAQMD staff recommended that construction emissions be amortized over a 30-year project lifetime, so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies (SCAQMD 2008). As shown in Table 16, Estimated Annual Greenhouse Gas Emissions from Construction, the 30-year amortized construction emissions would be 53 MTCO<sub>2</sub>e/yr.

**TABLE 16  
ESTIMATED ANNUAL GREENHOUSE GAS EMISSIONS  
FROM CONSTRUCTION**

Year	Emissions (MTCO <sub>2</sub> e)
2020	535
2021	576
2022	485
<b>Total</b>	<b>1596</b>
<b>Annual Emissions*</b>	<b>53</b>
MTCO <sub>2</sub> e: metric tons of carbon dioxide equivalent	
* Combined total amortized over 30 years	

### Operations

As stated previously, the Project site is developed with existing uses, which include Dan's Autocare and Arcadia Party Rentals. Table 17, Estimated Annual Greenhouse Gas Emissions From Existing Use, shows the estimated annual GHG emissions from existing uses at the Project site.

**TABLE 17  
ESTIMATED ANNUAL GREENHOUSE GAS  
EMISSIONS FROM EXISTING USE**

Source	Emissions (MTCO <sub>2</sub> e/yr)
Area	<1
Energy	92
Mobile	144
Waste	15
Water	25
<b>Total</b>	<b>277</b>
MTCO <sub>2</sub> e/yr: metric tons of carbon dioxide equivalent per year	
Notes:	
<ul style="list-style-type: none"> <li>Totals may not add due to rounding variances.</li> <li>Detailed calculations in Appendix A.</li> </ul>	

Operational GHG emissions would come primarily from vehicle trips; other sources include electricity and water consumption; natural gas for space and water heating; and gasoline-powered landscaping and maintenance equipment. Estimated Project operational GHG emissions are shown in Table 18, Estimated Annual Greenhouse Gas Emissions From Project Operation.

**TABLE 18  
ESTIMATED ANNUAL GREENHOUSE GAS  
EMISSIONS FROM PROJECT OPERATION**

Source	Emissions (MTCO <sub>2</sub> e/yr.)
Area	36
Energy	591
Mobile	1,017
Waste	38
Water	77
<b>Total</b>	<b>1,759</b>
MTCO <sub>2</sub> e/yr.: metric tons of carbon dioxide equivalent per year	
Notes:	
<ul style="list-style-type: none"> <li>Totals may not add due to rounding variances.</li> <li>Detailed calculations in Appendix A.</li> </ul>	

As described above, construction and operational GHG emissions are combined by amortizing the construction operations over a 30-year period. As shown in Table 19, Estimated Annual Greenhouse Gas Emissions, with consideration of amortized construction emissions, the total annual estimated GHG emissions for the proposed Project is 1,482 MTCO<sub>2</sub>e/yr, with the reduction of emissions associated with the existing uses. This value is less than the proposed SCAQMD Tier 3 screening threshold (e.g., 3,000 MTCO<sub>2</sub>e/yr for all land use types) that is being applied in this analysis. It is accepted as very unlikely that any individual development project would have GHG emissions of a magnitude to directly impact global climate change; therefore, there would be no direct project GHG emissions impact and any impact would be considered on a cumulative basis. Because the proposed Project's GHG emissions would be less than 3,000 MTCO<sub>2</sub>e/yr, the emissions would not be cumulatively considerable. Therefore, the proposed Project would result in less than significant GHG emissions.

**TABLE 19  
ESTIMATED TOTAL ANNUAL GREENHOUSE GAS EMISSIONS**

Source	Emissions MTCO <sub>2</sub> e/yr
Construction (amortized) (from Table 16)	53
Operations (from Table 18)	1,759
Net Reduction: Existing Emissions (from Table 17)	277
<b>Total</b>	<b>1,482</b>
MTCO <sub>2</sub> e/yr: metric tons of carbon dioxide equivalent per year.	

**b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

**No Impact.** The SCAQMD and the City of Arcadia have not adopted standards for the purpose of reducing GHG emissions. As discussed previously, the State policy and standards adopted for the purpose of reducing GHG emissions that are applicable to the proposed Project are Executive Order S-3-05, Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, and Senate Bill (SB) 32. The quantitative goal of these regulations is to reduce GHG emissions to 1990 levels by 2020 to 80 percent below 1990 levels by 2050, and for SB 32, to 40 percent below

1990 levels by 2030. Statewide plans and regulations (such as GHG emissions standards for vehicles, the Low Carbon Fuel Standard, Cap-and-Trade, and renewable energy) are being implemented at the Statewide level, and compliance at a project level is not addressed.

The proposed Project is an infill and mixed-use development project. The Project's mixed-use nature would result in trip reductions internally as well as due to the Project site's proximity to nearby commercial uses. Public transit availability would also reduce vehicle trips and associated GHG emissions when compared with similar projects located on sites that do not have similar transit accessibility. Additionally, the Project would provide bicycle parking and storage areas to encourage the reduction of fossil-fueled vehicle use by employees and residents and the associated GHG emissions, and it would provide new facilities for charging of electric vehicles. The provision of infill development near high-quality transit service supports the goals and policies of the SCAG RTP/SCS as described above, thereby also supporting SB 375 and AB 32 goals.

The regulations, plans, and polices adopted for the purpose of reducing GHG emissions that are directly applicable to the Project include the Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings and the Title 24 California Green Building Standards Code. These codes are enforced by the City, and adherence to standard requirements for construction and operations would ensure that the proposed Project would comply with both of these regulations. Furthermore, the Project consists of mixed-use development near the Arcadia Gold Line Station, as encouraged in the City's General Plan. The Project site is located on parcels zoned by the City as DMU and CBD and would advance the goals of the City's General Plan Land Use and Community Design Element by providing for more intense, mixed-use development surrounding the Arcadia Gold Line Station to create a complete, compact, walkable neighborhood that encourages transit use and reduces GHG emissions.

As previously discussed, the increase in GHG emissions would be less than SCAQMD's recommended significance threshold for all land use projects. Implementation of the Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. There would be no impact.

#### **4.8.3 MITIGATION MEASURES**

There would be no significant adverse impacts related to GHG emissions; therefore, no mitigation measures are required.

4.9 <b><u>HAZARDS AND HAZARDOUS MATERIALS</u></b>	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter-mile of an existing or proposed school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Information in this section is partially derived from the *Phase I Environmental Site Assessment Report* dated October 2017 and prepared by Robin Environmental Management. This report is provided in its entirety in Appendix F.

#### 4.9.1 ENVIRONMENTAL SETTING

##### **On-Site Hazardous Materials**

All five buildings on the Project site were constructed prior to the year of 1978 when friable asbestos-containing materials (ACM's) for commercial use and lead-based paint (LBP) in exterior and interior coating for commercial use were banned by the federal government. Therefore, it is likely that ACM's and LBP may occur on the site. The auto repair use that occurs on the Project site contains an oil storage tank and two 55-gallon drums for storing new and used antifreeze (Robin Environmental 2017).

##### **Nearby Hazardous Material Users**

Review of government databases as well as field reconnaissance conducted as part of the *Phase I Environmental Site Assessment Report* indicates that there are no adjacent users of

hazardous materials or generators of hazardous wastes in the vicinity of the Project site (Appendix F). The nearest cleanup site reported on the Department of Toxic Substances Control (DTSC) Envirostor web mapper is a site contaminated with lead associated with the past disposal of batteries on that site beginning in the 1930s (DTSC 2019). That site is located 0.6-mile northeast of the Project.

### **Nearby Airports**

The nearest airport to the site is San Gabriel Airport in El Monte, a public use airport owned by the County of Los Angeles, which is located approximately 3.1 miles south of the Project site.

## **4.9.2 PROJECT IMPACTS**

### **Regulatory Requirements**

**RR HAZ-1** Activities at the Project site shall comply with existing federal, State, and local regulations regarding hazardous material use, storage, disposal, and transport to prevent Project-related risks to public health and safety. All on-site generated waste that meets hazardous waste criteria shall be stored, manifested, transported, and disposed of in accordance with the *California Code of Regulations* (Title 22) and in a manner to the satisfaction of the local Certified Unified Program Agency (CUPA), as applicable. Any hazardous materials removed from the Project site shall be transported only by a Licensed Hazardous Waste Hauler, who shall be in compliance with all applicable State and federal requirements, including U.S. Department of Transportation regulations under Title 49 (Hazardous Materials Transportation Act) and Title 40, Section 263 (Subtitle C of the Resource Conservation and Recovery Act) of the *Code of Federal Regulations*; California Department of Transportation (Caltrans) standards; and Division of Occupational Safety and Health (Cal/OSHA) standards.

### **Impact Discussion**

**a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

**Less Than Significant Impact.** The Project would not involve the routine use, transport, handling, or storage of hazardous materials on-site. The proposed land uses are limited to residential and retail, and no industrial or manufacturing land uses would be developed. The Project would result in the on-site handling of materials that are common in similar urban developments, such as commercial cleansers, solvents and other janitorial or industrial-use materials; paints; and landscape fertilizers/pesticides. While many such common materials are technically labeled “hazardous”, the presence of such materials is common in a mixed-use urban environment and their transport and use is considered a less than significant impact. The proposed land uses would not generate hazardous emissions, nor would they involve hazardous materials that would create a substantive hazard to the public or environment.

**b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

**Less Than Significant With Mitigation.** Project construction activities routinely involve the use and handling of limited volumes of commonly used hazardous materials, such as petroleum (fuel), paints, adhesives, and solvents. During construction, there is a limited risk of spills and/or

accidental release of hazardous materials that are used for the operation and maintenance of construction equipment. The on-site temporary handling, storage, and usage of these materials would be subject to applicable local, State, and/or federal regulations, including Best Management Practices (BMPs) required by the City (see RR HWQ-1). As required by RR HAZ-1, any hazardous materials used during construction would also be transported, used, stored, and disposed of according to any applicable local, State, and/or federal regulations. Specifically, compliance with standard State and local construction requirements would reduce the risk of any damage or injury from any potential spill hazards to a less than significant level.

Given the age of the buildings on the Project site, asbestos-containing materials (ACMs) and lead-based paint (LBP) may be present within interior and/or exterior materials and surfaces. Demolition of the buildings could expose construction personnel to ACMs and LBP unless proper precautions are taken to minimize risk of exposure. The potential for the release of asbestos and lead during demolition would be considered a significant impact. Because exposure to such materials can result in adverse health effects in uncontrolled situations, several regulations and guidelines pertaining to abatement of and protection from exposure to asbestos have been developed for demolition activities (Robin Environmental 2017).

As required in MM HAZ-1, a comprehensive pre-demolition survey for ACMs and LBP in on-site structures would be conducted. Prior to or during demolition of the on-site structures, ACMs and LBP would be removed and disposed of by qualified Contractors in accordance with State regulations regarding the handling, transport, and disposal of these materials. With incorporation of MM HAZ-1, potential impacts related to the potential presence of ACMs and LBP on the Project site would be mitigated to a less than significant level.

**c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

**Less Than Significant With Mitigation.** Two schools are located within one-quarter mile of the Project site. First Avenue Middle School (301 S. 1<sup>st</sup> Avenue) is located approximately 0.25 mile southwest of the Project site and the Rancho Learning Center Alternative High School (150 S. Third Avenue) is located approximately 0.21 mile southeast of the Project site. However, as discussed above under Threshold 4.8(a), the Project would not develop land uses that involve the use, storage, or transport of hazardous materials that represent a significant hazard to the public or the environment. No industrial or manufacturing land uses would be developed as part of the Project. However, during Project operations the Project would result in the routine on-site handling of materials that are common in similar urban developments, such as commercial cleansers, solvents and other janitorial or industrial-use materials; paints; and landscape fertilizers/pesticides. In addition, as discussed under Threshold 4.8(b), during Project construction there is potential for ACMs and LBP to be removed and disposed of off-site. This work would be conducted in accordance with State regulations regarding the handling, transport, and disposal of these materials. With implementation of RR HAZ-1 and MM HAZ-1, less than significant impacts would result.

**d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

**No Impact.** Section 65962.5 requires the development of a hazardous waste and substances site list, also known as the Cortese List, which provides the location of known hazardous materials release sites. The *Phase I Environmental Site Assessment Report* (Appendix F) prepared for the Project included a search of selected government databases for potential environmental concerns

in the vicinity of the Project site (e.g., “listed sites”) and a review of records, aerial photographs, and other documentation that illustrates the history of site use and site reconnaissance. The *Phase I Environmental Site Assessment Report* was prepared based on national record review requirements in accordance with the USEPA Standards and Practices for All Appropriate Inquiries (40 *Code of Federal Regulations* [CFR] Part 312), as described in the American Society for Testing and Materials (ASTM) E 1527-05 Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process. Details of the databases searched, along with descriptions of each database researched, are provided in Appendix F. The *Phase I Environmental Site Assessment Report* revealed no evidence of any recognized environmental conditions (RECs) that could affect site development (Robin Environmental Management 2017).

The nearest cleanup site reported on the Department of Toxic Substances Control (DTSC) Envirostor web mapper is a site contaminated with lead associated with the disposal of batteries on that site beginning in the 1930s (DTSC 2019). That site is located 0.6-mile northeast of the Project site.

The Project site and adjacent sites were not identified on any databases reviewed. Given that the Project does not occur on a Cortese List property or contain other hazardous materials of concern that would create a significant hazard to the public or environment, no impact would result from implementation of the proposed Project, and no mitigation is required.

- e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?**

**No Impact.** The nearest airport to the site is the El Monte Airport, a public use airport, which is owned by the County of Los Angeles and located approximately 3.1 miles south of the Project site. The Project site is located outside the airport Area of Influence of El Monte Airport (LA County 1991). There are no other private airstrips in the vicinity of the Project. Therefore, the Project does not pose an adverse aeronautical effect. No impacts are anticipated, and no mitigation is required.

- f) **Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

**Less Than Significant With Mitigation.** The City has adopted an Emergency Preparedness Program that addresses Arcadia’s response to extraordinary emergency situations associated with natural disasters, technological incidents, and threats to national security. It provides operational concepts related to various emergency situations; identifies components of the City of Arcadia Emergency Management Program; and describes the overall responsibilities of the organization for protecting life and property and assuring the overall well-being of the population. The plan also identifies the sources of outside support that might be provided (through mutual aid and specific statutory authorities) by other jurisdictions, State and federal agencies, and the private sector.

Project construction activities would be constrained due to the fully developed nature of the surrounding land uses and location near heavily traveled roadways. As such, construction activities have the potential to disrupt traffic and emergency access through temporary lane closures or traffic diversions. As required by MM TRANS-1, a Construction Management Plan shall be prepared in compliance with the Manual on Uniform Traffic Control Devices (MUTCD). Compliance with MM TRANS-1 would ensure that potential short-term impacts to emergency response plans or evacuation routes would be less than significant. Once construction activities

that could impact surrounding roadways are completed, the roads would be returned to the previous condition and there would be no impact. As required by MM TRANS-1, the Developer would be responsible for repairing any damage to City roadways that may occur during construction or through transport of heavy trucks or equipment related to construction.

The long-term operation of the Project involves residential, retail, and parking land uses that would not result in a significant impact to existing roadways and would neither interfere with nor impact the implementation of the City's Emergency Preparedness Program. Additionally, emergency access to the site and surrounding areas would be maintained in compliance with applicable City requirements during and after construction.

**g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?**

**No Impact.** As discussed above, the Project site is located in neither State nor Local Responsibility areas designated as Very High or High Fire Hazard Severity Zones, as mapped by the California Department of Forestry and Fire Protection (Calfire 2019). The nearest high-risk zone closest to the Project site is located approximately 0.8 mile to the north, at the base of the San Gabriel Mountains. The Project site is located in an urban area of the City and is not adjacent to wildlands. Therefore, implementation of the Project would not result in a significant risk of loss, injury, or death involving wildland fires. No mitigation is required.

#### **4.9.3 MITIGATION MEASURES**

**MM HAZ-1** Prior to the issuance of a demolition permit, pre-demolition surveys for asbestos-containing materials (ACMs) and lead-based paint (LBP) shall be performed for the structures proposed for demolition. All surveys, inspections, and analyses shall be performed by fully licensed and qualified individuals in accordance with all applicable federal, State, and local regulations. If the pre-demolition surveys/inspections do not identify ACMs or LBP, the Developer shall provide documentation to the City of the survey/inspection showing that no further abatement actions are required. If the pre-demolition surveys/inspections identify ACMs or LBP, all such materials shall be handled in accordance with applicable regulations, including, but not limited to 15 *United States Code* (USC) Chapter 53 Toxic Substances Control; Division of Occupational Safety and Health (Cal/OSHA) regulations (8 CCR Section 1529 [Asbestos] and Section 1532.1 [Lead]); and SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). After demolition, the Developer shall provide documentation to the City illustrating that abatement of any ACMs or LBP identified in the demolished structure has been completed in full compliance with applicable regulations.

Implementation of this mitigation measure would reduce impacts to hazards and hazardous materials to a less than significant level.

<b>4.10</b> <u><b>HYDROLOGY AND WATER QUALITY</b></u>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) impede or redirect flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### **4.10.1 ENVIRONMENTAL SETTING**

##### **Surface Drainage**

The Project site is located within the 824 square-mile Los Angeles River Watershed. The Watershed is highly modified; the northern 324 square-mile portion is covered by forest or open space, while the remaining 500 square miles is intensely urbanized (California Water Board 2014). The Watershed encompasses and is shaped by the path of the Los Angeles River. The Project site is located within the intensely urbanized portion of the Watershed, and is currently developed with existing buildings and paved surface parking lots.

Storm drainage in the City of Arcadia is provided by curbs and gutters along streets, which direct storm water into the catch basins, pipes, and washes that run in a southerly direction in or near the City. Over four miles of City-maintained storm water management facilities are present in Arcadia, which connect to regional flood control and runoff conveyance facilities (Arcadia 2010b). Most storm water from the City flows in a southerly direction predominately through Arcadia Wash

and Santa Anita Wash, as well as through Sawpit Wash, which all ultimately flow to the Rio Hondo, which runs southwest to join the Los Angeles River in Downey.

### **Flooding**

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map indicates that the Project site is located in Flood Zone X, which designates areas that are determined to be outside the 0.2-percent annual chance floodplain (Arcadia 2010b, FEMA 2019). However, inundation can also occur as a result of significant structural damage to a dam or other water retention facility upstream of the Project site. Dam or reservoir failure could occur as a result of an earthquake, erosion, design flaw, or water overflow during storms (for a dam). Arcadia's location along the San Gabriel Mountain foothills and below extensive regional flood control facilities places it within the potential inundation area of six water retention facilities. The Project area is located within the inundation hazard area of the Santa Anita Dam (Arcadia 2010b).

### **Groundwater**

The Project site overlies the Main San Gabriel Groundwater Basin (Main Basin), which has a 255 square mile surface area and is located in eastern Los Angeles County. The Main Basin is located underneath the majority of the valley floor of the San Gabriel Valley and is bounded by the Raymond Basin on the northwest, the base of the San Gabriel Mountains on the north, the Puente Basin on the east, and Whittier Narrows to the south. The basin is replenished by stream runoff, rainfall, and inflow from the surrounding Raymond and Puente Basins, and is also replenished with imported water through the upper San Gabriel Valley Municipal Water District (Arcadia 2010a). The Raymond Basin's main water-bearing materials are unconsolidated to semi-consolidated Quaternary alluvial sediments deposited by streams originating in the San Gabriel Mountains (DWR 2004).

During the drilling of soil borings for the *Geotechnical Report* (Appendix D, (Geocon West, Inc. 2018), no free water was encountered. Also, a review of available data indicates that the historically highest groundwater level in the immediate area is approximately 150 feet beneath ground surface.

## **4.10.2 PROJECT IMPACTS**

### **Regulatory Requirements**

**RR HWQ-1** Prior to the City's issuance of a demolition permit, the Developer shall obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity, which will require the development and implementation of a project-specific Storm Water Pollution Prevention Plan (SWPPP).

### **Impact Discussion**

**a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?**

**Less Than Significant Impact.** This section discusses the Project's potential construction- and operational-related water quality impacts.

### **Construction-Related Water Quality Impacts**

The Project could result in short-term construction impacts to surface water quality from demolition, grading, and other construction-related activities. Storm water runoff from the Project site during construction could contain soils and sediments from these activities. Spills or leaks from heavy equipment and machinery, construction staging areas, and/or building sites can also enter runoff and typically include petroleum products such as fuel, oil and grease, and heavy metals.

The State Water Resources Control Board (SWRCB) has issued the Statewide National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with the Construction and Land Disturbance Activities (Order No 2012-0006-DWQ, NPDES No. CAS000002, adopted by the SWRCB on July 17, 2012). Under this Construction General Permit, individual NPDES permits or Construction General Permit coverage must be obtained for discharges of storm water from construction sites with a disturbed area of one or more acres. Since the Project site is 1.74-acre, coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity is required. To obtain coverage, the Developer must retain the services of a certified Qualified SWPPP Developer (QSD) to prepare a SWPPP for the Project. The Developer, or the contractor if specifically delegated, would electronically submit permit registration documents prior to beginning construction activities in the Storm Water Multi-Application Report Tracking System (SMARTS), which would consist of a Notice of Initiation, Risk Assessment, Post-Construction Calculations, a site map, the SWPPP, a signed certification statement, and the first annual fee. Project construction would also adhere to the South Coast Air Quality Management District's Rule 402 (Nuisance) and Rule 403 (Fugitive Dust) to avoid and minimize dust from leaving the site.

Also, as required by the City's Municipal Code (Chapter 8, Stormwater Management and Discharge Control) for projects with a disturbed area of one acre or more, the Project's grading permit would only be issued after the Developer submits proof that an NOI was filed and a SWPPP prepared to the satisfaction of the Public Works Director (Arcadia 2019). Construction activities are not anticipated to encounter groundwater, as levels are anticipated to be more than 150 feet below ground surface at the Project site (Geocon West, Inc. 2018), which is well below the depth of proposed excavation.

With implementation of RR HWQ-1 and adherence to applicable regulatory requirements in the City of Arcadia LID Ordinance and MS4 Permit, Project short-term impacts to surface water quality during construction would be less than significant, and no mitigation is required.

### **Operational Water Quality Impacts**

The Project is subject to requirements of the 1972 Federal Water Pollution Control Act, subsequently known as the Clean Water Act (CWA). In 1972, the CWA was amended to require NPDES permits for the discharge of pollutants to "waters of the U.S." from any point source. In 1987, the CWA was amended to require that the USEPA establish regulations for municipal and industrial storm water discharges for permitting under the NPDES permit program. The regulations require that municipal separate storm sewer system (MS4) discharges to surface waters be regulated by an NPDES permit. The MS4s are designated or used for collecting or conveying storm water.

The City of Arcadia is located in both the Rio Hondo and San Gabriel River Watersheds, and occurs within the jurisdiction of the Los Angeles Regional Water Quality Control Board (LARWQCB) and is therefore subject to the Waste Discharge Requirements MS4 Permit (Order No. R4-2012-0175, NPDES Permit No. CAS004001), which became effective on December 28, 2012. As a Permittee under the General MS4 permit, the City has the authority to enforce the

terms of the permit for the Project. The MS4 Permit governs storm water and urban runoff discharges to public storm drain systems owned and operated by “the Permittees”. Permittees that have land use authority are responsible for implementing a storm water management program to inspect and control pollutants from industrial and commercial facilities, new development and re-development projects, and development construction sites within their jurisdictional boundaries. The MS4 Permit also provides the option to develop integrated planning and monitoring plans to address many of the Permit’s water quality and program requirements.

Since that time, the technique of Low Impact Development (LID) has become the preferred stormwater management approach across the region, which emphasizes conservation and the use of existing natural site features integrated with stormwater controls to more closely mimic natural hydrology patterns in residential, commercial, and industrial settings. As part of this process, in February 2014 the County adopted the County of Los Angeles Department of Public Works LID Standards Manual (LID Standards Manual), which all development and redevelopment projects in unincorporated portions of the County as well as within the City of Arcadia must comply with. The LID Standards Manual was prepared to comply with the requirements of the NPDES MS4 Permit for discharges within the coastal watersheds of Los Angeles County. The LID Standards Manual updated and compiled prior County guidance, including the *Development Planning for Storm Water Management: A Manual for the Standard Urban Storm Water Mitigation Plan* (SUSMP Manual, September 2002), which are no longer applicable.

To fulfill the requirements of the MS4 Permit, the City of Arcadia is a participant along with other local Permittees in the Rio Hondo/San Gabriel River Water Quality Group (RH/SGRWQG). In June 2013, the RH/SGRWQG submitted a Notice of Intent to proceed with the development of an Enhanced Watershed Management Plan (EWMP) and Coordinated Integrated Monitoring Plan (CIMP) for NPDES Permit No. R4-2012-0175. Other partner agencies includes the Cities of Azusa, Bradbury, Duarte, Monrovia, Sierra Madre, and local portions of the County of Los Angeles, and the Los Angeles County Flood Control District. As a requirement of this process, the City of Arcadia adopted a LID Ordinance. In January 29, 2016, the RH/SGRWQG submitted a revised EWMP to the LARWQCB, which was approved on April 21, 2016. In March 2019, a Revised Watershed Management Program was approved the LARWQCB to take place of the approved EWMP.

The City’s LID Ordinance, Ordinance No. 2325, was passed, approved, and adopted by the Arcadia City Council on April 7, 2015, which amended the Arcadia Municipal Code by adding Article VII, Chapter 8 to the City’s Municipal Code, entitled Stormwater Management and Discharge Control. The intent of Ordinance No. 2325 is to protect and enhance the water quality of the City’s watercourses, water bodies, and receiving waters of the United States in a manner pursuant to and consistent with the Clean Water Act.

Section 7827 of the Municipal Code covers control of runoff for construction activities. In accordance with these regulations, the Project would be required to implement an erosion and sediment control plan, or SWPPP, and BMPs required by the City’s Director of Public Works to ensure that discharges of pollutants are effectively prohibited and will not cause or contribute to an exceedance of water quality standards. Also, consistent with Municipal Code Section 7827 and Ordinance No 2325, since the Project would disturb more than one-acre, best management practices for new development and redevelopments would apply including the requirement to file a Notice of Intent to comply with the State Construction Activity Stormwater Permit and a SWPPP has been prepared. The SWPPP would include BMPs to control erosion and sedimentation, and to manage waste and non-stormwater in accordance with the Permit. The Project Applicant may also be required by the City to develop an Erosion and Sediment Control Plan including structural BMPs, which would need to be certified by a qualified SWPPP Developer.

The proposed Project meets the definition of a Planning Priority Project as defined in Ordinance No. 2325 given it is a redevelopment project that would disturb more than 5,000 square feet of impervious surface area on an already developed site. Therefore, the Project must be designed to control pollutants, pollutant loads, and runoff volume to the maximum extent feasible by minimizing impervious surface area and controlling runoff from impervious surfaces through infiltration, evapotranspiration, bioretention, and/or rainfall harvest and use. Prior to issuance of a Demolition or Grading Permit for the Project, the City Public Works Director will ensure that the Project Applicant has had a LID Plan prepared. The LID Plan must include measures to retain stormwater runoff onsite for the Stormwater Quality Design Volume (SWQDV), as defined further in the Municipal Code. This LID Plan will be reviewed by the City to ensure the Project minimizes hydromodification impacts to natural drainage systems. When, as determined by the City, 100 percent onsite retention of the SWQDV is not technically feasible, partially or fully, the infeasibility shall be demonstrated in the LID Plan.

If partial or complete onsite retention is determined by the City to be technically infeasible as documented in the LID Plan, the Project may instead biofiltrate 1.5 times the portion of the remaining SWQDV that is not reliably retained onsite. Biofiltration BMPs must adhere to the design specifications provided in the Permit. Additional alternative compliance options such as offsite infiltration will be analyzed, although much of the area surrounding the Project site is developed with impervious surfaces and unlikely to be able to be used for infiltration. Alternative compliance options are further specified in the County of Los Angeles Department of Public Works Stormwater Best Management Practices Design and Maintenance Manual. The Project Applicant should contact the City Public Works Director to determine eligibility and obtain approval. In all cases, the Project would comply with all relevant provisions of the Permit.

The remaining SWQDV that cannot be retained or biofiltered onsite must be treated onsite to reduce pollutant loading. BMPs must be selected and designed to meet pollutant specific benchmarks as required per the Permit. Flow through BMPs may be used to treat the remaining SWQDV and must be sized based on a rainfall intensity of: 0.2 inches per hour, or the one year, one hour rainfall intensity as determined from the most recent Los Angeles County isohyetal map, whichever is greater.

Preliminary drainage design complies with City requirements for stormwater management and discharge control contained in Article VII, Chapter 8 of the Municipal Code to reduce pollutants in stormwater discharges to the maximum extent practicable. The Project's drainage design has incorporated storm water conveyance and treatment infrastructure to ensure that operational water quality impacts are minimized. Runoff from the proposed buildings would be conveyed via downspouts to a proposed pipeline that would convey the water to a pre-treatment device (Aqua-Swirl or City-approved similar device) to remove sediments, debris, and free oil. Low flows would then be diverted to drywells where the water would be allowed to percolate into the ground. The pre-treatment device would allow high flows to bypass the drywell system. As described in Section 2.2 of this IS/MND, for the drainage area north of the alley, flows would be pumped into the existing storm drain catch basin located on N. 1<sup>st</sup> Avenue via the existing Alley. For the drainage area south of the alley, flows would be pumped to an existing catch basin located in E. Huntington Drive approximately 250 feet east of N. 1<sup>st</sup> Avenue. Runoff from the project's Building 2 rooftops would be conveyed south towards the alley, and into a new 12-inch storm drain pipe that would be installed along the same general alignment of the existing ribbon gutters that run east to west towards N. 1<sup>st</sup> Avenue. A sump pump would be installed in the southwest portion of the building to pump storm water off-site. Runoff from the proposed southern building rooftops would be conveyed via downspouts to a proposed pipeline that would flow south off-site into an existing catch basin on the north side of E. Huntington Drive. The water would be piped to the existing 36-inch storm drain within N. 1<sup>st</sup> Avenue. A sump pump would be installed in the southwest portion of the building to pump storm water off-site (Willrod 2019). Compliance with

applicable regulatory requirements, including the City's LID Ordinance and requirements contained in the County's LID Standards Manual, would ensure that long-term water quality impacts would be less than significant, and that no mitigation would be required.

- b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?**

**Less Than Significant Impact.** The Project would not involve direct or indirect withdrawals of groundwater. Domestic water service would be provided by the City, as described in Section 4.17, Utilities and Service Systems. Also, the Project would not deplete groundwater supplies or interfere substantially with groundwater recharge. Most of the Project site is currently covered in impervious surfaces and Project implementation would also result in full coverage with impervious surfaces, with the exception of some limited landscaping as described in Section 2.2. Therefore, there would be minimal change in groundwater recharge and no mitigation is required.

- c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:**

- i) Result in substantial erosion or siltation on- or offsite?**

**No Impact.** Most of the Project site is covered with impervious surfaces and is relatively flat. Implementation of the Project would not result in a substantial increase in the amount of impervious surface. The Project site is in an urban setting and there are no natural streams or rivers within or near to the Project site. The Project would convey storm water to existing storm drains that connect to regional flood control and runoff conveyance facilities (Arcadia 2010b), which run southwest into the Whittier Narrows and continues southwest to join the Los Angeles River in Downey. Therefore, Project implementation would not result in an increase in erosion or sedimentation on- or off-site and no mitigation is required.

- ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?**

- iii) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?**

**No Impact.** The rate of storm water runoff from the Project site would generally remain unchanged with Project implementation because the impervious cover on the Project site would not be substantively changed. Therefore, no net increase in storm flows is anticipated as a result of the Project, and no additional incremental flows would be contributed to the City's storm drain system. As such, the runoff from the site would not result in flooding on- or off-site and would not exceed the capacity of the storm drain system. Additionally, as described under the analysis of Thresholds 4.9(a) above, the Project would not result in substantial additional sources of polluted runoff.

- iv) Impede or redirect flood flows?**

**No Impact.** The Project site is not located in an area identified as a 100-year flood area (Arcadia 2010a). Therefore, the Project would not impede or redirect flood flows and no mitigation is required.

**d) In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?**

**Less Than Significant Impact.** The Project is not located in a flood zone or near the ocean or other water body with the potential to be at risk of seismically-induced tidal phenomena. Furthermore, the Project would not utilize, store, or otherwise contain pollutants that would be at risk of release if inundated. Therefore, hazards related to the potential release of pollutants due to inundation caused by a flood, tsunami, and/or seiche are considered to be negligible.

However, the Project site and surrounding area are located within the inundation hazard area of the Santa Anita Dam (Arcadia 2010a). The potential for inundation as a result of significant structural damage to the Santa Anita Dam as a result of an earthquake, erosion, a design flaw, or water overflow during storms is an existing inundation hazard that affects the Project site. As such, implementation of the Project would not exacerbate these hazards, and impacts would be less than significant.

**e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?**

**No Impact.** The Project would develop two buildings which would contain a mix of residential and retail uses. The Project proposes similar uses to what exists on the Project site currently and would not introduce sources of water pollutants that would have the potential to interfere with a water quality control plan or sustainable groundwater management plan. Moreover, the Project would mitigate runoff in a manner that removes storm water pollutants prior to the water being discharged into the municipal storm water system. No impacts would occur, and no mitigation measures are necessary.

#### **4.10.3 MITIGATION MEASURES**

Project implementation would not result in significant impacts related to hydrology and water quality; therefore, no mitigation measures are required.

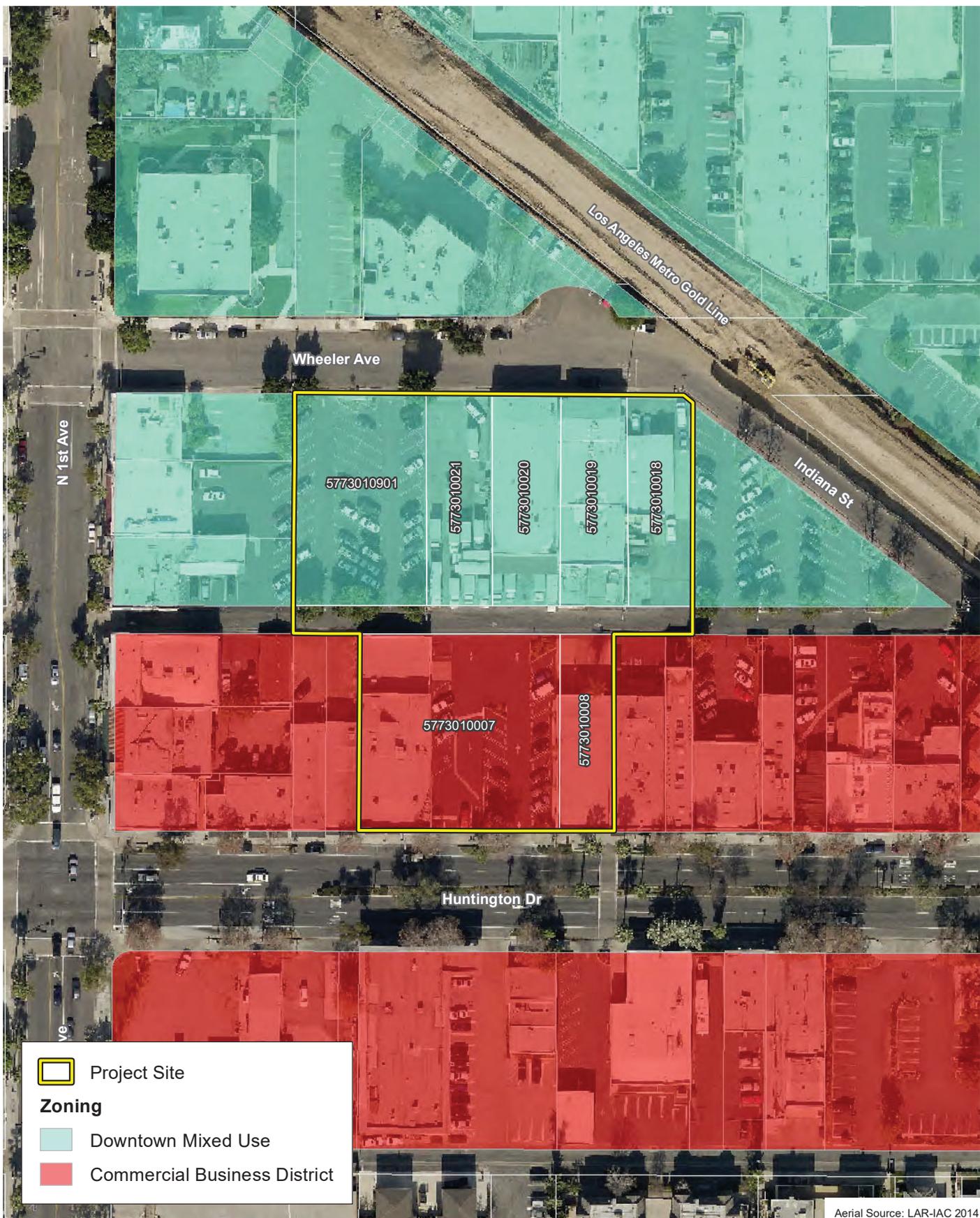
4.11 <u>LAND USE AND PLANNING</u>	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 4.11.1 ENVIRONMENTAL SETTING

The Project site is located in the downtown area of the City of Arcadia. Current zoning for the Project site is split with the southern parcels fronting E. Huntington Drive zoned as CBD and the northern parcels fronting Wheeler zoned as DMU as shown in Exhibit 13, Zoning Map. As shown in Exhibit 13, the public alley that traverse the Project parcels from east-to west is not currently assigned a zoning classification given its status as public right-of-way. The Project site is within an area covered by the City Center Design Plan and General Plan Amendment No. 18-01, Zone Change No. 18-01, and Text Amendment No. TA 18-01, which were approved by the City Council in 2018 through adoption of Resolution No. 2017. Among other updates, this City Council action removed the Downtown Overlay Zone from CBD-zoned parcels, increased residential density in the DMU and CBD zones to 80 units per acre, increased building height limits to 60 feet, and established additional design guidelines for new development in the City’s downtown (Arcadia 2018).

As shown on the aerial photograph presented in Exhibit 2, Aerial Map, the Project site is immediately surrounded by existing urban development including commercial retail, office, and associated parking. Existing office uses are located to the north of the Project site across Wheeler Avenue. To the east and west of the Project site (along E. Huntington Drive) are retail/office buildings and associated parking. To the south of the Project site (across E. Huntington Drive) are retail/office uses and associated surface parking. Northwest of the Project site, approximately 0.15-mile away, is the Arcadia Gold Line Station. Table 20, Land Use and Zoning Designations Near the Project Site, summarizes the surrounding land uses and zoning for parcels near the Project site.

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Aerial Source: LAR-IAC 2014

# Zoning Map

Huntington Plaza Mixed-Use Project

# Exhibit 13



**TABLE 20  
LAND USE AND ZONING DESIGNATIONS NEAR THE PROJECT SITE**

Area/Direction	General Plan Land Use Designation	Zoning Designation
Project Site	Downtown Mixed Use (DMU) and Commercial	Downtown Mixed Use (DMU) and Commercial Business District (CBD)
North of Project Site (across Wheeler Avenue)	Downtown Mixed Use (DMU)	Downtown Mixed Use (DMU)
East of Project Site (along Huntington Dr)	Commercial	Commercial Business District (CBD)
South of Project Site (across Huntington Dr)	Commercial	Commercial Business District (CBD)
West of Project Site (along Huntington Dr)	Commercial	Commercial Business District (CBD)
Source: Arcadia 2010a.		

#### 4.11.2 PROJECT IMPACTS

##### Impact Discussion

##### a) **Would the project physically divide an established community?**

**No Impact.** As shown in the aerial photograph provided in Exhibit 2, Aerial Map, and described in Section 2.1, Project Location, the Project site is currently developed, and is surrounded by other urban development including commercial land uses. The Project involves redevelopment of the Project site and would not disrupt the physical arrangement of an established community. No impact would occur, and no mitigation is required.

##### b) **Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?**

**Less Than Significant Impact.** There are several land use-related planning programs, policies, and ordinances that are relevant to the Project, which are discussed below including the City of Arcadia General Plan and Zoning Code.

##### **City of Arcadia General Plan**

The City's General Plan was adopted in 2010 (Arcadia 2010a). Each Element of the General Plan contains goals, policies, and implementation programs designed to guide the various aspects of the future land use, development, and revitalization decisions of the City. The State's general rule for a General Plan consistency determination is "an action, program, or Project is consistent with the General Plan if, considering all aspects, it will further the objectives and policies of the General Plan and will not inhibit or obstruct their attainment" (OPR 2017).

The Land Use and Community Design Element of the General Plan includes goals and policies that apply citywide. The Project would be consistent and help achieve the following goals and policies.

- **Goal LU-1:** A balance of land uses that preserves Arcadia’s status as a Community of Homes and a Community of Opportunity.
  - **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-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-1.3:** Encourage community involvement in the development review process.
  - **Policy LU-1.4:** Encourage the gradual redevelopment of incompatible, ineffective, and/or undesirable land uses.
  - **Policy LU-1.6:** Establish consistency between the Land Use Plan and the Zoning Code.
  - **Policy LU-1.7:** Encourage developments to be placed in areas that reduce or better distribute travel demand.
  - **Policy LU-1.8:** Encourage development types that support transit and other alternative forms of transportation, including bicycling and walking.
  - **Policy LU-1.9:** Establish incentives and development standards to encourage development of land uses that provide public amenities and/or desirable facilities or features, as well as private open space and recreation areas.
  - **Policy LU-1.10:** Require that new development projects provide their full fair share of the improvements necessary to mitigate project generated impacts on the circulation and infrastructure systems.
  
- **Goal LU-2:** A City with a distinctive and attractive public realm, with pedestrian-friendly amenities in commercial and mixed-use districts and single-family neighborhoods that continue to maintain Arcadia’s standard of architectural and aesthetic quality.
  - **Policy LU-2.1:** Ensure that trees planted in the public right-of-way continue to be well maintained where they exist, are planted in areas where they are currently lacking, and encourage replacement of undesirable tree species in public rights-of-way.
  - **Policy LU-2.2:** Emphasize the use of public spaces and design that are oriented toward the pedestrian and use of transit throughout the community.
  - **Policy LU-2.6:** Ensure the aesthetic quality and pedestrian orientation of the City’s commercial corridors by implementing the recommendations of this Community Design section, as well as the Architectural Design Guidelines for commercial and industrial properties.
  - **Policy LU-2.7:** Through a combination of incentives to business owners and enforcement measures, attain compliance with signage standards and guidelines throughout the City, with a priority placed on high-traffic commercial corridors and gateway areas.

Also, the Land Use and Community Design Element of the General Plan includes various goals and policies specific to development within the City’s downtown. The Project would be consistent with and help achieve the following goal and policies:

- **Goal LU-10:** A thriving downtown, with healthy commercial areas supported by high-quality, residential uses and supportive of the Metro Gold Line transit station (e.g., Arcadia Gold Line Station).
  - **Policy LU-10.1:** Provide diverse housing, employment, and cultural opportunities in downtown, with an emphasis on compact, mixed-use, transit- and pedestrian-oriented development patterns that are appropriate to the core of the City.
  - **Policy LU-10.2:** Promote the Metro Gold Line Extension and establishment of a transit station in downtown Arcadia and take full advantage of the opportunities the Gold Line station (e.g., Arcadia Gold Line Station) will bring to downtown and the City as a whole.
  - **Policy LU-10.3:** Work toward the establishment of public gathering areas in downtown to bring public activities and civic events into downtown.
  - **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.
  - **Policy LU-10.6:** Encourage high standards for property maintenance, renovation and redevelopment.
  - **Policy LU-10.7:** Provide accessible plazas and public spaces throughout downtown that provide both intimate, outdoor rooms and larger spaces that could accommodate public gatherings and celebrations.
  - **Policy LU-10.9:** Connect various activity areas and plazas via sidewalks, paseos, and pedestrian alleys to create a comprehensive pedestrian network.
  - **Policy LU-10.10:** Establish a “park once” system in downtown with a collection of shared surface and parking structures.
  - **Policy LU-10.11:** Buildings should be oriented to the pedestrian and the street.
  - **Policy LU-10.12:** Encourage architecture that uses quality, lasting building materials; provides building scale that relates to intimate nature of downtown; and applies a unified theme.
  - **Policy LU-10.13:** Recognize that well-designed public open spaces are vital to the success of downtown. Work with private developers and landowners to facilitate the construction of such spaces.
  - **Policy LU-10.14:** Create a high-quality pedestrian experience in downtown through the use of street trees, public art, street furniture, and public gathering spaces. Using signage, art, and unique uses, entice and encourage people to walk and explore the commercial core of downtown.

The Land Use and Community Design Element of the City’s General Plan identifies the ¼-mile radius surrounding the Arcadia Gold Line Station as an “activity node”, which is defined as “places of pedestrian activity and excitement. These are places where people congregate, socialize, and shop. Activity nodes are places where residents can leisurely stroll, participate in a recreational activity, or relax and experience the outdoors” (Arcadia 2010a). The Project is designed to implement the City’s goals for the City’s downtown by enhancing the street frontage, orienting the retail and publicly-accessible components of the Project towards E. Huntington Drive through the provision of an outdoor public gathering space along E. Huntington Drive, which would generate more pedestrian activity downtown.

**City of Arcadia Zoning Ordinance and Development Code**

The Arcadia Zoning Ordinance is the primary tool for implementing the City’s General Plan. It provides development standards (e.g., setbacks, building height, site coverage, parking, and sign requirements). Also, the Zoning Ordinance provides detailed guidance for development based on and consistent with the land use policies established in the General Plan. Current zoning for the Project site is split between CBD and DMU zones, as shown in Exhibit 13, Zoning Map.

The Project’s parcels fronting E. Huntington Drive are zoned CBD. The CBD zone is intended to promote a strong pedestrian-oriented environment and to serve community and regional needs for retail and service uses, professional offices, restaurants, public uses, and other similar and compatible uses. Within the CBD zone, the project proposes multifamily residential units and retail uses. Retail uses are permitted by right in the CBD zone. Multifamily residential, as part of a mixed-use development, is permitted with a conditional use permit according to Sections 9102.05.020 and 9102.05.030 of the City’s Development Code (Arcadia 2019). As specified in Section 9102.05.030 of the Development Code, all of the Project’s multifamily units would occur either above ground floor commercial or adjacent to a commercial use and would be located on the project site as the commercial proposed commercial uses.

Development standards for the CBD zone are defined in Table 21, Project Consistency with the Commercial Business District Zone Development Standards, which includes an analysis of project consistency.

**TABLE 21  
PROJECT CONSISTENCY WITH THE COMMERCIAL BUSINESS DISTRICT ZONE  
DEVELOPMENT STANDARDS**

<b>Standard</b>	<b>Development Standard for Commercial Business District</b>	<b>Project Consistency</b>
Minimum Lot Area	5,000 sf	75,530 sf
Maximum Density	80 units per acre	79.9 units per acre
Maximum Height (excluding mechanical equipment)	60 feet	58 feet, 6 inches to the top of the parapet
Maximum Floor Area Ratio for Non-Residential Uses	1.0	0.14
Minimum Ground Floor Height for Structures with Commercial Uses on the Ground Floor	12 feet, 6 inches	13 feet
Minimum Open Space for Residential Uses	100 sf per unit	177 sf per unit
<b>Minimum Setbacks</b>		
Front (or adjacent to a street)	0 feet minimum; 10 feet maximum	+/-31.72-foot average minimum
Side Interior Abutting Nonresidential or Mixed-Use Zone	0 feet minimum	+/-1-2 feet minimum
Side (Street Side)	0 feet minimum; 10 feet maximum	N/A
Rear Abutting Nonresidential or Downtown Zone	0 feet minimum	+/-11 feet, 10 feet 3 inches minimum for areas abutting alley
<b>Roof Deck Standards</b>		
Roof decks are permitted, subject to Site Plan and Design Review, provided that roof decks meet the following development standards:		See below for an analysis of Project consistency.

**TABLE 21  
PROJECT CONSISTENCY WITH THE COMMERCIAL BUSINESS DISTRICT ZONE  
DEVELOPMENT STANDARDS**

Standard	Development Standard for Commercial Business District	Project Consistency
Location. Roof decks shall be set back five feet from all building lines of the structure. The building line shall be measured from the roof edge of the story directly below the deck.		The proposed roof decks are set back from the building lines of the structure consistent with this standard.
Height Limits. The guardrail and other objects, whether permanent or temporary, which rest upon the roof deck such as patio furniture, landscaping, swimming pool features, and storage, shall be allowed to exceed the maximum height limit specified in Subsection 9102.05.030(Development Standards in Downtown Zones) by up to five feet. Exterior stairways and other access features such as stairwells or elevators for access to roof decks shall not exceed the residential zoning district's height limit by more than 10 feet and shall be architecturally integrated into the design of the structure.		The sky decks have been designed to comply with maximum height requirements as described in this standard.
Screening. The roof deck area shall be appropriately designed so as not to be visible from all sides of the structure or from the grade below. Appropriate screening shall be architecturally compatible with and integrated into the existing structure as determined by the Director. The solid screening may include roofing, solid parapet walls, or other methods architecturally compatible with the design of the structure.		The Developer would coordinate appropriate screening of the roof decks with the City during final design to ensure consistency with this requirement.
Architecturally Compatible. The roof deck shall be architecturally compatible with the existing exterior materials and colors of the existing structure and appear as an integral part of the roof system.		The materials and finishes specified for the roof decks are consistent with the exterior finishes proposed for the rest of the Project.
Furniture. All furniture and accessories located on a roof deck shall be secured as necessary to prevent wind damage or dislocation.		As required by the City, furniture installed at the roof decks would be secured to prevent wind damage and dislocation.
Source: Arcadia 2019; Humphreys & Partners Architects, L.P. July 2019		

The Project's parcels fronting Wheeler Avenue are zoned DMU. The DMU zone is intended to provide opportunities for complementary service and retail commercial businesses, professional offices, and residential uses located within the City's downtown. A wide range of commercial and residential uses are appropriate, oriented towards pedestrians to encourage shared use of parking, public open space, and interaction of uses within the zone. Residential uses are permitted above ground floor commercial or adjacent to a commercial development. Both uses must be located on the same lot or on the same project site, and exclusive residential structures are not allowed. Development standards for the DMU zone include a density restriction of 80 units per acre, a maximum height of 60 feet, and a maximum FAR for non-residential uses of 1.0. There are no front, side, or rear minimum setback requirements for buildings within the DMU zone. The maximum setback permitted for any street side is ten feet, which may be used for landscaping, pedestrian circulation, entry court, outdoor dining, and similar uses related to a downtown pedestrian environment.

Development standards for the DMU zone are defined in Table 22, Project Consistency with the Downtown Mixed-Use Zone Development Standards, which includes an analysis of project consistency.

**TABLE 22  
PROJECT CONSISTENCY WITH THE DOWNTOWN MIXED-USE  
ZONE DEVELOPMENT STANDARDS**

Standard	Development Standard for Commercial Business District	Project Consistency
Minimum Lot Area	10,000 sf	75,530 sf
Maximum Density	80 units per acre	79.9 units per acre
Maximum Height (excluding mechanical equipment)	60 feet	55 feet
Maximum Floor Area Ratio for Non-Residential Uses	1.0	Not applicable. The Project does not propose any non-residential uses in the DMU zone. FAR requirements are not applicable to residential uses.
Minimum Open Space for Residential Uses	100 sf per unit	177 sf per unit
<u>Minimum Setbacks</u>		
Front (or adjacent to a street)	0 feet minimum; 10 feet maximum	+/-31.72-foot average minimum
Side Interior Abutting Nonresidential or Mixed-Use Zone	0 feet minimum	+/-1-2 feet minimum
Side (Street Side)	0 feet minimum; 10 feet maximum	N/A
Rear Abutting Nonresidential or Downtown Zone	0 feet minimum	+/-11 feet, 10 feet 3 inches minimum for areas abutting alley
Source: Arcadia 2019; Humphreys & Partners Architects, L.P. July 2019		

The Project's maximum proposed building height of 55 feet would comply with the maximum height limit in the DMU and CBD zones, which is 60 feet (Arcadia 2019). As described in Section 9103.01.050 of the City's Development Code (Arcadia, 2019), in any commercial, industrial, or mixed-use zone, mechanical equipment required for the operation of or maintenance of structures including elevators and stairways may exceed the maximum height limit by up to 10 feet. For the Project site, the Project's maximum height of 63 feet, including mechanical equipment, would comply with the maximum height limit of 70 feet.

As noted in Table 21, Project Consistency with the Commercial Business District Zone Development Standards, and Table 22, Project Consistency with the Downtown Mixed-Use Zone Development Standards, the Project's average front setback would exceed the maximum front setback allowed for the CBD and DMU zones. However, it should be noted that this average setback calculation accounts for the space provided by the Project as a public plaza, leading to a much greater setback average than would be the case if the open space were excluded from the calculation. For Building 1, the two retail spaces closest to the parcel line would be set back five feet from the property line with E. Huntington Drive and 11-feet from the alley. Building 2 is set back 1-foot from the property line with Wheeler Avenue and 11 inches- to 9-feet 11 inches from the alley. As noted in the City Center Design Plan (Onyx Architects 2018), some flexibility related to setbacks is necessary for individual projects, including where projects are interfacing with existing buildings.

Also, as part of the City's design review, City staff will ensure that the Project complies with all other applicable City regulations, including those contained in:

- Division 2 of the Development Code – Zones, Allowable Uses, and Development Standards;
- Division 3 of the Development Code – Regulations Applicable to All Zones – Site Planning and General Development Standards; and
- Division 4 of the Development Code – Regulations for Specific Land uses and Activities.

As mentioned above, in both CBD and DMU zones in the City's downtown, multifamily dwellings require the issuance of a Conditional Use Permit. Therefore, prior to commencement of any construction activities, the Developer shall obtain approval of a Conditional Use Permit from the City. Therefore, impacts related to applicable land use plans, policies, or regulations would be less than significant.

### **City Center Design Plan**

In addition to consistency with the development standards for the CBD and DMU zones and other elements of the City Development Code, the Project has been designed to comply with the City Center Design Plan (Onyx Architects 2018). The City Center Design Plan was approved by the City Council in August 2018 and provides additional design guidelines for new development in the City's downtown. The Plan was developed to balance the goals of increasing density and improving walkability and mobility while at the same time embracing the scale and architecture of the existing downtown buildings that give the area its identity and character by improving design quality for all future projects.

One goal of the City Center Design Plan is to make the downtown more walkable and to improve mobility. The Project would promote this goal by providing mixed uses in the downtown near transit. Also, the Project would include ground-floor public spaces and an urban paseo, and would increase the attractiveness of the public alley through the middle of the site which would collectively serve to improve the desirability of walking through the site. The Project would provide residential uses and commercial space in close walking distance to the Gold Line Station, and would not result in any substantial degradation of vehicular Levels of Service near the Project site. Also, in furtherance of the City Center Design Plan goal of increasing density, the Project would increase density on the site through construction of Buildings 1 and 2.

The Project has been designed to be consistent with the urban design principles and all of the relevant design concepts provided in the City Center Design Plan. The Project would not result in any conflicts with the Plan while at the same time implementing many of its goals. A few of the most notable features incorporated from the City Center Design Plan include: a mid-block between Huntington Drive and the public alley, paseo; an open plaza area off of Huntington Drive.

Also, the Project massing is developed to gradually increase in height from Huntington Drive toward Wheeler Avenue, which is consistent with the recommendations in the Plan. The Plan's proposed massing diagram allows 5-story structures on Wheeler Avenue and maximum 3-story structures along Huntington Drive, but a note is included in the Plan stating that some flexibility is necessary for individual projects fronting Huntington Drive.

Finally, the Project implements the Plan's goal of having centralized, shared parking below 4 to 5 story developments to allow for a "park-once" approach so that every parking stall can serve several uses within the area (Onyx Architects 2018).

### **Ministerial actions related to the Public Alley**

The proposed subterranean parking layout proposed by the Applicant requires the approval of a number of ministerial actions relating to the Project's zoning. Other Project ministerial actions are more fully described in Section 2.4 of this document. The following related ministerial actions will be analyzed to determine consistency with local plans and policies:

- **Relinquishment of Existing City Easement over the Public Alley.** An existing easement for a public alley currently exists within the Project site and would need to be relinquished by the City to allow for the Project's construction of a subterranean parking structure and other Project improvements within the existing easement area.
- **New Access Easement.** A new surface access easement conveying public access rights through the public alley would be dedicated to the City by the Applicant as a condition of approval.

### **4.11.3 MITIGATION MEASURES**

Project implementation would not result in significant impacts related to land use and planning; therefore, no mitigation measures are required.

<b>4.12 MINERAL RESOURCES</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 4.12.1 ENVIRONMENTAL SETTING

Mineral resources are naturally occurring chemicals, elements, or compounds formed by inorganic processes or organic substances. These resources include bituminous rock, gold, sand, gravel, clay, crushed stone, limestone, diatomite, salt, borate, potash, geothermal, petroleum, and natural gas resources. Construction aggregate refers to sand and gravel (natural aggregates) and crushed stone (rock) that are used as Portland-cement-concrete aggregate, asphaltic-concrete aggregate, road base, railroad ballast, riprap, fill, and the production of other construction materials.

The State Mining and Geology Board classifies lands in California based on the availability of mineral resources. The Project site is located within an MRZ-4 zone, meaning there is insufficient data to assign any other MRZ designation. However, as discussed in the Resource Sustainability Element of the Arcadia General Plan, the only area available for future mining activity is the Livingston-Graham sand and gravel extraction site, which is located approximately 2.5 miles south of the Project site and most of which occurs in the adjacent City of Irwindale (Arcadia 2010a). Review of maps prepared by the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources shows that there are no gas, geothermal fields, or active wells in or near the Project site (Arcadia 2010b).

#### 4.12.2 PROJECT IMPACTS

##### Regulatory Requirements

None required.

##### Impact Discussion

- a) **Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**
- b) **Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?**

**No Impact.** Based on review of the Resource Sustainability Element of the *City of Arcadia General Plan*, the Project site does not contain known State or locally designated mineral resources or locally important mineral resource recovery sites (Arcadia 2010a). Project implementation would not result in adverse impacts to any significant mineral resource. No mitigation is required.

### **4.12.3 MITIGATION MEASURES**

Project implementation would not result in significant impacts related to mineral resources; therefore, no mitigation measures are required.

<b>4.13 NOISE</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 4.13.1 ENVIRONMENTAL SETTING

##### Overview of Noise and Vibration

Several rating scales (or noise “metrics”) are used to analyze the effects of noise on a community. These scales include the equivalent noise level ( $L_{eq}$ ) and the community noise equivalent level (CNEL). Average noise levels over a period of minutes or hours are usually expressed as A-weighted decibels (dBA)  $L_{eq}$ , which is the equivalent noise level for that period of time. The period of time averaging may be specified; where  $L_{eq(3)}$  would be a 3-hour average. When no period is specified, a 1-hour average is assumed. Noise of short duration (e.g., substantially less than the averaging period) is averaged into ambient noise during the period of interest. Thus, a loud noise lasting several seconds or a few minutes may have minimal effect on the measured sound level averaged over a one-hour period.

To evaluate community noise impacts, CNEL was developed to account for human sensitivity to evening and nighttime noise. CNEL separates a 24-hour day into three periods: daytime (7:00 AM to 7:00 PM), evening (7:00 PM to 10:00 PM), and nighttime (10:00 PM to 7:00 AM). The evening sound levels are assigned a 5-dBA penalty, and the nighttime sound levels are assigned a 10-dBA penalty prior to averaging them with daytime hourly sound levels. Several statistical descriptors are also often used to describe noise, including  $L_{max}$  and  $L_{min}$ , which are the highest and lowest A-weighted sound levels that occur during a noise event, respectively.

Vibration amplitudes are commonly expressed in peak particle velocity (PPV) or root-mean square (RMS) vibration velocity. PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV and RMS vibration velocity are normally described in inches per second. Similar to airborne sound, vibration velocity can be expressed in decibel notation as vibration decibels (VdB).

##### Existing Conditions

To evaluate the existing noise environment, noise level measurements were collected at three locations on June 3 and 4, 2019. A total of three noise measurements were collected for the Project. Two 20-minute noise measurements were recorded at the eastern and southern Project

boundaries. The short-term measurement results are provided in Table 23, Summary of Short-term Ambient Noise Level Measurements, and include the energy average ( $L_{eq}$ ), maximum noise level ( $L_{max}$ ), and minimum noise level ( $L_{min}$ ) values. The complete noise monitoring results are included in Appendix G (*Noise Calculations*, Psomas 2019c).

**TABLE 23  
SUMMARY OF SHORT-TERM AMBIENT NOISE LEVEL MEASUREMENTS**

Measurement Number	Location	Time	Noise Levels (dBA)			Primary Noise Source
			$L_{eq}$	$L_{max}$	$L_{min}$	
1	Southern Project Boundary	12:00 pm	68	78	52	Roadway traffic noise
2	Eastern Project Boundary	12:43 pm	61	81	45	Roadway traffic, parking lot activity and Metro train noise

dBA: A-weighted decibels;  $L_{eq}$ : equivalent noise level;  $L_{max}$ : maximum noise level;  $L_{min}$ : minimum noise level.

As shown in Table 23, the average measured noise level at the Project’s southern boundary was 68 dBA  $L_{eq}$ . Traffic along Huntington Drive is the primary noise source in the Project area. On the eastern boundary of the Project site, the average measured noise level was 61 dBA  $L_{eq}$ . In addition to traffic noise on surrounding streets, intermittent noise is also generated by Metro trains 50 feet east of the Project site and parking lot activities.

A third measurement was collected for a 24-hour duration along the Project’s northern boundary (adjacent to Wheeler Avenue) to record noise levels at the location of the northern proposed residential building, Building 2. Extended monitoring was conducted at this location to assess noise exposure at the proposed residential uses adjacent to Wheeler Avenue, which is also in close proximity to the Gold Line alignment. As shown in Exhibit 14, Hourly Noise Levels at Northern Project Boundary, average daytime noise levels in the study area range from 48 to 74 dBA  $L_{eq}$ . The 24-hour weighted noise level at this location is 66 dBA CNEL.

**Sensitive Receptors**

Noise-sensitive receptors are generally considered to be humans who are engaged in activities that may be subject to the stress of significant interference from noise. These would include future residents within the Project site that may be sleeping, resting, or involved in other activities that are not conducive to loud noise.

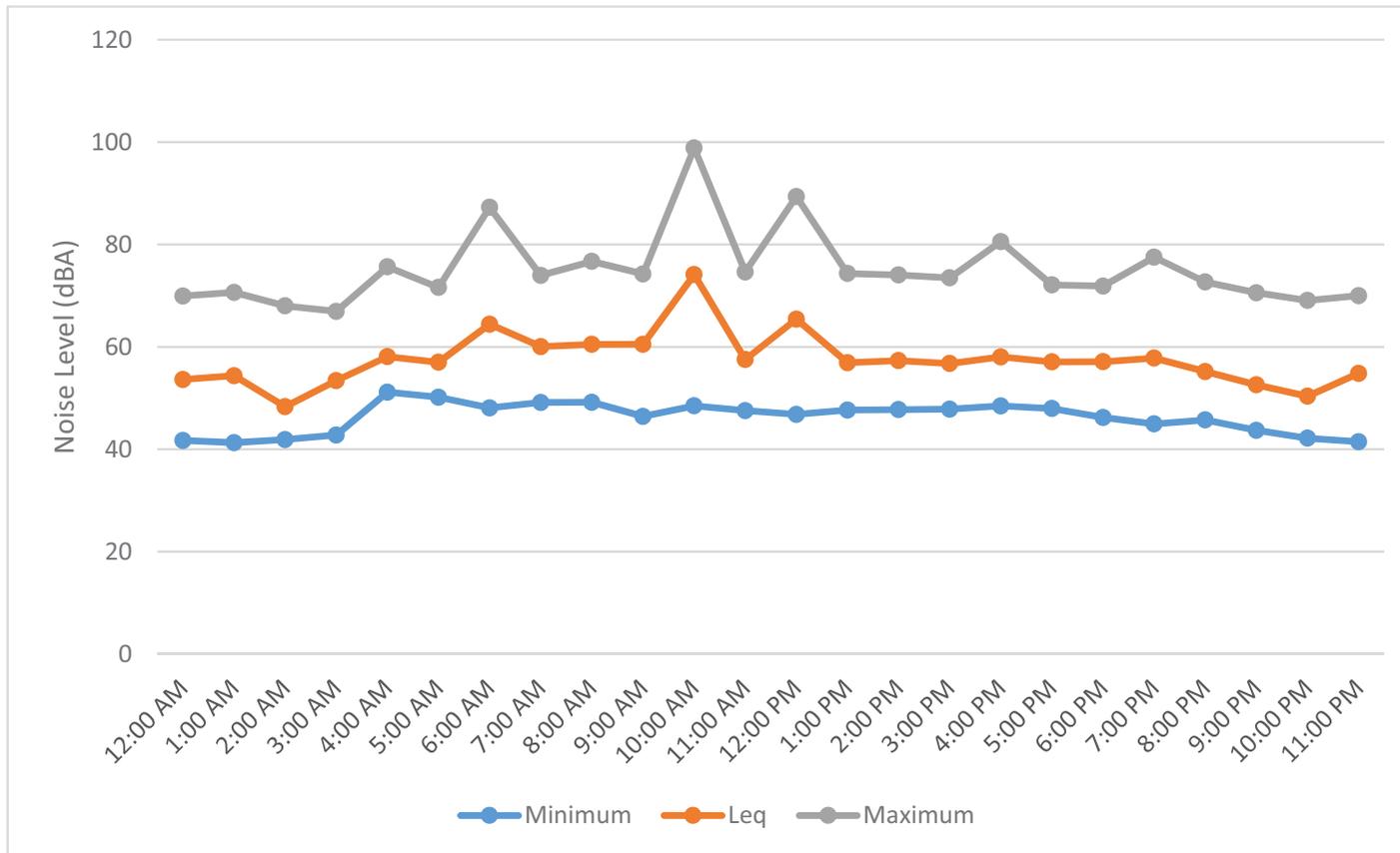
**City of Arcadia Noise Element and Municipal Code**

The City of Arcadia has established guidelines and standards in the General Plan and the Municipal Code.

***General Plan Noise Element***

The City of Arcadia is affected by several different sources of noise, including automobile traffic, Santa Anita Race Track events and other sports events, commercial activity, periodic nuisances such as construction, and other sources typical of urban and suburban areas. The Noise Element of the General Plan is intended to identify these sources and provide objectives and policies that ensure that noise from these sources does not create an unacceptable noise environment (Arcadia 2010).

**DIAGRAM-1  
HOURLY NOISE LEVELS AT NORTHERN PROJECT BOUNDARY  
ALONG WHEELER AVENUE**



**Hourly Noise Levels**

*Huntington Plaza Mixed-Use Project*

**Exhibit 14**



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The Noise Element of the General Plan acknowledges that noise from major roadways may affect sensitive receptors and identifies roadways proximate to the Project site such as Santa Anita Avenue and Huntington Drive. The following policy measures are applicable to the Project:

**Policy N-1:** Effective incorporation of noise considerations into land use planning decisions.

*Policy N-1.1* Consider noise impacts as part of the development review process relative to residential and other noise-sensitive land uses.

*Policy N-1.2* Ensure that acceptable noise levels are maintained near schools, hospitals, and other sensitive areas in accordance with the Noise/Land Use Compatibility Guidelines in Figure N-4, Table N-2 Interior/Exterior Noise Standards (of the Noise Element), and the City's noise ordinance.

*Policy N-1.3* New commercial and industrial developments located adjacent to residential areas and identified noise-sensitive uses shall demonstrate reduction of potential noise impacts on neighboring sensitive uses to acceptable levels.

*Policy N-1.4* Discourage new development of residential or other noise-sensitive uses in noise-impacted areas unless effective mitigation measures are incorporated into the project design to reduce noise levels that comply with Noise/Land Use Compatibility Guidelines in Figure N-4 and Table N-2 Interior/Exterior Noise Standards (in the Noise Element).

*Policy N-1.5* Require that proposed projects that have the potential to result in noise impacts include an acoustical analysis and appropriate mitigation to achieve the interior and exterior noise standards indicated in Table N-2 Interior/Exterior Noise Standards. (in the Noise Element)

**Policy N-3: Limited intrusion of point-source noise within residential neighborhoods and on noise-sensitive uses.**

*Policy N-3.1* Enforce the noise ordinance to protect residents and noise-sensitive uses from excessive noise levels associated with stationary sources.

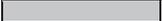
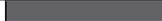
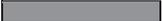
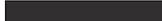
*Policy N-3.3* Explore requiring the use of noise suppression devices and techniques on all exterior noise sources (construction operations, pumps, fans, leaf blowers) to lower exterior noise to levels that are compatible with adjacent land uses.

*Policy N-3.4* Require any new mixed-use structures to be designed to minimize the transfer of noise and vibration from commercial or industrial to residential and other noise-sensitive uses.

**Policy N-3.5** Require noise created by new non-transportation noise sources to be mitigated so as not to exceed acceptable interior and exterior noise level standards identified in this Noise Element.

The Noise Element contains guidelines for noise-compatible land use for long-term operations, as shown in Table 24, City of Arcadia Guidelines for Noise Compatible Land Uses.

**TABLE 24  
CITY OF ARCADIA GUIDELINES FOR NOISE COMPATIBLE LAND USES**

Land Use Category	Community Noise Exposure Ldn or CNEL, DBA						
	55	60	65	70	75	80	85
Estate Residential, Very Low Density Residential, Low Density Residential (1)							
Medium Density Residential							
High Density Residential, Mixed Use, Downtown Mixed Use							
Commercial, Regional Commercial, Horse Racing							
Commercial/Light Industrial							
Public/Institutional							
Open Space – Outdoor Recreation							
Open Space - Resource Protection							
 <b>NORMALLY ACCEPTABLE</b> Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirement.		 <b>NORMALLY UNACCEPTABLE</b> New construction or development generally is discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and incorporated into project design.					
 <b>CONDITIONALLY ACCEPTABLE</b> New construction or development should be undertaken after an analysis of the noise reduction requirements is made and needed noise insulation features included in the design.		 <b>CLEARLY UNACCEPTABLE</b> New construction or development should generally not be undertaken, unless it can be demonstrated that an interior level of 45 dBA can be achieved.					
Source: Arcadia 2010.							

While the compatibility guidelines in Table 24 above show the degree of noise exposure that is considered acceptable, the Noise Element also provides interior and exterior noise standards for different land uses as shown in Table 25, City of Arcadia Interior/Exterior Noise Standards.

**TABLE 25  
CITY OF ARCADIA INTERIOR/EXTERIOR NOISE STANDARDS**

Land Use	Maximum Exterior Noise Level	Maximum Interior Noise Level
Residential: Rural, Single-Family, and Multifamily	65 dBA CNEL	45 dBA CNEL
Schools		
Classroom	70 dBA CNEL	45 dBA Leq
Playground	70 dBA CNEL	-
Libraries	-	45 dBA Leq
Hospitals/Convalescent Facilities		
Sleeping Areas	65 dBA CNEL	45 dBA CNEL
Living Areas	-	50 dBA CNEL
Reception, Office	-	50 dBA CNEL
Hotels/Motels		
Sleeping Areas	-	45 dBA CNEL
Reception, Office	-	50 dBA Leq
Places of Worship	65 dBA CNEL	45 dBA Leq
Open Space/Recreation		
Wildlife Habitat	60 dBA CNEL	-
Passive Recreation Areas	65 dBA CNEL	-
Active Recreation Areas	70 dBA CNEL	-
Commercial and Business Park		
Office	-	55 dBA Leq
Restaurant, Retail, Service	-	65 dBA Leq
Warehousing/Industrial	-	70 dBA Leq

dBA: A-weighted decibels; Leq: equivalent noise level; CNEL: Community Noise Equivalent Level.  
Source: Arcadia Noise Element of the General Plan, Table N-2 (Arcadia2010).

**Municipal Code**

The City’s Municipal Code (Article IV, Chapter 6, Noise Regulations) is the City’s Noise Ordinance. As stated in the Municipal Code, “It is hereby declared to be the policy of the City to prohibit unnecessary, excessive, and annoying noises from all sources subject to its police power. At certain levels, noises are detrimental to the health and welfare of the citizenry, and, in the public interests, such noise levels shall be systematically proscribed.” The following sections of the Noise Ordinance are applicable to the proposed Project:

**Article IV, Chapter 6 – Noise Regulations, Part 1.**

**4610.3. – Noise Limits.**

(a) It shall be unlawful for any person within the City of Arcadia to produce or cause or allow to be produced sound or noise which is amplified by the use of sound amplifying equipment and which amplified noise or sound is received on property occupied by another person within the designated region, in excess of the following levels (shown in Table 26), except as expressly provided otherwise or exempted hereinafter:

**TABLE 26  
STATIONARY SOURCE NOISE LIMITS**

Region	Day 7:00 AM to 10:00 PM	Night 10:00 PM to 7:00 AM
Residential Zone	55 dBA	50 dBA
Commercial Zone	65 dBA	60 dBA
Industrial Zone	70 dBA	70 dBA
dBA: A-weighted decibels. Source: Arcadia Municipal Code, Chapter 6.		

**Article IV, Part 6. – Nighttime Construction**

**4261. – Prohibited Hours Defined**

The term "prohibited hours" as used in this Part shall mean any time after the hour of 6:00 PM of any weekday; any time before the hour of 7:00 AM of any weekday; any time after the hour of 5:00 PM of any Saturday; any time before the hour of 8:00 AM of any Saturday; any time on any Sunday; and any time on any of the following holidays: New Year's Day; Memorial Day; Independence Day; Labor Day; Veteran's Day; Thanksgiving Day; and Christmas Day, provided that if in any calendar year any such holiday falls on a Sunday, the following Monday shall constitute the holiday.

**4262. – Construction Limited**

Unless a permit to do so has first been obtained as provided in Section 4263, no person shall during prohibited hours engage in any earth excavation, land fill or earth moving operation or in the construction of any portion of a building or structure, nor shall any person during prohibited hours use or operate any truck, tractor, crane, rig or any mechanical equipment of any kind in connection with, in the performance of or in furtherance of any of the foregoing.

**4630.2. – Noise. Gardening and Landscaping**

No person shall operate any mechanical equipment related to the gardening and/or landscaping of any property within a residential zone other than from seven (7) AM to seven (7) PM, Monday through Saturday, and from nine (9) AM to five (5) PM on Sundays within all residential zones; provided, however, that use of mechanical equipment for tree trimming on Sundays shall be prohibited. (Added by Ord. 2246 adopted 10-7-08)

**4.13.2 PROJECT IMPACTS**

**Regulatory Requirements**

**RR NOI-1** Prior to issuance of grading permits, the project shall submit a noise control plan that demonstrates, to the satisfaction of the City of Arcadia, that project construction would comply with the following and reduce noise levels to levels consistent with the City's Noise Ordinance:

- All internal combustion–driven equipment would be equipped with mufflers that are in good condition and appropriate for the equipment.
- Construction noise reduction methods such as shutting off idling equipment, maximizing the distance between construction equipment

staging areas and occupied residential areas, and use of electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible. Unattended construction vehicles shall not idle for more than 5 minutes when located within 300 feet of any residential properties.

- Noise attenuation measures, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources, would be implemented for neighboring properties when requested and directed to do so by the City. Temporary sound barriers can be effective for noise mitigation, sound barriers must have a density of at least 4 pounds per square foot [i.e.,  $\frac{3}{4}$  inch plywood] or a Sound Transmission Class rating of 25 or greater with no holes, gaps, or cracks such as plywood or construction-grade sound blankets or curtains. Temporary sound barriers shall be located along the perimeter of the Project site boundary where there are no masonry buildings and are shown in Exhibit 15. These sound barriers shall have a minimum height of 10 feet. Site access shall consist of a movable barrier.
- During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors.
- Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow surrounding property owners and residents to contact the job superintendent if necessary. In the event the City receives a complaint, appropriate corrective actions shall be implemented.
- Two weeks prior to the beginning of demolition, notification must be provided to properties within 150 feet of the project site disclosing the construction schedule, including the various types of activities that would be occurring throughout the duration of the construction period.
- The notification provided to neighboring properties shall give a contact phone number for a “construction liaison” contact person to direct any questions or complaints during project construction. All complaints shall be responded to in a method deemed satisfactory by the City of Arcadia. The construction liaison would determine the cause of the noise complaints; and institute reasonable measures to correct the problem in consultation with the City of Arcadia. The phone number of the construction liaison should be conspicuously posted at the construction site.
- Methods for simultaneously implementing MM NOI-1.

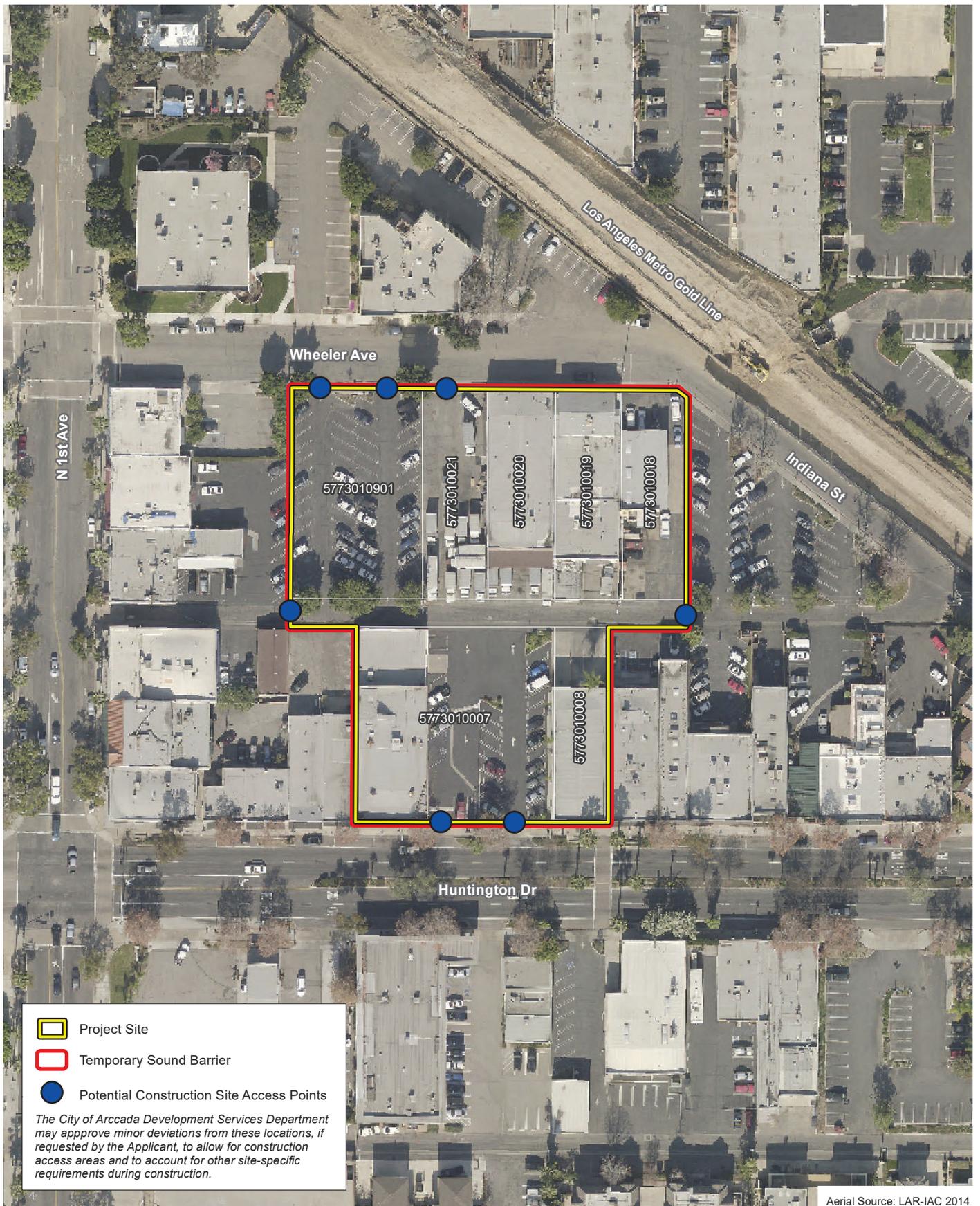
### **Impact Discussion**

- a) **Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

### ***Project-Related Temporary Noise Increases***

**Less than Significant Impact.** Temporary noise increases associated with the Project would occur during the construction phase. Article IV, Chapter 6, Noise Regulations of the Municipal Code is the City’s Noise Ordinance, as described above. Construction activities are anticipated

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-  Project Site
-  Temporary Sound Barrier
-  Potential Construction Site Access Points

*The City of Arcada Development Services Department may approve minor deviations from these locations, if requested by the Applicant, to allow for construction access areas and to account for other site-specific requirements during construction.*

Aerial Source: LAR-IAC 2014

# Temporary Construction Noise Barrier Map

# Exhibit 15

Huntington Plaza Mixed-Use Project



to involve demolition of existing structures and pavement, grading and excavation for parking, utilities and building foundations, and building construction. Construction activities are anticipated to start in 2020 and finish in 2022. All construction activities would occur within the hours specified by the Noise Ordinance.

It is estimated that a total of approximately 6,000 tons of debris would be exported off site during demolition activities. It is also anticipated that 44,420 cubic yards of soil would be removed from the site. During the demolition and grading activities, trucks are expected to enter and leave the Project site on a regular basis during working hours. The number of truck trips traveling along the City-designated truck routes would vary daily depending on the nature of the construction activity at the site. Demolition debris removal from the Project site would generate an estimated 680 trips over a 2-month demolition phase. On average it is anticipated that 15 truck hauls per day or approximately 2 trips per hour would occur during that phase. Excavation is anticipated to generate a total of 6,346 total truck trips over an 8-month excavation period with an average of 36 truck trips per day or 4 trips per work hour. The addition of 2 to 4 haul truck trips per hour would not result in a substantial change in noise levels along local truck routes. Thus, this impact would be less than significant.

In typical construction projects (such as the proposed Project), demolition and grading activities generate the highest noise levels since these phases involve use of the largest equipment. During demolition and grading, persons in the immediate vicinity of the construction site would experience short-term noise impacts related to the operation of heavy construction equipment such as bulldozers, hoe-rams, excavators, and dump trucks. Noise levels would fluctuate depending on equipment type, duration of use, and distance between noise source and receiver. The operation of heavy equipment may occur adjacent to existing commercial buildings.

Local commercial uses would be subject to elevated noise levels due to the operation of Project-related construction equipment. Construction activities are carried out in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise levels surrounding the construction site as work progresses. Construction noise levels reported in the USEPA's *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances* were used to estimate future construction noise levels for the Project (USEPA 1971). Typically, the estimated construction noise levels are governed primarily by equipment that produces the highest noise levels. Construction noise levels for each generalized construction phase (ground-clearing/demolition, excavation, foundation construction, building construction, paving, and site cleanup) are based on a typical construction equipment mix for an industrial project and do not include use of atypical, very loud, and vibration-intensive equipment (e.g., pile drivers).

The degree to which noise-sensitive receptors are affected by construction activities depends heavily on their proximity. Estimated noise levels attributable to the development of the proposed Project are shown in Table 27, Construction Noise Levels at Noise Sensitive Uses, and calculations are included in Appendix G, *Noise Calculations* (Psomas 2019c).

**TABLE 27  
CONSTRUCTION NOISE LEVELS AT NOISE-SENSITIVE USES**

Construction Phase	Noise Levels (L <sub>eq</sub> dBA)							
	Office Uses to the North of the Project Site		Commercial Uses to the West of the Project Site		Commercial Uses to the South of the Project Site		Retail Use to the East of the Project Site	
	Max (60 ft)	Avg (200 ft)	Max (10 ft)	Avg (160 ft)	Max (90 ft)	Avg (270 ft)	Max (10 ft)	Avg (160 ft)
Ground Clearing/Demolition	81	71	97	73	78	68	97	73
Excavation	86	76	102	78	83	73	102	78
Foundation Construction	79	69	95	71	76	66	95	71
Building Construction	79	69	95	71	76	66	95	71
Paving and Site Cleanup	86	76	102	78	83	73	102	78

L<sub>eq</sub> dBA: Average noise energy level; Max: maximum; avg: average; ft: feet  
 Note: Noise levels from construction activities do not take into account attenuation provided by intervening structures.  
 Source: USEPA 1971.

Table 27 shows both the maximum and average noise levels for construction equipment. Maximum noise levels represent the noise levels from construction equipment occurring nearest to the noise sensitive use/receptor. Average noise levels represent the noise exposure to sensitive uses based on the distance to the center of the Project site. Noise levels from general Project-related construction activities would range from 76 to 102 dBA L<sub>eq</sub> for the maximum noise levels and 66 to 78 dBA L<sub>eq</sub> for the average noise levels. Noise level reductions from existing masonry walls were not included. Although no sensitive receptors occur near the Project construction site, some construction activities would result in an increase in the ambient noise levels for nearby properties including adjacent commercial and office properties.

Construction of the proposed Project would be implemented to comply with Municipal Code Section 4261, which establishes restrictions related to construction activities. With the incorporation of these restrictions on construction noise generation to the least noise sensitive portions of the day per Municipal Code Section 4261 and with implementation of RR NOI-1 requiring the development and implementation of a noise control plan to attenuate noise levels to levels consistent with the City’s Municipal Code and Noise Element, the Project would result in less than significant noise impacts.

**Permanent Project-Related Noise Increases**

Permanent sources of noise associated with the Project involves vehicle trips traveling to and from the Project site, property maintenance activities (landscaping) and mechanical sources of noise.

Noise Generated by Project Traffic

**Less than Significant Impact.** In community noise assessments, a 3-dBA increase is considered “barely perceptible,” and increases over 5 dBA are generally considered “readily perceptible” (Caltrans 2009). Operation of the proposed Project would displace traffic generated by existing uses. The net difference between vehicle trips generated by existing and Project uses is an increase of 856 trips per day and 35 trips during the AM peak hour and 65 additional trips in the PM peak hour. The corresponding increase in off-site traffic noise would range from 0.0 to 2.5 dBA for the analyzed roadway segments proximate to the Project site. Table 28, Existing and

Projected Traffic Noise Levels, depict the noise increase from the proposed Project. Thus, the traffic noise increases are below the 5 dBA noise increase threshold and would also not be perceptible or substantial. The impact on traffic noise levels would be less than significant and no mitigation is required.

**TABLE 28  
EXISTING AND PROJECTED TRAFFIC NOISE LEVELS**

Roadways		Existing Traffic		Future No Project		Future No Project		Project Noise Increase	Cumulative Plus Project Noise Increase
		ADT	dBA CNEL	ADT	dBA CNEL	ADT	dBA CNEL	dBA CNEL	dBA CNEL
Wheeler Ave.	Santa Anita Ave. to 1st Ave.	1,950	61.1	2,200	61.6	2,380	62.0	0.3	0.9
	1st Ave. to Indiana St.	910	57.8	910	57.8	1,600	60.3	2.5	2.5
Huntington Dr.	Santa Anita Ave. to 1st Ave.	21,960	72.7	23,140	72.9	23,360	73.0	0.0	0.3
	1st Ave. to 2nd Ave.	22,980	72.9	24,090	73.1	24,260	73.1	0.0	0.2
Santa Anita Ave.	Santa Clara St to Wheeler Ave.	16,480	71.5	17,210	71.7	17,350	71.7	0.0	0.2
	Wheeler Ave. to Huntington Dr.	16,170	71.4	16,630	71.6	16,640	71.6	0.0	0.1
1st Ave.	Santa Clara St to Wheeler Ave.	2,560	63.4	2,590	63.5	2,620	63.5	0.1	0.1
	Wheeler Ave. to Huntington Dr.	4,580	66.0	4,920	66.3	5,400	66.7	0.4	0.7

ADT: average daily traffic volume. CNEL: Community Noise Equivalent Level  
 Note: Noise levels calculated from the FHWA's RD-77-108 Traffic Noise Prediction Model (Calculations can be found in Attachment B of this report).  
 Source: Psomas 2019e.

## Noise Generated by On-Site Sources

**Less than Significant Impact.** The primary on-site noise sources generated by operation of the proposed Project would be heating, ventilation, and air conditioning (HVAC) equipment, landscape maintenance, and trash collection. Noise generated by HVAC equipment is regulated by the Municipal Code, Section 4610.3.c which requires that noise exposure at offsite residential uses not exceed 55 dBA.

For maintenance and landscaping activities, Section 4630.2 of the Municipal Code limits activities to the hours of 7:00 AM and 7:00 PM Monday through Saturday, and from nine (9) AM to five (5) PM on Sundays within all residential zones; provided, however, that use of mechanical equipment for tree trimming on Sundays shall be prohibited. Activities associated with maintenance of property would comply with Section 4630.2 of the City's Municipal Code.

## Noise and Land Use Compatibility

### *Exterior Noise*

**Less than Significant Impact.** The City of Arcadia noise and land use compatibility standards are presented in the General Plan Noise Element. These noise standards provide a basis to control and abate environmental noise and protect citizens from excessive exposure. The Noise Element includes the noise compatibility guidelines from the State General Plan Guidelines, as shown in Table 24 above. These guidelines are used to evaluate the proposed Project's compatibility with the ambient noise level.

Noise exposure at the Project site is primarily from vehicle traffic along Santa Anita Avenue and Huntington Drive. The existing noise level on the Project site is 66 dBA CNEL at the Project's northern property line (along Wheeler Avenue) near where one of the proposed residential buildings would be located. A noise level of 66 dBA CNEL would be in the Conditionally Acceptable range (65 dBA CNEL - 70 dBA CNEL) for land use compatibility of medium density residential land uses (Table 24). Modern buildings provide at least 25 dBA exterior to interior noise attenuation. Interior noise levels would be 41 dBA CNEL which would comply with the State of California's Title 24 interior noise standard of 45 dBA CNEL.

The southern facade of the proposed retail Project structures would receive noise exposure from traffic along Huntington Drive. The future noise level at the western facade of the proposed buildings is estimated at 66 dBA CNEL. A noise level of 66 dBA CNEL would be in the Generally Acceptable range (55 dBA CNEL - 70 dBA CNEL) for land use compatibility of downtown mixed uses (Table 3). The western boundary of the Project site is adjacent or shielded from noise along Santa Anita Boulevard by existing buildings. The eastern boundary of the Project site is adjacent to a small parking lot and the Gold Line alignment. Noise generated by the Gold Line was found to comply with the noise exposure standards of 65 dBA or less for residential uses (Los Angeles to Pasadena Metro Blue Line Construction Authority/ Metro Gold Line Foothill Extension Construction Authority 2007).

The Project would also develop rooftop exterior uses. The rooftop uses are located on the southern side of the Project site of the proposed retail building. The rooftop uses would be shielded by an existing perimeter wall and the approximate distance of 60 feet from the traffic along Huntington Drive would reduce noise levels to within the normally acceptable exterior noise standards (less than 70 dBA CNEL) for the proposed rooftop uses. As such, a less than significant impact would be associated with noise compatibility for the proposed exterior uses; and no mitigation is required.

*Interior Noise*

**Less than Significant Impact.** Interior noise levels for Project structures are also assessed to determine whether the Project would comply with the State of California’s interior noise standard for residential uses. Title 24 of the *California Code of Regulations*, also known as the *California Building Standards Code*, establishes building standards applicable to all occupancies throughout the State. As shown previously in Table 25, the Noise Element of the General Plan establishes a maximum interior noise level for residential uses of 45 dBA  $L_{eq}$ . Exterior noise levels were calculated at 66 dBA CNEL on the northern property line. Noise levels are generally attenuated by a minimum of 25 dBA from exterior to interior conditions with windows closed based on standard building construction. A 25 dBA reduction from the 66 dBA CNEL exterior noise levels would result in a maximum of 41 dBA CNEL interior noise level, which is below the City’s interior noise limit of 45 dBA CNEL for residential uses. A less than significant impact would occur.

**b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?**

**Less than Significant Impact with Mitigation.** There are no applicable City standards for structural damage from vibration. The California Department of Transportation (Caltrans) vibration damage potential guideline thresholds are shown in Table 29, Vibration Damage Threshold Criteria.

**TABLE 29  
VIBRATION DAMAGE THRESHOLD CRITERIA**

Structure and Condition	Maximum ppv (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.20	0.10
Historic and some old buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial/commercial buildings	2.00	0.50

ppv: peak particle velocity; in/sec: inch(es) per second.  
 Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.  
 Source: Caltrans 2013.

The nearest structures to the Project site are the commercial uses located approximately adjacent to the Project’s eastern and western property lines. In terms of classifications in Table 29, the structures to the east and west are conservatively considered “Modern industrial/commercial buildings” for purposes of this analysis. Therefore, the criterion for a significant impact for continuous/frequency intermittent sources is 0.5 peak particle velocity (ppv) inches per second for commercial buildings. Similar to structural damage from vibration, there are no applicable standards in the City’s Municipal Code for human annoyance from construction vibration. The Caltrans vibration annoyance potential guideline thresholds are shown in Table 30, Vibration Annoyance Criteria. Based on the guidance in Table 30, the “strongly perceptible” vibration level of 0.9 ppv in/sec is used in this analysis as the threshold for a potentially significant vibration impact for human annoyance.

**TABLE 30  
VIBRATION ANNOYANCE CRITERIA**

Average Human Response	ppv (in/sec)
Severe	2.000
Strongly perceptible	0.900
Distinctly perceptible	0.240
Barely perceptible	0.035
ppv: peak particle velocity; in/sec: inch(es) per second. Source: Caltrans 2013.	

Conventional construction equipment would be used for demolition and grading activities, with no pile driving or blasting equipment. Table 31, Vibration Levels for Construction Equipment summarizes typical vibration levels measured during construction activities for various vibration-inducing equipment at a distance of 25 feet.

**TABLE 31  
VIBRATION LEVELS FOR CONSTRUCTION EQUIPMENT**

Equipment	ppv at 25 ft (in/sec)
Vibratory roller	0.210
Large bulldozer	0.089
Caisson drilling	0.089
Loaded trucks	0.076
Jackhammer	0.035
Small bulldozer	0.003
ppv: peak particle velocity; ft: feet; in/sec: inches per second. Source: Caltrans 2013; Federal Transit Administration 2006.	

Demolition, grading, and construction would occur up to the property lines and, as noted above, off-site land uses are relatively close to the property lines. Table 32, Vibration Annoyance Criteria at Sensitive Uses, shows the vibration annoyance criteria from construction-generated vibration activities proposed at the Project site. Table 32, Vibration Annoyance Criteria at Sensitive Uses, shows the ppv relative to uses proximate to the Project site.

**TABLE 32  
VIBRATION ANNOYANCE CRITERIA AT SENSITIVE USES**

Equipment	Vibration Levels (ppv)			
	Office Uses to the North of the Project Site	Commercial Uses to the West of the Project Site	Commercial Uses to the South of the Project Site	Retail Use to the East of the Project Site
	(ppv @ 60 ft)	(ppv @ 10 ft)	(ppv @ 90 ft)	(ppv @ 10 ft)
Small bulldozer	0.00	0.01	0.00	0.01
Jackhammer	0.01	0.14	0.01	0.14
Loaded trucks	0.02	0.30	0.01	0.30
<b>Criteria</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>
<b>Exceeds Criteria?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
ppv: peak particle velocity; Max: maximum; avg: average; ft: feet Note: Calculations can be found in Appendix G). Source: USEPA 1971				

As shown in Table 32, ppv would not exceed the criteria threshold when construction activities occur under maximum (e.g., closest to the receptor) exposure conditions. These vibration levels represent conditions when construction activities occur closest to receptor locations. Construction-related vibration would be substantially less under average conditions when construction activities are located further away. Because vibration levels would be below the significance thresholds, vibration generated by the Project's construction equipment would not be expected to generate strongly perceptible levels of vibration at the nearest uses and would result in less than significant vibration impacts related to vibration annoyance.

Table 33, Structural Damage Criteria at Sensitive Uses, shows the peak particle velocity levels (ppv) relative to structural damage to sensitive uses from vibration activities.

**TABLE 33  
STRUCTURAL DAMAGE CRITERIA AT SENSITIVE USES**

Equipment	Vibration Levels (ppv)			
	Office Uses to the North of the Project Site	Commercial Uses to the West of the Project Site	Commercial Uses to the South of the Project Site	Commercial Use to the East of the Project Site
	(ppv @ 60 ft)	(ppv @ 5 ft)	(ppv @ 90 ft)	(ppv @ 5 ft)
Small bulldozer	0.00	0.03	0.00	0.03
Jackhammer	0.01	0.39	0.01	0.39
Loaded trucks	0.02	<b>0.85</b>	0.01	<b>0.85</b>
<b>Criteria</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.25</b>
<b>Exceeds Criteria?</b>	<b>No</b>	<b>Yes</b>	<b>No</b>	<b>Yes</b>
ppv: peak particle velocity; Max: maximum; avg: average; ft: feet Source: USEPA 1971 (Calculations can be found in Attachment B). <sup>2</sup> Jackhammering assumed to maintain a clearance of at least 5 feet from adjacent offsite buildings. Note: Calculations can be found in Appendix G). Source: USEPA 1971				

As shown in Table 33, all ppv levels would be below the structural damage threshold at adjacent off-site structures with the exception of loaded trucks. At this point in the planning process, the types of construction equipment that would be used are not well known. MM NOI-1 would reduce

vibration generated by construction equipment, including loaded trucks, to levels that would avoid cosmetic structural damage to off-site buildings. As such, with implementation of MM NOI-1, potential impacts associated with cosmetic structural damage would be less than significant.

- c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?**

**No Impact.** The Project site is not located within 2.0 miles of an airport. There are no private airstrips in the Project area or in the City. The nearest public airport is the San Gabriel Valley Airport, which is located 3.5 miles south of the Project site. The Project site is not located within the planning areas (including the Runway Protection Zones, Safety Compatibility Zones, and Airport Impact Zones) for these airports. Therefore, the Project would not expose people residing or working in the Project area to excessive noise levels from airport operations. No impact related to excessive airport noise levels would occur and no mitigation is required.

#### **4.13.3 MITIGATION MEASURES**

**MM NOI-1** The Developer shall require that all construction contractors restrict the operation of the following construction equipment to beyond the following distances from off-site buildings: (1) vibratory rollers and large bulldozers – 25 feet, and (2) loaded trucks and other large equipment (vehicle weight greater than 25,000 lbs.) – 15 feet. Any activities occurring within 5 feet of existing property line shall use non-vibration intensive methods such as use of concrete saws, universal processors, and/or expansive agents for demolition.

Implementation of MM NOI-1 would reduce impacts related to vibration to a less than significant level during Project construction.

<b>4.14 POPULATION AND HOUSING</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through the extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 4.14.1 ENVIRONMENTAL SETTING

As of January 2018, the City of Arcadia had a population of 57,704 persons and a housing stock consisting of 21,070 dwelling units (DOF 2018). The California Employment Development Department estimates the February 2019 labor force for the City of Arcadia at 30,100 persons, of which 1,000 persons (3.4 percent) are unemployed (EDD 2019). The Project site includes five structures, which contain an automobile repair facility (Dan’s Auto Care), a party supply business (Arcadia Party Rentals), one office (Moregain Capital Group), and one vacant building.

#### 4.14.2 PROJECT IMPACTS

##### Regulatory Requirements

None required.

##### Impact Discussion

- a) **Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new units and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

**Less Than Significant Impact.** The Project is not anticipated to generate substantial unplanned population growth. Using an estimate of 2.89 persons per dwelling unit for residential development (DOF 2018), the 139-unit Project could generate approximately 402 residents. It is unlikely that all the Project residents would be new residents to the City as some current City residents would likely relocate to the Project site. However, for purposes of providing a conservative analysis, it is assumed that the Project would result in a net increase of 402 residents to the City. This additional population would represent approximately 0.70 percent of the current City of Arcadia population estimate of 57,704 persons for the year 2018, and approximately 0.61 percent of the projected population of 65,900 persons by 2040 (SCAG 2016). A population increase of approximately 0.61 percent would not be considered substantial unplanned population growth and would be consistent with the zoning and planned use of the Project site.

The proposed ground floor retail space would consist of up to 10,200 sf<sup>4</sup> of retail space. Because the specific tenants are not yet identified, the exact number of employees anticipated for the Project’s retail uses at full occupancy is not known. Based on an employee generation factor for Los Angeles County from the *Employment Density Study Summary Report* prepared for the Southern California Association of Governments (SCAG) of 1 employee per 424 sf of retail/service

<sup>4</sup> A maximum of 15015010,200 sf is proposed for retail in total of which 950 sf is dedicated to loading.

land uses, a total of approximately 27 jobs may be generated by the proposed Project (SCAG 2001).

This is a negligible increase in new jobs when compared to the total existing and projected jobs in the County or the City of Arcadia. Specifically, this additional employment would represent approximately 0.09 percent of the current City of Arcadia population estimate of 29,000 positions as of February 2019 (EDD 2019), and approximately 0.08 percent of the projected employment of 34,400 positions by 2040 (SCAG 2016). Also, the unemployment rate in Los Angeles County is 4.2 percent and in the City of Arcadia is 3.4 percent, or 1,000 positions as of February 2019 (EDD 2019). Also, additional jobs would be created associated with the proposed residential units in addition to the retail jobs, which would include a limited number of leasing and maintenance employees.

It is expected that the positions generated by the Project would involve opportunities that would be found in the large and diverse Southern California demographic and would not offer an opportunity unique enough to encourage relocation from outside the region. Further, the majority of new employment positions generated by the Project are the type that may be filled by the local labor force in the City of Arcadia and surrounding municipalities based on the type of positions and the existing unemployment rate in the region. There would not be substantial indirect population growth as a result of the employment generated by the Project. No mitigation is required.

**b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

**No Impact.** The Project would result in a mixed-use development, including accommodations for approximately 402 residents and would not require the demolition of any existing residential structures. Therefore, implementation of the Project would not displace existing housing or people and would not require the construction of replacement housing.

#### **4.14.3 MITIGATION MEASURES**

Project implementation would not result in significant impacts related to population or housing; therefore, no mitigation measures are required.

<b>4.15 PUBLIC SERVICES</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
Would the project:				
a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 4.15.1 ENVIRONMENTAL SETTING

Fire protection for the Project area is provided by the City of Arcadia Fire Department. As of 2019, the Arcadia Fire Department has 58 full-time employees and 2 permanent, part-time employees (not including reserve firefighters, temporary employees, and volunteers). The Arcadia Fire Station that would respond to calls in the area of the Project site is Station 105, which is located at 710 South Santa Anita Avenue. Station 105 has daily staffing of nine personnel, including one battalion chief, two fire captains, two engineers, two firefighter paramedics, and two firefighters. If units from Station 105 are committed to an incident, resources from neighboring stations and/or jurisdictions may be required to respond to the Project site. As of 2018, the average response time for Fire Station 105 for 5.48 minutes (Spriggs 2019).

Police protection for the Project site is currently provided by the Arcadia Police Department, which is located at 250 West Huntington Drive. Additionally, the Los Angeles County Sheriff's Department serves the Arcadia area from the Temple Station located at 8838 Las Tunas Drive in Temple City. The Arcadia Police Department currently has 98 full time police employees and 10 permanent part-time employees. The department's response time was 2 minutes and 54 seconds as of the last study conducted in 2015 (Torrico 2019a).

The Project site is located in the Arcadia Unified School District (AUSD), and residents of the Project would be served by Holly Avenue Elementary School, First Avenue Middle School, and Arcadia High School.

The Project site is currently developed with five structures that are used for commercial, office, and auto repair services, which may generate a limited demand for libraries and parks. The nearest library is the City of Arcadia Public Library located at 20 West Duarte Road, approximately 0.8 mile to the south of the Project site. The nearest parks are Bonita Park located at 207 Bonita Street, approximately 0.3 mile southeast of the Project site and the Arcadia Community Regional Park is also nearby, located at 405 S. Santa Anita Avenue, approximately 0.2 mile southwest of the Project site.

## 4.15.2 PROJECT IMPACTS

### Regulatory Requirements

- RR PUB-1** The Developer shall comply with all applicable codes, ordinances and regulations, including the most current edition of the *California Fire Code* and the City of Arcadia Municipal Code and Development Code, regarding fire prevention and suppression measures; fire hydrants; fire access; water availability; and other, similar requirements. Prior to issuance of building permits, the City of Arcadia Development Services Department and the Arcadia Fire Department shall verify compliance with applicable codes and that appropriate fire safety measures are included in the Project design. All such codes and measures shall be implemented prior to occupancy.
- RR PUB-2** Prior to issuance of the building permit, the Developer shall pay new development fees to the AUSD pursuant to Section 65995 of the *California Government Code*. As an option to the payment of developer fees, the AUSD and the Developer can enter into a facility and funding agreement, if approved by both parties. Evidence that agreements have been executed shall be submitted to the Development Services Department, or fees shall be paid with each building permit.
- RR PUB-3** In accordance with the City's Ordinance 2237 and Section 9105.15 of the City's Development Code, prior to the issuance of the building permit, the Developer shall remit the most current park facilities impact fee and/or other negotiated park fees to the City. All money collected as fees imposed shall be deposited in the Park Facilities Impact Fee Program and shall be used for the acquisition, development, and improvement of public parks and recreational facilities in the City, as proposed by the City's Parks and Recreation Master Plan. The Development Services Department shall confirm compliance with this requirement prior to issuance of a building permit.

### Impact Discussion

- a) **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**
- i) **Fire protection?**

**Less Than Significant Impact.** As discussed above, fire protection services for the Project site would be provided by the City of Arcadia Fire Department, and Station 105 is the nearest station to the Project site. Construction of the proposed 139 residential units would result in approximately 402 new residents. The construction of 10,200 sf<sup>5</sup> of retail proposed for the Project site, would increase the demand for fire protection services in the City. The Project would require fire protection services, including administrative tasks associated with approval and construction of the Project (e.g., building plan check) and response to fire service calls once the Project is occupied. Based on coordination with the City's Fire Department, the increase in demand for fire protection services is not expected to independently require the construction of new or alteration of existing fire protection facilities to maintain an adequate level of fire protection service to the Project area. However, to

<sup>5</sup> A maximum of 15015010,200 sf is proposed for retail in total of which 950 sf is dedicated to loading.

maintain current levels of response times the Fire Department may need to add to their existing staffing to accommodate the proposed Project as well as other cumulative projects in the vicinity (Spriggs 2019). Based on correspondence with the Fire Department, no physical impacts associated with the provision of fire protection services would occur and no mitigation is required. Compliance with fire protection design standards during Project-specific site planning and construction design processes (as described in RR PUB-1) would ensure that the Project would not inhibit the ability of fire protection or paramedic crews to respond at optimum levels.

## ii) Police protection?

**Less Than Significant Impact.** Police protection services for the Project site are provided by the Arcadia Police Department, located less than 0.75 mile from the Project site. The City participates in a mutual aid program with Los Angeles County Sheriff's Department at various levels, which provides back-up support to member departments as needed.

Construction of the proposed 139 residential units would result in approximately 402 new residents and the proposed 10,200 sf<sup>6</sup> of proposed retail on the Project site would collectively increase the demand for police protection services in the City. As population and commercial activity increases, the demand for police services in the City also increases. Although the relatively small number of new residents and commercial activity is not anticipated to generate the need for new sworn officers, the Project would require police protection services, including administrative tasks associated with approval and construction of the Project (e.g., building plan check) and response to police service calls once the Project is occupied. This increase in demand for police protection services would not require the construction of new or alteration of existing police department facilities to maintain an adequate level of service to the Project area (Torrico 2019b). Therefore, no physical impacts associated with the provision of police protection services would occur and no mitigation is required.

## iii) Schools?

**Less Than Significant Impact.** The Project site is within the AUSD, which offers an open enrollment policy to City residents. The proposed 139 residential units are estimated to generate approximately 25 students in grades K-5, 15 students in grades 6-8, and 20 students in grades 9-12.<sup>7</sup> Based on coordination with AUSD, the Project would not require construction of new school facilities and would not, therefore, result in physical impacts associated with the provision of new or physically altered school facilities (Chu 2019). However, payment of development fees as required by State law would be required as discussed below (RR PUB-2).

Senate Bill (SB) 50 (Leroy Green School Facilities Act), enacted in 1998, established a comprehensive program for funding school facilities based on 50 percent funding from the State and 50 percent funding from local districts, while limiting the obligation of developers to mitigate the impact of projects on school facilities. Except in very limited circumstances prescribed by statute, Section 65995 of the *California Government Code* establishes the statutory criteria for assessing construction fees for school facilities. The legislation recognizes the need for the fees to be adjusted periodically to keep pace with inflation; therefore, the State of California Department of General Services State Allocation Board increases the maximum fees according

<sup>6</sup> A maximum of 15015010,200 sf is proposed for retail in total of which 950 sf is dedicated to loading.

<sup>7</sup> Student generation rates were provided during a phone conversation with Connie Chu of the Arcadia Unified School District on 4/8/2019. Student generation rates are currently calculated by the District to be 0.181 students per occupied dwelling unit for Grades K-5, 0.108 students per occupied dwelling unit for Grades 6-8, and 0.141 students per occupied dwelling unit for Grades 9-12.

to the adjustment for inflation in the Statewide cost index for Class B<sup>8</sup> construction. The AUSD has adopted impact fees for new residential uses pursuant to SB 50.

The payment of school mitigation impact fees authorized by SB 50 is deemed to provide “full and complete mitigation of impacts” on school facilities from the development of real property (*California Government Code* §65995). SB 50 provides that a State or local agency may not deny or refuse to approve the planning, use, or development of real property based on a developer’s refusal to provide mitigation in amounts in excess of that established by SB 50.

With payment of school fees, or execution of a facility and funding agreement between the developer and the school district(s) as required by RR PUB-2, potential impacts to schools would be less than significant and no mitigation is required.

#### iv) Parks?

**Less Than Significant Impact.** As specified in Article II, Chapter 5, Part 3, Division I of the Arcadia Municipal Code, the City has established a Park Facilities Impact Fee Program and authorized the collection of development impact fees to provide a funding source from new development for parks to serve new development. Pursuant to Council Resolution 6602 as codified in Article IX, Chapter 1, Division 5, Section 9105.15.040 of the Development Code, effective March 14, 2008, the City’s park facilities impact fee is \$3.73 per square foot for multifamily projects, which would apply to the Project’s 139 residential units. Also, the City requires 100 sf per unit minimum open space for residential uses in the DMU and CBD zones, totaling a requirement for a minimum of 13,900 sf of open space for the proposed 139 residential units. Open space may be in the form of private or common open space via balconies, courtyards, at-grade patios, rooftop gardens, and/or terraces. The Project proposes 24,626 sf of open space, which is in excess of the open space required per City requirements. This would include 7,732 sf of open space at ground level, 5,556 sf at the Level 2, 8,306 sf of private open space, and 3,032 sf at the skydecks on Level 4.

The increase in Project residents and employees would increase the demand on public parks and recreational facilities in the nearby vicinity. However, because the Project results in a relatively small number of new residents and employees to the City’s existing population and provides on-site recreational amenities, the increased use of existing public park facilities would not be at a level that would result in a substantial deterioration of existing facilities or require the need for new or physically altered facilities.

The Developer would be required to pay the park facilities impact fee applicable at the time building permits are issued. Although the Project’s impacts to City park facilities would be less than significant, payment of required park facilities impact fees would further reduce any potential impacts on City parks and recreational facilities associated with the increased demand and use of the facilities (RR PUB-2). Therefore, based on this analysis, less than significant impacts would result from the Project, and no mitigation is required.

#### v) Other public facilities?

**Less than Significant Impact.** Implementation of the Project would increase the demand for library services; however, the Project would not result in the need for the construction of new or expanded facilities. No physical environmental impacts would result, and no mitigation is required.

<sup>8</sup> The Office of Public School Construction defines Class B construction as buildings constructed primarily of reinforced concrete, steel frames, concrete floors, and roofs.

### **4.15.3 MITIGATION MEASURES**

Project implementation would not result in significant impacts related to public services; therefore, no mitigation measures are required.

<b>4.16 RECREATION</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
Would/does the project:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 4.16.1 ENVIRONMENTAL SETTING

There are various county and City parks and recreational facilities in the Project area. The park and recreational facilities presented in Table 34, Parks and Recreational Facilities Within a Half-Mile of the Project, are located within approximately a half-mile of the Project (Arcadia 2010a).

**TABLE 34  
PARKS AND RECREATIONAL FACILITIES WITHIN A HALF-MILE  
OF THE PROJECT**

Name (Location)	Size (acres)	Type	Facilities
Forest Avenue Park 132 Forest Ave	0.26	Mini Park	Picnic sites
Eisenhower Park and Dog Park (Second Ave and Colorado Blvd)	5.39	Neighborhood Park	Baseball field, bleachers, batting cage, game courts and fields, picnic shelter, play area, dog park
Newcastle Park (143 Colorado Blvd)	2.64	Neighborhood Park	Tennis courts, handball courts, sand volleyball courts, play area, picnic sites
Bonita Park and Skate Park (Second Ave and Bonita St)	3.38	Special Park	Baseball diamond, bleachers, batting cage, picnic sites, play area, skate park
Civic Center Athletic Field (240 W Huntington Dr)	2.24	Special Park	Open field for soccer, bleachers
Arcadia High School (180 Campus Dr)	20.47	Joint-Use Park and Facility	20.47 acres of game courts and athletic fields, swimming pools, track, stadium
First Avenue Middle School (301 S. 1 <sup>st</sup> Ave)	3.30	Joint-Use Park and Facility	3.3 acres of basketball courts and open field
Foothills Middle School (171 Sycamore Ave)	6.72	Joint-Use Park and Facility	6.72 acres of track, open field, baseball field and basketball courts
Arcadia Community Regional Park (405 S Santa Anita Ave)	52	County Park and Facility	Baseball diamonds, bowling greens, play areas, community room, open field, swimming pool, tennis courts
Santa Anita Golf Course (405 S Santa Anita Ave)	147	County Park and Facility	18-hole golf course
Source: Arcadia 2010a.			

In addition to the parklands discussed above, the following open space and park areas also serve the residents of the City: the Los Angeles County Arboretum and Botanical Gardens (127 acres); the Arcadia Wilderness Park (120 acres); the Arcadia Par-3 Golf Course (25.8 acres); and the Peck Road Water Conservation Park (120 acres).

The Angeles National Forest is located in the San Gabriel Mountains just north of the City. This National Forest has a natural environment, offering scenic views, with developed campgrounds, picnic areas, and opportunities for swimming, fishing, and skiing. Walking and hiking trails wind throughout the forest for use by hikers, equestrians, mountain bikers, and off-highway vehicle enthusiasts.

#### 4.16.2 PROJECT IMPACTS

##### Regulatory Requirements

Refer to RR PUB-3.

##### Impact Discussion

- a) **Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

**Less than Significant Impact.** Project implementation would lead to an increase in the population within the City by approximately 402 residents. These residents would increase demand for parks and recreational facilities and are likely to use proposed recreational amenities on the Project site, existing parks, and other recreational facilities in the City, especially those that are located in the area immediately surrounding the Project including Bonita Park and Arcadia Community Regional Park. The City's Parks and Recreation Master Plan would continue to be implemented for the improvement of existing parks and recreational facilities, as well as the development of new facilities to meet City needs. As stated in RR PUB-3, the Developer would be responsible for paying park facilities impact fees for the development of new or expanded park facilities in the City.

Improvement and expansion of existing parks and facilities would be made through implementation of the Parks and Recreation Master Plan, supported through payment of park facilities impact fees by new residential development, including the subject Project. These improvements would reduce the use and accompanying deterioration that may occur on existing park facilities due to the increase in the City's resident population. With implementation of RR PUB-3, impacts from the increased use of parks and recreational facilities by implementation of the Project would be less than significant. No mitigation is required.

- b) **Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?**

**Less than Significant Impact.** As described in Section 2.2, Project Description, the Project would include two courtyard areas and two rooftop decks that would be available for use by residents. The Project would also include a public outdoor plaza area with seating and landscaping. These areas would be on the Project site and the physical impacts resulting from the construction of these facilities have been addressed through the impact analysis presented throughout this document. No additional impacts would occur, and no additional mitigation is required.

### **4.16.3 MITIGATION MEASURES**

Project implementation would not result in significant impacts related to recreation; therefore, no mitigation measures are required.

<b>4.17 TRANSPORTATION</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Unless otherwise noted, the information presented in this section is based on the *Traffic Impact Study for Huntington Plaza (Traffic Study)* prepared by Psomas and dated September 2019 (Appendix H). The *Traffic Study* was prepared in accordance with the City of Arcadia traffic study procedures and is based on the *Los Angeles County Traffic Impact Analysis Preparation Guide*.

#### 4.17.1 ENVIRONMENTAL SETTING

Interstate (I) 210 (Foothill Freeway) provides regional access to the Project site via the on- and off-ramps at both Santa Anita Avenue and E. Huntington Drive. The Project site is bounded by Wheeler Avenue to the north, N. 1<sup>st</sup> Avenue to the west, E. Huntington Drive to the south, and Indiana Street to the east. Local access to the Project site is provided by E. Huntington Drive, Wheeler Avenue, and N. 1<sup>st</sup> Avenue via an existing alley that bisects the site.

#### **Level of Service**

Level of Service (LOS) is the typical measure used to characterize the quality of traffic operations at an intersection or roadway segment. At intersections, LOS A represents relatively free operating conditions, whereas LOS F has unstable flow and congestion with volumes at or near the capacity of the intersection. Excessive delays and queues can occur when LOS is not acceptable. The City considers LOS D to be acceptable, but LOS E is permitted for intersections and roadways at or adjacent to the downtown are per the *Circulation and Infrastructure Element* of the *2010 General Plan (Arcadia 2010a)*. The City has confirmed that LOS E is permitted for the intersections and roadways which are under evaluation for this Project.

#### ***Intersection Capacity Utilization for Signalized Intersections***

The AM and PM peak hour operating conditions for the three study intersections were evaluated using the Intersection Capacity Utilization (ICU) method for the seven signalized intersections. The ICU method of analysis determines volume-to-capacity (V/C) ratios on a critical lane basis, which is the summation of critical lane group flow ratios with a yellow clearance adjustment. The overall intersection V/C ratio is subsequently assigned a LOS value to describe intersection operations. LOS varies from LOS A (free flow) to LOS F (jammed condition). Per the LA County guidelines, a maximum of 2,880 vehicles per hour per lane should be used in the ICU method for dual left-turn lanes, and a maximum of 1,600 vehicles per hour per lane should be used for the remaining lane configurations. A ten percent yellow clearance time (e.g. lost time) should be

included in the calculations. The impact related to the project is considered significant if the increase in the V/C ratio equals or exceeds the values shown in Table 35, Significant Impact Thresholds – ICU Methodology. To account for the rail at the Santa Clara Street and 1<sup>st</sup> Avenue intersection, the ICU was determined using the software *Synchro*.

**TABLE 35  
SIGNIFICANT IMPACT THRESHOLDS – ICU METHODOLOGY**

Intersection Conditions Pre-Project		Project V/C Increase
LOS	V/C	
C	0.71 to 0.80	0.04 or more
D	0.81 to 0.90	0.02 or more
E/F	0.91 or more	0.01 or more
Source: Psomas 2019e.		

### ***Highway Capacity Manual for Unsignalized Intersections***

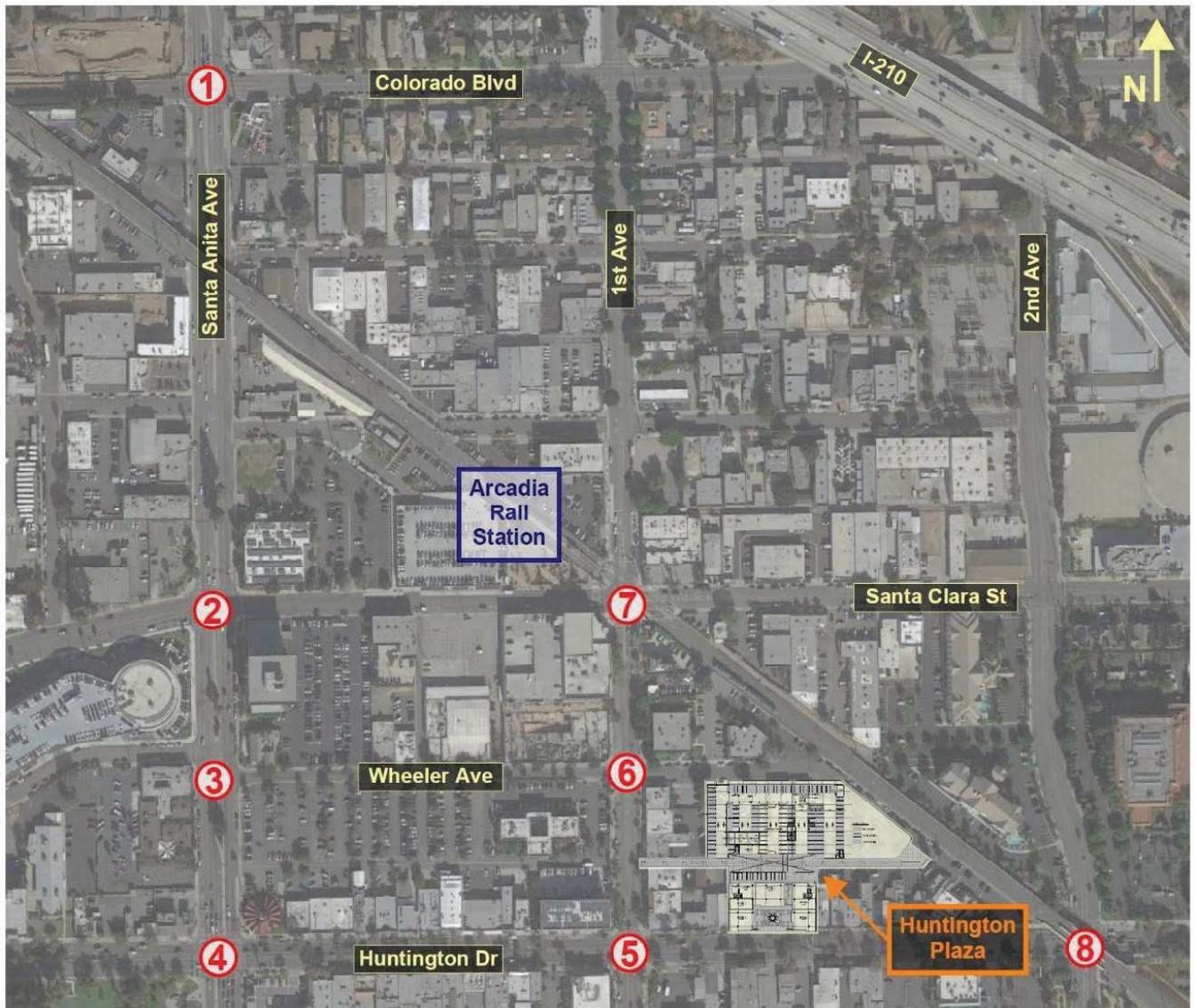
The *Traffic Study* used the Highway Capacity Manual (HCM) methodology for the one unsignalized intersection. The LA County guidelines do not refer to significant impacts at unsignalized intersections. However, the *Traffic Study* applied the *HCM* methodology to evaluate unsignalized intersections, which defines LOS based on delay. The analyses for the one unsignalized intersection of Wheeler Avenue and Santa Anita Avenue was conducted using the software *Synchro* (Psomas 2019e).

Although no thresholds are available for significant impacts at unsignalized intersections, several jurisdictions recommend evaluation methodologies. For example, the Los Angeles Department of Transportation (LADOT) guidelines recommend that if an unsignalized intersection has a LOS E or F in the “future with project” scenario, a signal warrant analysis should be conducted.

### **Existing Level of Service**

The study area for the *Traffic Study* is comprised of those locations that have the greatest potential to experience traffic impacts resulting from implementation of the proposed Project (Psomas 2019e). The study area has been developed based on traffic engineering practice and consultation with City of Arcadia Development Services Department Engineering Division staff. The *Traffic Study* evaluates the impact of Project-related traffic at the following eight intersections in the site vicinity, which are shown in Exhibit 16, Study Intersections (Psomas 2019e):

1. Colorado Boulevard and Santa Anita Avenue (signalized)
2. Santa Clara Street and Santa Anita Avenue (signalized)
3. Wheeler Avenue and Santa Anita Avenue (unsignalized)
4. E. Huntington Drive and Santa Anita Avenue (signalized)
5. E. Huntington Drive and 1<sup>st</sup> Avenue (signalized)
6. Wheeler Avenue and 1<sup>st</sup> Avenue (signalized)
7. Santa Clara Street and 1<sup>st</sup> Avenue (signalized)
8. E. Huntington Drive and 2<sup>nd</sup> Avenue (signalized)



Source: Psomas

## Study Intersections

*Huntington Plaza Mixed-Use Project*

## Exhibit 16



Traffic volumes were collected at the eight study intersections on Thursday, July 19, 2018 by National Data & Surveying Services (NDS). Traffic counts occurred between 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM. Traffic volumes were collected for vehicular traffic, pedestrians, and cyclists entering each of the intersections. The peak hours were found to be from 8:00 to 9:00 AM and from 5:00 to 6:00 PM, with the PM peak hour volumes being generally higher than the AM volumes. Although the volumes were collected when most schools were not in session, school traffic does not generally contribute much to the overall PM peak hour of a facility; therefore, it is not anticipated that the timing would measurably affect the results of this analysis. All collected traffic volume data is included in Appendix A of the *Traffic Study* (Appendix H, Psomas 2019e).

Table 36, Existing (2018) Intersection Level of Service, indicates that the study intersections currently operate at LOS D or better during the AM and PM peak hours. The City of Arcadia considers LOS D to be acceptable, but LOS E is permitted for intersections and roadways at or adjacent to the downtown are per the *Circulation and Infrastructure Element* of the *2010 General Plan*. Overall, the volumes are higher in the PM peak hours than in the AM peak hour.

**TABLE 36  
EXISTING (2018) INTERSECTION LEVEL OF SERVICE**

	Study Intersection	Peak Period	ICU or Delay	LOS
1.	Colorado Blvd/Santa Anita Ave	AM PM	0.60 0.73	A C
2.	Santa Clara St/Santa Anita Ave	AM PM	0.47 0.60	A A
3.	Wheeler Ave/Santa Anita Ave*	AM PM	18.6 22.8	C C
4.	Huntington Dr/Santa Anita Ave	AM PM	0.82 0.87	D D
5.	Huntington Dr/1 <sup>st</sup> Ave	AM PM	0.60 0.76	A C
6.	Wheeler Ave/1 <sup>st</sup> Ave	AM PM	0.29 0.42	A A
7.	Santa Clara St/1 <sup>st</sup> Ave	AM PM	0.32 0.46	A A
8.	Huntington Dr/2 <sup>nd</sup> Ave	AM PM	0.66 0.81	B D
ICU: Intersection Capacity Utilization; LOS: level of service				
Source: Psomas 2019e.				

### **Existing Bicycle and Pedestrian Traffic**

Pedestrian traffic is high within the study area because there are several pedestrian generators near the study intersections including restaurants, stores, fitness centers, hair salons, a post office, bus stops, and a rail station. Cyclist traffic volumes are not particularly high within the study area; volumes do not exceed eight bicycles per hour for any movement. Bicycle and pedestrian peak hour traffic volumes are shown in Figure 4 of the *Traffic Study* (Appendix H, Psomas 2019e).

The Santa Clara Street and 1<sup>st</sup> Avenue intersection and the Wheeler Avenue and 1<sup>st</sup> Avenue intersection have the highest pedestrian traffic in both AM and PM peak hours, which can be explained by their proximity to the Arcadia Gold Line Station. Similar to the vehicular traffic, volumes are higher in the PM peak hour.

## 4.17.2 PROJECT IMPACTS

### Regulatory Requirements

None required.

### Impact Discussion

- a) **Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?**

**Less than Significant Impact.** The following section provides an assessment of potential impacts to the roadway intersections analyzed in the *Traffic Study* (Psomas 2019e, Appendix H) as well as other components of the circulation system including transit, bicycle and pedestrian facilities.

### Roadway

#### *Intersection Impact Criteria and Thresholds*

#### Project Trip Generation

The proposed Project would include 139 residential units and 10,200 sf<sup>9</sup> of retail use. The Project's trip generation was calculated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (Institute of Transportation Engineers 2017a). ITE trip generation rates for land use code 221 (Multifamily Housing Mid-Rise) were applied to estimate trip generation for the residential units. For the retail portion of the Project, land use code 820 (Shopping Center) was applied to this study.

Based on information in the ITE *Trip Generation Handbooks* (Institute of Transportation Engineers 2017b), it was estimated that approximately 10 percent of the residential trips would be internal to the Project (e.g. to/from the retail areas). In addition, 34 percent of the retail trips are assumed to be pass-by trips. A pass-by (or diverted link) trip is one which is already on the network but would divert to the retail uses before continuing to their original destination. Therefore, pass-by trips do not add to the total traffic on the adjacent roadway network but do influence the turning movements into and out of the site.

There are several existing buildings on the Project site which are currently occupied, including Dan's Auto Care (134 East Wheeler Avenue) and Arcadia Party Rentals (124/126/128 East Wheeler Avenue). There are also two vacant buildings fronting Huntington Drive. The trip generation for the existing sites was estimated using the ITE trip generation rates for land use codes 942 (Automobile Care Center) and 110 (General Light Industrial), respectively. Trips from the existing uses that would be replaced by the Project were then discounted from the total trips expected to be generated by the Project to estimate the total new external Project trips.

Table 37, Project Trip Generation, shows the summary of the net trips generated by the Project relative to the trips generated by existing uses on the site. The Project is expected to generate approximately 856 net daily trips on a typical weekday, of which 35 net trips (2 inbound, 33 outbound) are expected to occur during the AM peak hour, and 65 net trips (42 inbound, 23 outbound) would be generated during the PM peak hour. Information on the methodology used

<sup>9</sup> A maximum of 11,150 sf is proposed for retail in total of which 950 sf is dedicated to loading.

for trip distribution and traffic volumes for the proposed Project are provided in Sections 4.1.3 and 4.1.4 of the *Traffic Study* (Appendix H, Psomas 2019e).

**TABLE 37  
PROJECT TRIP GENERATION**

Development Type	Units	Number of Units	AM		PM		Daily
			In	Out	In	Out	
<b>New Land Uses</b>							
<b>Mid-Rise Apartments</b>	Dwelling Units	139	13	37	37	24	756
<i>Internal Capture</i>			-1	-4	-4	-2	-76
<b>Retail</b>	1,000 SF	11,150	6	4	20	22	421
<i>Pass-By Trips</i>			-2	-1	-7	-8	-143
Total Trips - New Land Uses			16	36	47	36	958
<b>Existing Trips to be Replaced</b>							
<b>Dan's Auto Care</b>	1,000 SF	2,100	-3	-2	-3	-3	-11
<b>Arcadia Party Rentals</b>	1,000 SF	18,300	-11	-2	-1	-10	-91
Total Trips to be Replaced			-14	-3	-5	-13	-102
<b>Total New Trips</b>			<b>2</b>	<b>33</b>	<b>42</b>	<b>23</b>	<b>856</b>
Source: Psomas 2019e.							

### ***Trip Distribution***

The distribution of the trips expected to be generated by the proposed Project was estimated in coordination with the City of Arcadia. Exhibit 17, Project Trip Distribution, shows the assumed trip distribution for project trips in the study area. To be conservative, it was assumed that all project traffic would access the site via Wheeler Avenue. However, ingress will also be provided from the alley located between Wheeler Avenue and Huntington Drive which currently provides access to parking in the area.

### ***Levels of Service Analysis***

The *Traffic Study* (Psomas 2019e, Appendix H) analyzed the following scenarios, as described in more detail below:

1. Existing Conditions Without Project.
2. Existing Conditions With Project.
3. Existing With Cumulative Projects Without Project.
4. Existing With Cumulative Projects With Project.

### **Existing Conditions Without Project**

Table 38, Impact Analysis for Existing Without Project and Existing With Project, shows the existing LOS for each of the study intersections. All the signalized intersections currently operate with a LOS of D or better in both peak hours, which is acceptable. In addition, the minor street (stop-controlled) movement at the lone unsignalized study intersection operates at LOS C in both peak hours.



Source: Psomas

# Project Trip Distribution

Huntington Plaza Mixed-Use Project

# Exhibit 17



### Existing Conditions With Project

The resulting LOS for each of the study intersections for existing plus Project conditions is shown in Table 38, Impact Analysis for Existing Without Project and Existing With Project. As shown in the table, all the signalized intersections would operate at LOS D or better in both peak hours. Further, the stop-controlled movement at the Wheeler Avenue and Santa Anita Avenue intersection would operate at LOS C in both peak hours.

The table shows the LOS for existing and existing plus Project conditions as well as the increase in ICU for the signalized intersections. Although operational information is provided for the unsignalized intersection, projects are not considered to have a significant impact on any unsignalized intersections.

None of the intersections are expected to have a significant impact for the existing plus Project condition. Therefore, no mitigation is required.

**TABLE 38  
IMPACT ANALYSIS FOR EXISTING WITHOUT PROJECT  
AND EXISTING WITH PROJECT**

Intersection			Existing				Existing + Project				Increase in ICU		Significant Impact?	
			AM Peak		PM Peak		AM Peak		PM Peak		AM	PM	AM	PM
			ICU or Delay	LOS	ICU or Delay	LOS	ICU or Delay	LOS	ICU or Delay	LOS				
1	Colorado Blvd	Santa Anita Ave	0.60	A	0.73	C	0.60	A	0.73	C	0.00	0.00	NO	NO
2	Santa Clara St	Santa Anita Ave	0.47	A	0.60	A	0.47	A	0.60	A	0.00	0.00	NO	NO
3*	Wheeler Ave	Santa Anita Ave	18.6	C	22.8	C	18.7	C	23.9	C	N/A	N/A	N/A	N/A
4	Huntington Dr	Santa Anita Ave	0.82	D	0.87	D	0.82	D	0.87	D	0.00	0.00	NO	NO
5	Huntington Dr	1st Ave	0.60	A	0.76	C	0.60	A	0.76	C	0.00	0.00	NO	NO
6	Wheeler Ave	1st Ave	0.29	A	0.42	A	0.32	A	0.45	A	0.03	0.03	NO	NO
7	Santa Clara St	1st Ave	0.32	A	0.46	A	0.32	A	0.46	A	0.00	0.00	NO	NO
8	Huntington Dr	2nd Ave	0.66	B	0.81	D	0.66	B	0.81	D	0.00	0.00	NO	NO

\*Delay and LOS shown are for stop-controlled movement only  
Source: Psomas, 2019.

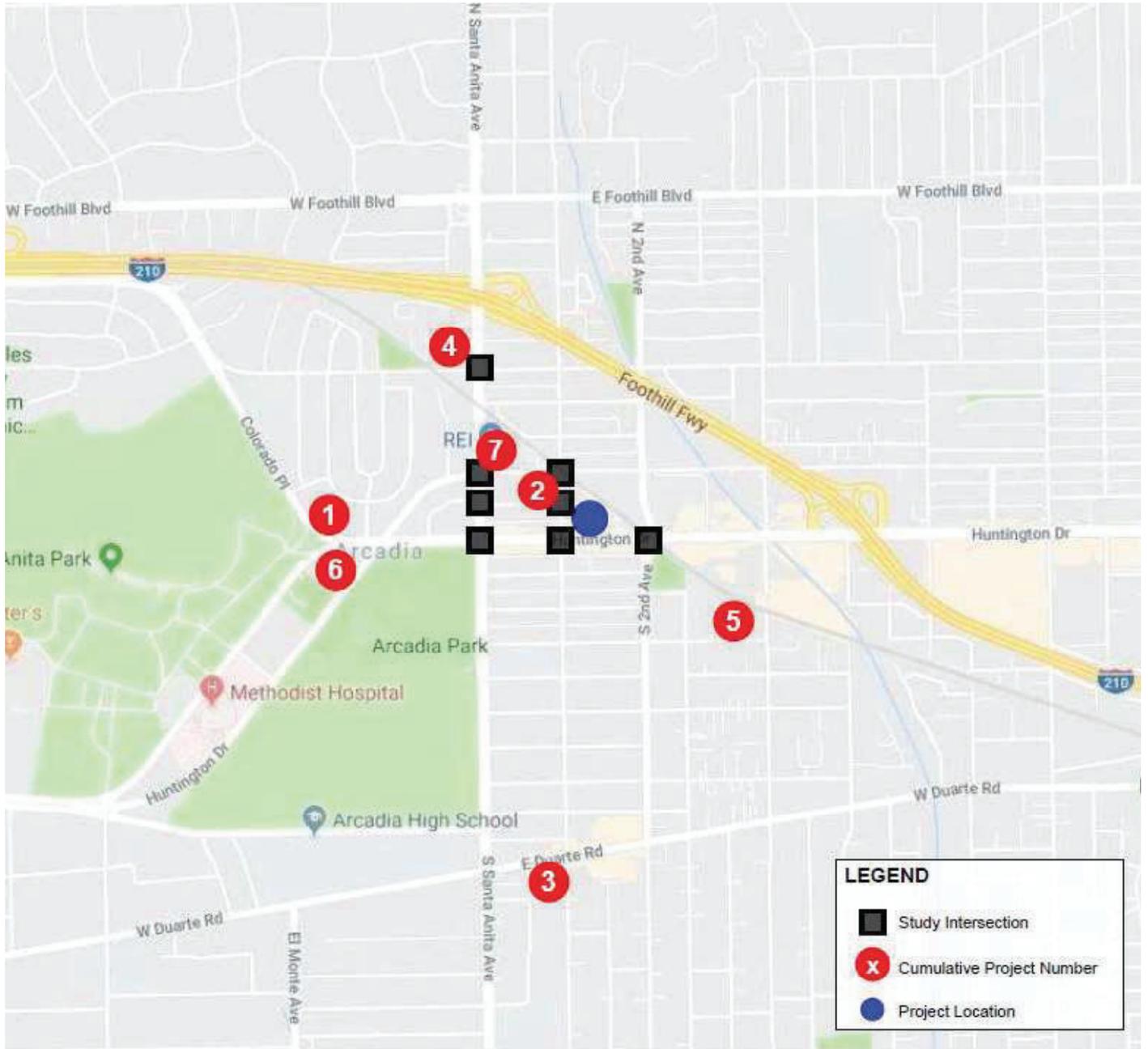
Existing Cumulative Projects With and Without Project

Cumulative traffic volumes were estimated based on the seven planned cumulative projects in the vicinity of the Project. Planned projects within a one-mile radius of the Project site were provided by the City of Arcadia and were included in this study. There are seven cumulative projects that could potentially impact traffic in the study intersections, as described in Table 39, Cumulative Projects, from the *Traffic Study* (Appendix H, Psomas 2019e), and as shown in Exhibit 18, Cumulative Projects Map (Psomas 2019e). Additional information on the methodology used for trip distribution as well as the traffic volumes that would result from the cumulative projects are provided in Sections 4.2.2 and 4.2.3 of the *Traffic Study* respectively (Appendix H, Psomas 2019e).

**TABLE 39  
CUMULATIVE PROJECTS FROM THE TRAFFIC STUDY**

Project	Description	Size
1	Hotel	175 Hotel Rooms 2,500 SF Restaurant (Part of Hotel) 1,800 SF Coffee Shop 42,700 SF Medical Office
2	Mixed-Use	38 Apartment Units 16,175 SF Commercial
3	Mixed-Use	37 Condo Units 19,360 SF Commercial
4	Residential – Condominium	20 units
5	Residential – Condominium	20 units
6	Hotel and Mixed-Use Development	227 Hotel Rooms 96 Condo Units 38,196 SF Commercial
7	Medical Office, Retail	23,300 SF Medical Office 7,050 SF Retail/Restaurant
Source: Psomas 2019e.		

Cumulative traffic volumes were estimated based on trip generation and distribution for the planned cumulative projects following the ITE *Trip Generation Manual* guidelines (Institute of Transportation Engineers 2017a). Table 40, Cumulative Projects Trip Generation, summarizes trip generation for all cumulative projects. As seen in the table, cumulative projects are expected to generate 496 new trips during the AM peak hour and 707 new trips during the PM peak hour.



Source: Psomas

## Cumulative Projects Location

## Exhibit 18

*Huntington Plaza Mixed-Use Project*



**TABLE 40  
CUMULATIVE PROJECTS TRIP GENERATION**

Project	Development	Units	Number of Units	AM		PM	
				In	Out	In	Out
1	Hotel and Restaurant	Number of Rooms	175	49	34	54	51
	Coffee Shop	1,000 Square Feet	1.8	82	78	39	39
	Medical Office	1,000 Square Feet	42.7	93	26	41	106
	<i>Pass-By Trips/Internal Capture</i>			-78	-75	-40	-40
	Total Trips - Related Project 1			145	63	94	157
2	Multifamily Housing (Mid-Rise)	Number of Units	38	4	10	10	7
	Shopping Center	1,000 Square Feet	16.2	9	6	30	32
	<i>Pass-By Trips/Internal Capture</i>			-4	-3	-11	-12
	Total Trips - Related Project 2			9	13	29	27
3	Multifamily Housing (Mid-Rise)	Number of Units	37	3	10	10	6
	Shopping Center	1,000 Square Feet	19.4	11	7	35	38
	<i>Pass-By Trips/Internal Capture</i>			-4	-3	-13	-14
	Total Trips - Related Project 3			11	13	32	31
4	Multifamily Housing (Low-Rise)	Number of Units	20	2	7	7	4
	<i>Pass-By Trips/Internal Capture</i>			0	0	0	0
	Total Trips - Related Project 4			2	7	7	4
5	Multifamily Housing (Low-Rise)	Number of Units	20	2	7	7	4
	<i>Pass-By Trips/Internal Capture</i>			0	0	0	0
	Total Trips - Related Project 5			2	7	7	4
6	Hotel	Number of Rooms	227	63	44	69	67
	Multifamily Housing (Mid-Rise)	Number of Units	96	9	26	26	16
	Shopping Center	1,000 Square Feet	38.2	22	14	70	76
	<i>Pass-By Trips/Internal Capture</i>			-9	-6	-48	-50
	Total Trips - Related Project 6			86	77	117	109
7	Medical Office	1,000 Square Feet	23.3	51	14	23	58
	Shopping Center	1,000 Square Feet	7.1	4	3	13	14
	<i>Pass-By Trips/Internal Capture</i>			-1	-1	-4	-5
	Total Trips - Related Project 7			53	16	31	67
<b>Total New Trips</b>				<b>306</b>	<b>190</b>	<b>311</b>	<b>396</b>

Source: Psomas 2019e.

Table 41, Cumulative Plus Project Impacts Analysis, provides the resulting LOS for each of the study intersections under cumulative conditions without the Project. As shown in the table, all the signalized intersections are expected to operate at LOS D or better in both peak hours, which is acceptable. In addition, the minor street (stop-controlled) movement at the lone unsignalized study intersection operates at LOS C in both peak hours. There is no defined intersection LOS for two-way stop-controlled intersections.

Table 41, Cumulative Plus Project Impacts Analysis, also provides the resulting LOS for each of the study intersections for existing plus cumulative projects with Project conditions. As seen in the table, all the intersections are expected to continue to operate at LOS D or better in the AM peak hour with the Project. Most would also continue to operate at LOS D or better in the PM peak hour except for the E. Huntington Drive and Santa Anita Avenue intersection, which would

deteriorate to LOS E. However, LOS E is acceptable for facilities in the downtown per City standards.

As shown in Table 41, none of the intersections is expected to have a significant impact for the hypothetical existing plus Project condition. Therefore, no mitigation is required.

**TABLE 41  
CUMULATIVE PLUS PROJECT IMPACTS ANALYSIS**

Intersection			Existing + Cumulative				Existing + Cumulative + Project				Increase in ICU		Significant Impact?	
			AM Peak		PM Peak		AM Peak		PM Peak		AM	PM	AM	PM
			ICU or Delay	LOS	ICU or Delay	LOS	ICU or Delay	LOS	ICU or Delay	LOS				
1	Colorado Blvd	Santa Anita Ave	0.61	B	0.76	C	0.61	B	0.76	C	0.00	0.00	NO	NO
2	Santa Clara St	Santa Anita Ave	0.49	A	0.62	B	0.49	A	0.62	B	0.00	0.00	NO	NO
3	Wheeler Ave	Santa Anita Ave	19.2	C	24.1	C	19.5	C	26.4	D	N/A	N/A	N/A	N/A
4	Huntington Dr	Santa Anita Ave	0.85	D	0.90	D	0.86	D	0.91	E	0.01	0.01	NO	NO
5	Huntington Dr	1st Ave	0.62	B	0.77	C	0.63	B	0.77	C	0.01	0.00	NO	NO
6	Wheeler Ave	1st Ave	0.29	A	0.44	A	0.32	A	0.47	A	0.03	0.03	NO	NO
7	Santa Clara St	1st Ave	0.32	A	0.46	A	0.32	A	0.46	A	0.00	0.00	NO	NO
8	Huntington Dr	2nd Ave	0.68	B	0.83	D	0.68	B	0.83	D	0.00	0.00	NO	NO

\*Delay and LOS shown are for stop-controlled movement only  
Source: Psomas 2019e.

### ***Alley Access and Operations***

After the initial analysis was completed, the site plan was updated to include additional parking along the alley which passes through the site as well as access to the parking structure from the alley. The alley currently operates as a one-way eastbound alley and provides access to various parking and delivery areas between First Avenue and Indiana Street, some of which will be replaced with this project. It is expected that the alley would continue to serve eastbound traffic only; therefore, all project egress is expected to be from Wheeler Avenue at First Avenue.

The project parking along the alley will serve much of the retail uses located to the south, while the parking structure on the north side of the alley will serve the residential uses. The residential uses are expected to generate more total traffic trips than the retail uses, and it is expected that the parking access located on Wheeler Avenue will serve as the main access point for the parking structure with fewer residents assumed to choose to access from the alley. However, even if 80% of project traffic were to use the alley, which is assumed to be a conservative estimate, it would result in approximately 34 peak hour trips and 343 daily trips, both of which can be served by the existing alley capacity and would be unlikely to have a notable impact on the alley intersections with First Avenue and Indiana Street.

### ***Contribution to City Transportation Master Plan and Impact Fee Program***

Although the Project is not expected to have a significant impact on any of the study intersections, Los Angeles County guidelines require a measure of the cumulative impact on the roadway network including the proposed Project. If a location meets the significant impact thresholds when comparing existing conditions and existing plus cumulative with project conditions, the Project is then responsible for contributing its fair share of the funding needed to improve the affected location.

As shown in Table 42, Total Cumulative Impacts Analysis, there is expected to be a cumulative impact at the intersection of E. Huntington Drive and Santa Anita Avenue due to the increase in ICU even though the LOS is still considered to be acceptable for the intersection according to City standards for the downtown.

Typically, a fair share contribution for improvements due to a cumulative impact would be calculated for the Project due to this cumulative impact. However, after discussions with the City, it was determined that the typical impact fees to be collected for this Project per the City of Arcadia Transportation Impact Fee Program (adopted in October 2016) would be sufficient to account for the Project's contribution to cumulative future congestion at the Huntington Drive and Santa Anita Avenue intersection and that no additional fair share percentage contribution would be required.

**TABLE 42  
TOTAL CUMULATIVE IMPACTS ANALYSIS**

Intersection			Existing				Existing + Cumulative + Project				Increase in ICU	
			AM Peak		PM Peak		AM Peak		PM Peak		AM	PM
			ICU or Delay	LOS	ICU or Delay	LOS	ICU or Delay	LOS	ICU or Delay	LOS		
1	Colorado Blvd	Santa Anita Ave	0.60	A	0.73	C	0.61	B	0.76	C	0.01	0.03
2	Santa Clara St	Santa Anita Ave	0.47	A	0.60	A	0.49	A	0.62	B	0.02	0.02
3	Wheeler Ave	Santa Anita Ave	18.6	C	22.8	C	19.5	C	26.4	D	N/A	N/A
4	Huntington Dr	Santa Anita Ave	0.82	D	0.87	D	0.86	D	0.91	E	0.04	0.04
5	Huntington Dr	1st Ave	0.60	A	0.76	C	0.63	B	0.77	C	0.03	0.01
6	Wheeler Ave	1st Ave	0.29	A	0.42	A	0.32	A	0.47	A	0.03	0.05
7	Santa Clara St	1st Ave	0.32	A	0.46	A	0.32	A	0.46	A	0.00	0.00
8	Huntington Dr	2nd Ave	0.66	B	0.81	D	0.68	B	0.83	D	0.02	0.02

\*Delay and LOS shown are for stop-controlled movement only  
Source: Psomas 2019e.

## **Construction-Related Traffic**

Project construction would generate traffic from construction worker travel; from the arrival and departure of trucks delivering construction materials to the site; and from the removal of debris generated by on-site demolition activities. Both the number of construction workers and trucks would vary throughout the construction process in order to maintain a reasonable schedule of completion.

Construction is anticipated to begin in 2020. Demolition of existing buildings would take approximately 2 months followed by approximately 8 months of site preparation, grading, and trenching. Building construction would occur thereafter for approximately 23 months, including paving and application of architectural coatings (e.g., exterior paints).

During construction activities, trucks are expected to enter and leave the site on a regular basis. In the Arcadia General Plan Circulation and Infrastructure Element, both Santa Anita Avenue and E. Huntington Drive are designated truck routes. Therefore, based on current plans, haul trucks and delivery trucks would access the Project site via Santa Anita Avenue and/or E. Huntington Drive. Full freeway connections to and from I-210 (e.g., eastbound and westbound ramp connections) are provided at both Santa Anita Avenue and E. Huntington Drive.

### Construction Traffic Trip Generation

#### *Peak Construction Worker Demand*

Project construction is expected to last approximately 33 months, including demolition of existing buildings, site preparation, grading, trenching, and building construction. While construction activity on the Project site would occur between the hours of 7:00 AM and 6:00 PM Monday through Friday and between 8:00 AM and 5:00 PM on Saturdays, the typical construction activity is anticipated to begin at 7:00 AM and end at 3:00 PM. In general, the majority of the construction workers are expected to arrive at the Project site during off-peak hours (e.g., arrive prior to 7:00 AM), thereby avoiding the AM and PM commute peak periods. The peak hour of traffic for the intersections adjacent to the site primarily occur from 8:00 to 9:00 AM during the morning commute peak period and from 5:00 to 6:00 PM during the evening commute period (Psomas 2019e). It is anticipated that construction workers would generally remain on-site throughout the day. At the peak, approximately 60 construction workers are anticipated to be working on the Project at a time. The number of construction worker vehicles is estimated using an average vehicle ridership (AVR) of 1.135 persons per vehicle (as provided in the SCAQMD's 1993 *CEQA Air Quality Handbook*). Using these factors, it is estimated that approximately 106 daily trips (53 inbound trips and 53 outbound trips) would be generated by the construction workers during the peak construction phase at the site.

The inbound construction worker trips would occur outside the AM commute peak hour; however, a portion of the outbound construction worker trips may overlap with the PM commute peak hour, between 5:00 PM and 6:00 PM. Given a construction shift ending at 3:00 PM, it is anticipated that approximately 50 percent of the construction workers would leave the site between 3:00 and 3:30 PM, approximately 25 percent between 3:30 and 4:00 PM, approximately 15 percent between 4:00 and 4:30 PM, and the remaining 10 percent would leave the site after 4:30 PM, which could potentially overlap with the PM commuter peak hour. Therefore, for purposes of this analysis, it is estimated that approximately 10 percent of the outbound construction worker trips (e.g., 6 outbound trips) may occur during the PM commuter peak hour.

The construction work force would likely be generated from all parts of the Los Angeles region, and is thereby assumed to arrive from all directions. This general distribution would result in no

more than a few vehicles at any one study intersection during the PM peak hour. Therefore, traffic impacts from construction worker trips would be less than significant.

### *Peak Construction Truck Demand*

Heavy construction equipment would be located on-site during demolition and grading activities and would not travel to and from the Project site on a daily basis. However, truck trips would be generated in order to import and export materials. Based on information provided by the Project Developer, up to 32 truck trips per day (16 inbound trips and 16 outbound trips) are anticipated to be generated to/from the Project site during the site preparation and grading phase to deliver materials.

In addition, it is estimated that a total of approximately 6,000 tons of debris would be exported off site during demolition activities. It is also anticipated that 44,420 cubic yards of soil would be removed from the site. During the demolition and grading activities, trucks are expected to enter and leave the Project site on a regular basis during working hours. The number of truck trips traveling along the City-designated truck routes would vary daily depending on the nature of the construction activity at the site. Demolition debris removal from the Project site would generate an estimated 680 trips over a 2-month demolition phase. On average it is anticipated that 15 truck hauls per day or approximately 2 trips per hour would occur during that phase. Excavation is anticipated to generate a total of 6,346 total truck trips over an 8-month excavation period with an average of 36 truck trips per day or 4 trips per work hour. The addition of 2 to 4 haul truck trips per hour would not result in a substantial change in noise levels along local truck routes.

Assuming a material delivery/export period of 8 hours per day (beginning at 7:00 AM, with the last delivery at 3:00 PM), the 47 truck trips per day corresponds to approximately 6 truck trips per hour. Since construction truck trips would occur along major roadways with the number of truck trips during the AM and PM peak hours being relatively limited, traffic impacts from construction truck trips would be less than significant.

Also, it is anticipated that delivery trucks and construction equipment would be brought onto the Project site and be stored within the perimeter fence of the construction site, or along the parking areas adjacent to the Project site. Additionally, temporary lane and sidewalk closures may be required along the adjacent public streets (e.g., E. Huntington Drive, Wheeler Avenue) to accommodate truck or equipment staging. Flagpersons would be used to control traffic movement during the ingress or egress of trucks and heavy equipment from the construction site.

In compliance with MM TRANS-1, prior the start of construction, a Construction Management Plan, including identification of detour requirements, must be prepared in cooperation with the City of Arcadia and any other affected jurisdictions in accordance with the Manual on Uniform Traffic Control Devices (MUTCD). Construction activities must comply with the approved plan to the satisfaction of the City of Arcadia.

### *Peak Construction Traffic Generation*

Taken together, the total peak construction worker vehicles (53 inbound, 53 outbound) and truck trips (35 inbound, 35 outbound) are forecasted to generate 176 vehicle trips per day (88 inbound, 88 outbound) during the peak construction phase at the site. Also, as discussed above, based on the arrival and departure volumes and distribution of construction worker trips, only a portion of the outbound construction worker trips may overlap with the AM and PM commuter peak hour. When fully occupied, the project is expected to generate 958 vehicle trips per day, including a total of 52 in the AM peak hour and 83 in the PM peak hour. Because the anticipated construction traffic is lower than the anticipated traffic to be generated by the project, traffic impacts from

construction will be less than significant. Further, to minimize impacts to circulation and parking in the area during construction, a staging and construction parking plan will be developed.

Although less than significant impacts are anticipated relative to this threshold, in order to minimize Project-related construction traffic impacts to mitigate for potential emergency access impacts during Project construction, and to ensure adequate parking is maintained in the City's downtown for non-Project users during construction, the Project would incorporate MM TRANS-1, which requires preparation and implementation of a Construction Management Plan.

### **Transit, Bicycle and Pedestrian Facilities**

The Project would not conflict with any program, plan, ordinance or policy relating to transit, bicycle and pedestrian facilities. Both Metro and Foothill Transit provide bus service to and through Arcadia as part of their regional systems. Three transit routes occur along E. Huntington Drive. No Project impacts would occur to E. Huntington Drive travel lanes or to bus or other transit stops. During construction, transit routes may experience minor delays; however, the preparation and implementation of a Construction Management Plan would ensure that any impacts are less than significant.

The Project site is not located near any proposed or existing bicycle facilities identified in the City's bikeway plan (Arcadia 2010a). No dedicated facilities were observed on E. Huntington Drive, Wheeler Avenue, or N. 1<sup>st</sup> Avenue. Therefore, no impacts to bike lanes or paths would result from the Project.

The Project site is located in an Enhanced Pedestrian Environment as identified in the Circulation Element of the City's General Plan (Arcadia 2010a). An Enhanced Pedestrian Environment is defined by the City as a focus area where the goal is to make streets friendlier to pedestrians and improve walkability in mixed use areas. Typical improvements that the City envisions in these zones may include wider sidewalks, ensuring sufficient space and clearance on sidewalks available for walking, improved lighting, seating, enhanced landscaping, shade trees, distinctive sidewalk paving, sidewalk bulb-outs or similar treatments at intersections where feasible, wider crosswalks, and pedestrian signage. Project design has incorporated several of these components, including sufficient space, improved lighting, seating, enhanced landscaping, shade trees, and distinctive sidewalk paving. Furthermore, the Project's orientation towards the streetscape of E. Huntington Drive and incorporation of a paseo connecting E. Huntington Drive to the alleyway will maintain and enhance pedestrian conditions in the Project vicinity.

The Project is consistent with transit, bicycle, and pedestrian requirements of the City's Development Code. The Project includes bicycle parking facilities consistent with the requirements of Section 9103.07.150 of the City's Development Code. The City's design review process will ensure that the Project's design complies with Section 9103.01.070 of the City's Development Code, which includes vehicular visibility standards that safeguard vehicular, bicycle, and pedestrian collisions caused by visual obstructions at street and alley intersections, and at any point where a driveway intersects a street or alley.

One of the key goals identified in the City's General Plan Circulation Element is to provide a connected, balanced, and integrated transportation system of bicycle and pedestrian networks that enable residents to walk and bike. The Project is consistent with this goal because it would provide a mix of land uses in the heart of the City's downtown near existing transit, and because the Project incorporates pedestrian-oriented features. Less than significant impacts would result from the Project relative to transit, bicycle, and pedestrian plans and policies, and no mitigation is required.

In October 2019, City of Arcadia staff coordinated with the Los Angeles County Metropolitan Transportation Authority (Metro) regarding the Project. As part of this process, Metro was provided with the Project's Architectural Design Review Set Resubmittal Set dated July 30, 2019. On October 24, 2019, Metro provided the City with recommendations regarding the Project's potential impacts on the Metro Gold Line facilities and services. Metro raised three primary concerns, including:

1. Metro Gold Line Operations: Due to the Project's proximity to the Gold Line, Metro recommended that the City include an analysis of potential effects on light rail operations and identify mitigation measures or project design features as appropriate. Metro suggested that impacts that should be analyzed should include impacts of Project construction and operation on and potential damage to the structural and systems integrity of tracks and related infrastructure; disruption to light rail service; and noise and vibration.
  - a. Transportation and traffic are addressed in this Section (Section 4.17). No significant impacts have been identified related to the proposed Project that would alter the operations of the Metro Gold Line.
  - b. Noise and vibration are addressed in Section 4.13 of this document. No significant impacts related noise and vibration are anticipated to result from the proposed Project that could affect the Metro Gold Line facilities or operations.
2. Excavation Support System: The Project includes underground excavation and construction of structures; therefore, Metro expressed concern in their letter stating that tiebacks supporting Project structures could have the potential to disturb adjoining soils and jeopardize support of the light rail tracks.
  - a. Geology and soils are covered in Section 4.7 and discussed in more detail in the Project's *Geotechnical Report* (Geocon West, Inc. 2018, Appendix D). Additional correspondence with the Project's shoring expert related to Metro's questions and comments is also summarized in Section 4.7.
3. Overhead Catenary System (OCS) Setback: Overhead catenary wires and support structures adjacent to the Project power Metro trains. Metro stated in their letter that OCS wires should be treated like any high voltage electrical utility wires and that construction equipment such as cranes operated in close proximity to the OCS can pose an electrocution hazard during Project construction and operation.
  - a. Based on the activities provided in the Project Description (Section 2), there are no construction activities proposed within or immediately adjacent to the Gold Line right-of-way. Therefore, there is no potential for impacts to the OCS.

Although minimal potential exists for impacts to the Metro Gold Line facilities and operations, at the request of Metro the following measures have been incorporated into the Project to minimize potential impacts.

**b) Would the project conflict or be inconsistent with the CEQA Guidelines Section 15064.3, subdivision (b)?**

**Less Than Significant Impact.** State CEQA Guidelines Section 15064.3, subdivision (b) provides the criteria for analyzing transportation impacts, and a project's effect on automobile delay shall not constitute a significant environmental impact (OAL 2019). Generally, vehicle miles traveled is the most appropriate measure of transportation impacts. Vehicle miles traveled (VMT) refers to the amount and distance of automobile travel attributable to a project. According to the

State of California's *Technical Advisory on Evaluating Transportation Impacts in CEQA*, "certain projects (including residential, retail, and office projects, as well as projects that are a mix of these uses) proposed within ½ mile of an existing major transit stop or an existing stop along a high quality transit corridor would have a less than significant impact on VMT" (OPR 2018). The proposed Project is a mixed-use development within ½ mile of the Arcadia Gold Line Station. Therefore, the Project is presumed to have a less than significant impact on VMT.

**c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

**No Impact.** Vehicular access to the Project site is currently provided via driveways from E. Huntington Drive and Wheeler Avenue, as well as driveways and an alley that connect the Project site to 1<sup>st</sup> Avenue to the west and Indiana Street to the east. As shown in Exhibits 4a and 4c, Illustrative Site Plan and Plan Views, primary vehicular access to the Project would be provided via a new driveway on Wheeler Avenue, as well as from the alley that bisects the site accessible from 1<sup>st</sup> Avenue and Indiana Street. The driveways would provide access to both the surface and underground parking areas. The proposed Project driveways would be constructed to City of Arcadia standards.

The Project's circulation system, including parking areas, would be designed to meet the standards of the City and would not result in uses or design features that would create traffic hazards. The Project would not interfere with access, circulation, or activities at the surrounding land uses.

**d) Would the project result in inadequate emergency access?**

**Less than Significant With Mitigation.** As discussed under Threshold 4.8(g) in Section 4.8, Hazards and Hazardous Materials, construction activities on the Project site have the potential to disrupt traffic and emergency access through temporary lane closures or traffic diversions. As required by MM TRANS-1, a Construction Management Plan shall be prepared in compliance with the MUTCD. Compliance with MM TRANS-1 would ensure that potential short-term impacts to emergency response plans or evacuation routes would be less than significant. Once construction activities that could impact surrounding roadways are completed, the roads would be returned to the previous condition and there would be no impacts. As required by MM TRANS-1, the Developer would be responsible for repairing any damage to City roadways that may occur during construction or through transport of heavy trucks or equipment related to construction.

The long-term operation of the Project involves residential, retail, and parking land uses that would not result in a significant impact to existing roadways and would neither interfere with nor impact the implementation of the City's Emergency Management Plan. The City Fire Department will review the Project's plans during design review to ensure that emergency access to the site and surrounding areas would be maintained in compliance with applicable City requirements.

### 4.17.3 MINIMIZATION AND MITIGATION MEASURES

The following minimization and mitigation measure are incorporated to ensure that Project impacts are reduced to a less than significant level, as well as to minimize potential impacts in coordination with Metro.

**MM TRANS-1** Prior to the issuance of a grading permit, a Construction Management Plan shall be prepared by the Developer for the review and approval of the City of Arcadia

and any other affected jurisdictions in accordance with the Manual on Uniform Traffic Control Devices (MUTCD). Construction activities shall comply with the approved plan to the satisfaction of the City of Arcadia. The Developer will begin coordination with the City on the Construction Management Plan as soon as practicable during the final design process and in advance of construction so that effective measures can be developed to avoid, minimize, and mitigate construction impacts to parking and circulation within the City of Arcadia downtown.

At a minimum, the Construction Management Plan shall:

- Describe the duration and location of lane closures (if any).
- Address traffic control for any partial street closures, detours, or other disruption to traffic circulation during project construction, including as-needed use of flagpersons and signage.
- Identify the routes that construction vehicles would utilize for the delivery of construction materials to access the project site. Haul routes would follow the City's approved truck routes and avoid residential streets.
- Identify the location of parking and materials storage for construction workers during all phases of construction. Parking for construction workers would be provided on-site or at additional off-site locations that are not on public streets.
- Identify of emergency access points/routes.
- Specify the hours during which transport activities can occur and methods to mitigate construction-related impacts to adjacent streets.
- Require the contractor to keep all haul routes clean and free of debris including but not limited to gravel and dirt as a result of its operations. The contractor shall clean adjacent streets, as directed by the City Engineer (or representative of the City Engineer), of any material, which may have been spilled, tracked, or blown onto adjacent streets or areas.
- All hauling or transport of oversize loads would occur between the hours of 7:00 AM and 5:00 PM only, Monday through Friday, unless approved otherwise by the City Engineer. No hauling or transport shall be allowed during nighttime hours, weekends or Federal holidays.
- Include details on the maintenance of bicycle and pedestrian facilities and connectivity through the Project to the satisfaction of the City Engineer.
- Require that haul trucks entering or exiting public streets shall at all times yield to public traffic, pedestrians, bicyclists, and other users.
- Provisions for the contractor to repair existing pavement, streets, curbs, sidewalks, and/or gutters that may be altered during project construction. The repairs shall be completed in consultation with and to the satisfaction of the City Engineer.
- Require that all construction-related parking and staging of vehicles will be kept out of the adjacent public roadways and will occur either on-site or on designated off-site parcels that would not adversely affect access to or parking within the downtown.
- Use of temporary fencing around the project site (e.g., temporary fencing with opaque material)

**MM TRANS-2 Technical Review:** Prior to the issuance of a demolition permit for the Project, the Applicant shall submit written proof to the City that engineering drawings and calculations as well as construction work plans and methods including any crane placement and radius have been submitted to Metro for review. Approval from Metro shall not be required to proceed with the Project.

**MM TRANS-3 Overhead Catenary System (OCS):** The Applicant shall take all necessary measures to protect the OCS from damage due to Project activities during and after construction. During construction, the Applicant shall post warning signage for equipment working around the OCS wires.

**MM TRANS-4 Construction Safety:** The construction and operation of the Project shall not disrupt the operation and maintenance activities of the Metro Gold Line or the structural and systems integrity of Metro's light rail infrastructure. Not later than one month before Project construction, the Applicant shall schedule a pre-construction meeting to discuss Project construction, communication protocols, and other related topics. The meeting would include the Applicant, key Project construction personnel, the City of Arcadia, and Metro staff, which may include staff from Real Estate, Construction Management, and Construction Safety staff. During Project construction, the Applicant shall coordinate with Metro as needed to ensure that Metro infrastructure and operations are not compromised by construction activities or permanent build conditions. The Applicant shall notify Metro of any changes to construction activities that may impact the use of the ROW. The Applicant shall allow Metro staff to monitor demolition and/or construction activities to confirm no impacts have occurred to the Gold Line right-of-way.

<b>4.18 TRIBAL CULTURAL RESOURCES</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
<b>Would the project:</b>				
e) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k)? or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### 4.18.1 EXISTING CONDITIONS

Section 4.5, Cultural Resources, of this IS/MND addresses other cultural resources, including historical resources, archaeological resources, and human remains. The impact analysis concluded that impacts on these resources would be less than significant. As discussed in Section 4.5, Cultural Resources, for historic resources, the existing structures are not listed in the CRHR, the NRHP, California Historical Landmarks, or California Points of Historical Interests lists. Additionally, the Project site is not included in a Local Register of Historical Resources; on a map of Historical Resources; or on a map of Historic Districts. For archaeological resources, the cultural resources impact analysis concluded the Project could result in unanticipated discovery of previously unknown archaeological resources. In order to reduce this impact, the Project will be required to implement mitigation measure MM-CUL-1, which includes retaining a professional archaeologist to evaluate the significance of any suspected archaeological resources and to determine an appropriate course of action as necessary. Also, RR CUL-1 provides guidance in the event of inadvertent discovery of human remains, the regulatory requirements that address the handling of human remains if previously unknown human remains are encountered, as well as if the remains are determined to be Native American. Compliance with the State-required regulations would ensure such impacts are reduced to a less than significant level. The following subsections address the potential for the discovery of tribal cultural resources and the implementation of mitigation measures to reduce impacts to such discoveries to a less than significant level.

#### Native American Sacred Lands File Review

Psomas submitted a request to the NAHC on March 27, 2019 to review the Sacred Lands File database regarding the possibility of Native American cultural resources and/or sacred places in the project vicinity that are not documented on other databases. The NAHC completed its Sacred

Lands File search on April 30, 2019. The results were negative for known Tribal Cultural Resources and/or sacred sites.

### **Regional Ethnography**

Ethnography is a cultural anthropologic research method that strives to answer anthropological questions about different cultures' ways of life (University of Pennsylvania 2008). The following describes the ethnographic setting of the Project site and was developed by project archaeologist Charles Cisneros, RPA (Psomas 2019d). The Los Angeles County region, including the Project site, was a contact point between two separate ethnolinguistic groups immediately prior to the arrival of Euro-Americans in California. These groups include the Gabrieliño/Tongva and the Juaneño/Acjachemen.

### **Gabrieliño/Tongva**

At the time of European contact, this part of Los Angeles County was the home of the Gabrieliño. The Gabrieliño and their descendants are those people who became associated with Mission San Gabriel Arcángel, which was established in south-central Los Angeles County on September 8, 1771, in what has ever since been called the San Gabriel Valley. Today, these people are sometimes referred to as the *Tongva*, although the term apparently originally (e.g., before the arrival of Euro-Americans) referred to the inhabitants of the San Gabriel Valley only. In either case, the inhabitants of Santa Catalina Island and San Clemente Island are often included as being parts of this tribe, as are the Fernandeño, who inhabited most of the San Fernando Valley. Note that the Eastern Gabrieliño refers to those who lived south of the San Gabriel Mountains, mainly in the San Gabriel Valley, while the Western Gabrieliño refers to those who lived along the western coast of Los Angeles County, from Malibu to Palos Verdes, and includes the people living in the San Fernando Valley.

The ancestral Gabrieliño arrived in the Los Angeles Basin probably before 500 BCE as part of the so-called Shoshonean (Takic speaking) Wedge from the Great Basin region and gradually displaced the indigenous peoples, probably Hokan speakers. Large, permanent villages were established in the fertile lowlands along rivers and streams and in sheltered areas along the coast. Eventually, Gabrieliño territory encompassed the watersheds of the Los Angeles, San Gabriel, Rio Hondo, and Santa Ana Rivers (which includes the greater Los Angeles Basin) to perhaps as far south as Aliso Creek, as well as portions of the San Fernando, San Gabriel, and San Bernardino Valleys. Gabrieliño territory also included the islands of San Clemente, San Nicholas, and Santa Catalina. Recent studies suggest the population may have numbered as many as 10,000 individuals at their peak in the Pre-contact Period.

The subsistence economy of the Gabrieliño was one of hunting and gathering. The surrounding environment was rich and varied, and the natives were able to exploit mountains, foothills, valleys, deserts, and coasts. As was the case for most native Californians, acorns were the staple food (by the Intermediate Horizon), supplemented by the roots, leaves, seeds, and fruit of a wide variety of flora (e.g., cactus, yucca, sage, and agave). Fresh and saltwater fish, shellfish, birds, insects, and large and small mammals were exploited.

A wide variety of tools and implements were employed by the Gabrieliño to gather, collect, and process food resources. The most important hunting tool was the bow and arrow. Traps, nets, blinds, throwing sticks, and slings were also employed. Fish were an important resource and nets, traps, spears, harpoons, hooks, and poisons were utilized to catch them. Ocean-going plank canoes and tule balsa canoes were used for fishing and for travel by those groups residing near the Pacific Ocean.

The processing of food resources was accomplished in a variety of ways: nuts were cracked with hammer stone and anvil; acorns were ground with mortar and pestle; and seeds and berries were ground with mano and metate. Yucca, a valuable resource in many areas, was eaten by the natives and exploited for its fibers.

Strainers, leaching baskets and bowls, knives, bone saws, and wooden drying racks were also employed. Food was consumed from a variety of vessels. Catalina Island steatite was used to make ollas and cooking vessels.

Gabrieliño houses were circular domed structures of willow poles thatched with tule. They were actually quite large and could, in some cases, hold 50 individuals. Other structures served as sweatshops, menstrual huts, and ceremonial enclosures.

## **METHODOLOGY**

As discussed in Section 4.5 of this IS/MND, the Native American Heritage Commission (NAHC) conducted a Sacred Lands File (SLF) search for the project. The search failed to identify any sacred places or objects with cultural value to a California Native American tribe on the Project site. Consistent with requirements of AB 52, the City of Arcadia sent a letter to the one tribe that has previously expressed interest in being consulted regarding Native American resources for projects being undertaken in the City of Arcadia. On June 13, 2019, the City sent an invitation to Andrew Salas, Chairman of the Gabrieleno Band of Mission Indians – Kizh Nation, to request any information or knowledge regarding Native American Sacred Lands or other tribal cultural resource in or around the Project site, and to ask whether the Tribe would like to consult with the City pursuant to AB 52. The City requested that the Tribe respond by July 17, 2019. On June 19, 2019, Carolyn Nunez of the Gabrieleno Band of Mission Indians – Kizh Nation emailed the City and requested additional information on the anticipated depth of disturbance. On June 20, 2019, the City responded to Ms. Nunez that the project would require a maximum excavation depth of 19 feet. On September 4, 2019, an email was received from the Tribe stating that they would like to consult on the project. On September 9, the City offered meeting times to discuss the Project. A meeting was set for October 17, 2019 after several calls and messages. On October 15, 2019, the City received an email from the Tribe asking to reschedule the consultation meeting. On October 15, 2019, the City responded to the Tribe that the meeting could be scheduled within one week, otherwise that the project needs to proceed to prevent further delays.

No response has been received from the Tribe to date related to this Project and consultation is considered complete.

### **4.18.2 IMPACT ANALYSIS**

**Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**

- a) **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or**
- b) **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in**

**subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

**Less Than Significant Impact with Mitigation.** For purposes of impact analysis, a tribal cultural resource is considered a site, feature, place, cultural landscape, sacred place, or object which is of cultural value to a California Native American Tribe and is either eligible for the CRHR or a local register. As indicated in Section 4.5 of this document, based on a SCCIC record search and the results from the NAHC SLF database results there are no resources within the Project area that are currently listed on the CRHR. The Project site is generally developed, and only limited work would occur within native sediments. However, due to the excavation within native sediments that is required to construct the Project's subterranean parking garage, there is a potential to encounter unknown cultural, historic, and/or tribal cultural resources. Therefore, MM CUL-1 will be implemented during construction requiring the procedures for temporarily stopping work and obtaining an evaluation of the find by a qualified archaeologist. With implementation of MM CUL-1, the proposed Project would have a less than significant impact on tribal cultural resources, and would not cause a substantial adverse change in the significance of a tribal cultural resource.

Also, based on information available through the record searches at the SCCIC and the NAHC, and the disturbed and urbanized nature of the Project area, there is no information available that indicates there are significant tribal resources within the Project area that would be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1. However, as noted above, past consultation with the Gabrieleno Band of Mission Indians – Kizh Nation indicates that the area was traditionally and culturally affiliated with their Tribe. Although no archaeological resources important to Native Americans have been identified within the Project area, there is the possibility that undiscovered intact cultural resources, including tribal cultural resources may be present below the surface in native sediments. With implementation of RR CUL-1 and MM CUL-1, any inadvertent discoveries of cultural resources or human remains would be minimized. Impacts relative to this threshold would be less than significant with implementation of RR CUL-1 and MM CUL-1.

#### **4.18.3 MITIGATION MEASURES**

**MM CUL-1** Prior to the issuance of a demolition permit, the Applicant shall submit the name and qualifications of a qualified archaeologist to the City of Arcadia Development Services Department for review and approval. Once approved, the qualified archaeologist shall be retained by the Applicant. In the event that suspected cultural (archaeological) resources or tribal cultural resources are inadvertently unearthed during excavation activities, the contractor shall immediately cease all earth-disturbing activities within a 100-foot radius of the area of discovery. The Project contractor or Applicant shall contact the qualified archaeologist to request an evaluation of the significance of the find and determine an appropriate course of action. If avoidance of the resource(s) is not feasible, salvage operation requirements pursuant to Section 15064.5 of the State California Environmental Quality Act Guidelines shall be followed. After the find has been appropriately avoided or mitigated, work in the area may resume.

4.19 UTILITIES AND SERVICE SYSTEMS	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 4.19.1 ENVIRONMENTAL SETTING

The potable water and sewer services for the Project site are provided by the City of Arcadia Public Works Services Department. Water pipeline infrastructure and sewer infrastructure is available in the vicinity. Potable water is available from existing water infrastructure located adjacent to the Project including an 8-inch main pipeline located in Wheeler Avenue, a 12-inch main pipeline in Huntington Avenue, an 8-inch pipeline in N. 1<sup>st</sup> Avenue, and a six-inch pipeline in Indiana Street. Existing sewer infrastructure includes a 15-inch country trunk link sewer main located in N. 1<sup>st</sup> Avenue.

The City's water supply sources include groundwater production from Main Basin and the Raymond Basin and direct delivery of treated imported water from the Metropolitan Water District (MWD). The City currently owns and operates seven active groundwater wells within the Main Basin (15,200 gallons per minute [gpm] capacity) and 6 active groundwater wells within the Raymond Basin (4,300 gpm capacity). Additionally, the City has the ability to receive 20 cubic feet per second (cfs, which is approximately 14,500 acre-feet per year [afy]) of MWD water (Arcadia 2016).

LACSD is comprised of 24 independent special districts that provide sanitation services, including wastewater and solid waste management, to 5.6 million people in 78 cities in Los Angeles County. The Districts' wastewater management system consists of approximately 1,400 miles of main trunk sewers, 48 active pumping plants, and 11 wastewater treatment plants (LACSD 2019). The Districts currently convey and treat approximately 400 million gallons per day (mgd) of wastewater. Approximately 140 mgd of the treated wastewater is available for reuse, after

receiving a high level of treatment. Wastewater is treated through a regional interconnected sewerage system called the Joint Outfall System (JOS), which includes the main Joint Water Pollution Control Plant in Carson and six satellite water reclamation plants (LACSD 2019).

The City contracts with Waste Management Inc. for solid waste collection services. Waste Management Inc. operates the El Sobrante Landfill located in the City of Corona in Riverside County, which accepts construction/demolition waste, contaminated soil, mixed municipal waste, and tires. Waste generated in the City is ultimately disposed of in this landfill or others in the vicinity. As of April 1, 2018, the latest data available, El Sobrante Landfill had a remaining capacity of 143,977,170 cubic yards (38,873,835 tons). In January 2019, a total of 289,478 tons was disposed of at El Sobrante Landfill, for an average of 11,133 tons per operating day. The facility's maximum permitted throughput is 16,054 tons per day, so the waste received in January 2019 was well below the facility's capacity (CalRecycle 2019a).

#### 4.19.2 PROJECT IMPACTS

##### Regulatory Requirements

**RR UTIL-1** The Developer shall comply with all applicable regulations and restrictions set forth in the City's Municipal Code, including Section 7472 regarding restrictions on discharges into the sewer and Section 5130 regarding achievement of annual waste diversion rates and other applicable requirements in compliance with but not limited to Assembly Bill 939, Assembly Bill 341, and Assembly Bill 1826.

##### Impact Discussion

- a) **Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**
- c) **Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

**Less Than Significant With Mitigation.** The City of Arcadia provides water and wastewater service to the Project site; LACSD provides wastewater treatment that the City's facilities connect to; and SCE provides electrical service. Required Project infrastructure improvements are described in Sections 2.2.2 and 2.2.3, and Project off-site improvements are discussed in Section 2.2.4.

##### ***Water Facilities***

The City of Arcadia Public Works Services Department is responsible for producing, storing, and distributing potable water to the City and for maintaining the City's water system infrastructure. The existing water infrastructure adjacent to the Project includes an 8-inch main pipeline located in Wheeler Avenue, a 12-inch main pipeline in Huntington Avenue, an 8-inch pipeline in N. 1<sup>st</sup> Avenue, and a six-inch pipeline in Indiana Street (Willrodt 2019).

The City obtains water primarily from local groundwater supplies, including from the Main San Gabriel Basin and the Raymond Basin, as well as treated imported water from the MWD. The City typically does not utilize its service connection to the MWD sources because the City's collective

groundwater supplies are sufficient to meet water demands. However, the City has the option to utilize this as an emergency water supply source if needed (Arcadia 2010a).

For the purposes of assessing existing public water infrastructure capacities, the “average daily flows” methodology was used. The Project would include 139 residential units with an estimated 402 residents and 10,200 sf of retail space with an estimated 27 on-site employees. Table 43, Total Domestic Water Demand, provides an estimation of the proposed domestic water demand for the Project site.

**TABLE 43  
TOTAL DOMESTIC WATER DEMAND**

<b>Water Demand</b>	<b>Number of Units or Square Footage</b>	<b>Total Occupancy</b>	<b>Indoor Per Capita Use</b>	<b>Daily Demand</b>	<b>Annual Demand (gallons)</b>
Residential	139 units	402 residents	98 gpd	39,396 gpd	14,379,540
Retail	10,200 sf	27 employees	221 gpd	5,967 gpd	2,177,955
<b>Estimated Total</b>				<b>45,363 gpd</b>	<b>16,557,495</b>
gpd: gallons per day; sf: square feet					
Source: Willrodt 2019, DWR 2019, Pacific Institute 2003.					

According to the estimated domestic water demand as shown in Table 43, Total Domestic Water Demand, the average daily water demand would be 45,363 gallons per day (gpd, approximately 16.5 million gallons annually). The City has confirmed that these demands can be accommodated with the existing potable water infrastructure, and no new pipelines or capacity expansions are required (Willrodt 2019).

As shown in Exhibit 12, Wet Utility Point of Connection, the Project’s proposed water infrastructure for the project will include domestic, irrigation, and fire water service lines, meters, and backflow preventers. Building 2 would connect to the existing water main in Wheeler Avenue via a 6-inch domestic water service line, meter, and back flow prevention device, and a 6” fire water service line, meter, and back flow prevention device. Building 1 would connect to the existing water main in Huntington Drive to the south of the Project site via a 6-inch domestic water service line, meter, and back flow prevention device, a 6-inch fire water service line, meter, and back flow prevention device, and a 2-inch irrigation water service line, meter, and back flow prevention device. Any portions of Wheeler Avenue or Huntington Drive that are disturbed during Project construction would be repaved in-kind as described in MM TRANS-1.

In addition to the building-specific fire water services, the nearby vicinity block area of the Project would be designed to maintain a collective simultaneous fire flow of 3,000 gpm for a 3-hour duration through a combination of site adjacent fire hydrants (Willrodt 2019).

**Sanitary Sewer Facilities**

As shown in Exhibit 12, Wet Utility Point of Connection, the Project proposes to connect to the existing 15-inch LACSD trunk line sewer main located in N. 1<sup>st</sup> Avenue. LACSD has confirmed that sewage generated by the Project can be accommodated with the existing sewage pipeline infrastructure, and no capacity driven expansions and/or relocations are required. The Project’s sewer connection point in N. 1<sup>st</sup> Avenue would require the new construction of approximately 200 feet of new 8-inch City sewer main (with manholes) beneath the existing public alley corridor, which would require trenching, demolition/removal of approximately 230 feet of existing 8-inch

sewer. This new sewer main would have two proposed sewer laterals that would connect from Building 2 to the north and Building 1 to the south. Areas within the public right-of-way disturbed during construction would be repaved once these activities are completed as required in MM TRANS-1 (Willrodt 2019).

Based on the information estimated in Table 43, Total Domestic Water Demand, sewage generation would be approximately 45,363 gpd (approximately 16.5 million gallons annually).

The Joint Water Pollution Control Plant in Carson, which is the primary treatment facility in the LACSD JOS, provides both primary and secondary treatment for approximately 260 mgd, and has a total permitted capacity of 400 mgd (LACSD 2019). The estimated 45,363 gpd of residential and commercial wastewater generated from the Project site constitutes 0.0324 percent of the remaining 140 mgd plant capacity and would not result in an exceedance of the LACSD treatment capacity. Additionally, the design capacities of the LACSD's wastewater treatment facilities are based on SCAG's adopted regional growth forecasts. Since the Project complies with the zoning and General Plan land use designation for the Project site, the full development of the property was anticipated within SCAG's growth projections and subsequently, the LACSD's infrastructure plans for wastewater facilities. No impacts are anticipated, and no mitigation is required. During the final design process, the Developer would coordinate with the LACSD to confirm trunk line adequacy.

### **Dry Utilities**

Dry utility service would be provided by Southern California Edison (SCE) (electricity service), Southern California Gas Company (gas service), AT&T (telephone service), and Charter Communications (cable/internet service) from existing facilities near the Project site. The Project would tie in to existing telephone and cable/internet infrastructure currently providing service to the site. Also, the Project would require the relocation and partial undergrounding of the existing dry lines which span the Project site running east-to-west along the northern edge of the existing public alley as described in more detail above in Sections 2.2.2 and 2.2.3.

**b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?**

**Less than Significant Impact.** As shown in Table 43, Total Domestic Water Demand, the estimated potable water demand for the Project is anticipated to be approximately 45,363 gallons per day (gpd, approximately 16.5 million gallons annually). Water supplies would be provided by the City of Arcadia subject to the requirements set forth in the City's 2015 Urban Water Management Plan (UWMP). As set forth in the UWMP, the Baseline Daily Per Capita Water Use for the City was determined to be 298 gallons per capita per day (gpcd), based on the highest value calculated for a continuous 10-year period (first baseline period) between 1995–1996 and 2004–2005. Assuming the City's Urban Water Use Target is 80 percent of the Baseline Daily Per Capita Water Use, a total of 238 gpcd was estimated (Arcadia 2015). The Project's anticipated water use of 106 gpcd<sup>10</sup> is well below this goal, due in large part to the mixed-use nature of the Project, which eliminates the water-intensive landscaping requirements for single-family homes. Since the Project complies with the zoning and General Plan land use designation for the Project site, the full development of the property was anticipated within the City's UWMP growth projections. Less than significant impacts would occur, and no mitigation is required.

<sup>10</sup> 45,363 gpd / 429 residents and employees = 105.74 gpcd

**d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**

**Less than Significant Impact.** The Project involves demolition of the existing structures, paved surfaces, and sewer on the Project site and removal of soil to accommodate the subterranean parking garage, which would generate debris that would need to be removed from the site. In order to comply with the State of California Waste Management Act (AB 939), the City of Arcadia has implemented a recycling program. In accordance with the City's Municipal Code (§5130.1, Commercial/Industrial Waste Hauler Requirements), the Developer is required to divert 50 percent of demolition debris generated at the Project site from landfills by recycling, reuse, and diversion programs. Even without recycling efforts, the solid waste generated from the demolition Project could be accommodated within the permitted capacity of the El Sobrante Landfill. No significant impacts would occur, and no mitigation is required.

Project implementation would result in the development of 139 multi-family residential units and 10,200 sf of retail space. Based on a solid waste generation rate of 4.48 pounds per person per day, assuming a maximum occupancy of 402, the Project's residential uses would generate approximately 1,801 pounds of trash per day (USEPA 2019). Based on 5 pounds per 1,000 sf per day for commercial solid waste generation, the Project's retail uses would generate approximately 57.5 pounds of solid waste per day (CalRecycle 2019b).

The City of Arcadia is serviced by Waste Management, Inc., which takes trash from Southern California to the El Sobrante Landfill in the City of Corona in Riverside County. The Project's estimated increase in solid waste disposal could be accommodated within the permitted capacity of the El Sobrante Landfill, which has disposal capacity available for over 50 years. Less than significant impacts would occur, and no mitigation is required.

**e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?**

**No Impact.** The City of Arcadia's Municipal Code (§5130) sets forth requirements for achieving annual diversion rates in compliance with AB 939 for all commercial waste as defined in the City's Source Reduction and Recycling Element, including varieties of paper, plastic, glass, wood, yard and greenwaste, and construction/demolition debris (Arcadia 2019). These diversions must be reported to the City by the recycling company or waste hauler, and each permitted commercial hauler must provide a recycling container for the customer's separated recyclables at no additional charge upon request of the commercial customer. Also, AB 341 requires that businesses generate over 4 cubic yards of waste per week and multifamily residential properties with 5 or more units must establish a recycling program. Similarly, AB 1826 requires businesses and multifamily properties to separate and recycle organic waste if they generate more than 4 cubic yards of each type of waste per week. The City's Municipal Code Section 5130.1 covers commercial/industrial waste hauler requirements, including multifamily residential, and outlines how the City's contracted waste hauler shall comply with State requirements related to waste diversion (Arcadia 2019). Compliance with the City's Municipal Code (RR UTIL-1) will ensure that the Project has no impact on the ability to satisfy applicable regulations related to solid waste.

### **4.19.3 MITIGATION MEASURES**

Project implementation would not result in significant impacts related to Utilities; therefore, no mitigation measures are required.

<b>4.20 WILDFIRE</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
<b>If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:</b>				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 4.20.1 ENVIRONMENTAL SETTING

The Project is located in a fully developed location within the City of Arcadia with no exposure to wildfire risk. The nearest very high fire hazard severity zone is located over 0.8 mile to the north associated with the undeveloped foothills the City.

#### 4.20.2 PROJECT IMPACTS

##### Regulatory Requirements

None required.

##### Impact Discussion

- a) **Substantially impair an adopted emergency response plan or emergency evacuation plan?**
- b) **Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**
- c) **Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**

- d) **Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

**No Impact.** As detailed in response to Threshold 4.9(g), given the Project is not located in lands classified as very high fire hazard severity zones and there is no wildfire risk to the Project during or site users during its construction or operation, the Project would have no impact and no mitigation is required.

#### **4.20.3 MITIGATION MEASURES**

Project implementation would not result in significant impacts related to wildfire; therefore, no mitigation measures are required.

<b>4.21 <u>MANDATORY FINDINGS OF SIGNIFICANCE</u></b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>Does the project:</b>				
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a) **Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

**Less Than Significant with Mitigation.** As discussed in Section 4.4, Biological Resources, there are no sensitive biological resources, habitat, or species located on the Project site that would be affected by implementation of the Project. Potential impacts to nesting birds would be less than significant with implementation of standard regulatory requirements listed in RR BIO-1. Any Project-related tree removals will be implemented consistent with City policies, including the City's Comprehensive Tree Management Program and permitting process as described in RR BIO-2. A Project landscape plan will be developed as described in RR BIO-3, which will specify the locations and species of replacement trees. As discussed in Section 4.5, Cultural Resources, potential impacts to unknown cultural resources and human remains from implementation of the proposed Project would be less than significant with compliance with RR CUL-1 and with implementation of MM CUL-1. Therefore, with the incorporation of RR's and MM's, the Project does not have the potential to eliminate important examples of the major periods of California history or prehistory.

- b) **Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?**

**Less Than Significant with Mitigation.** To determine whether cumulatively considerable impacts could occur, a list of related projects was compiled based on information on file at the City of Arcadia Development Services Department Planning Division and the City of Monrovia Department of Community Development Planning Division. The list of related projects in the Project area is presented in Table 44, Related Projects, and is consistent with the list used for the Project's *Traffic Study* (Appendix H, Psomas 2019e). A total of 7 projects are proposed; are under construction; or have been recently completed in the vicinity of the Project.

**TABLE 44  
RELATED PROJECTS**

Project	Description	Size
1	Hotel	175 Hotel Rooms 2,500 SF Restaurant (Part of Hotel) 1,800 SF Coffee Shop 42,700 SF Medical Office
2	Mixed-Use	38 Apartment Units 16,175 SF Commercial
3	Mixed-Use	37 Condo Units 19,360 SF Commercial
4	Residential – Condominium	20 units
5	Residential – Condominium	20 units
6	Hotel and Mixed-Use Development	227 Hotel Rooms 96 Condo Units 38,196 SF Commercial
7	Medical Office, Retail	23,300 SF Medical Office 7,050 SF Retail/Restaurant
Source: Psomas 2019e.		

As discussed in Section 4.1, Aesthetics, no mitigation is required for either short-term or long-term impacts to aesthetics due to Project implementation, and there would be less than significant impacts. As discussed, the Project site lacks scenic resources. The Project site is located in the City's downtown and is immediately surrounded by existing urban development, including commercial retail, office, and associated parking. With implementation of the Project, the views of the Project site from off-site locations would be altered but would be compatible with the intended character of the neighborhood and would not conflict with applicable zoning or other regulations governing scenic quality. Other related projects in the downtown area would be required to comply with the land use and development standards of the DMU and/or CBD zones. Therefore, the Project would not result in cumulatively considerable impacts to aesthetics.

As discussed in Section 4.2, Agriculture and Forestry Resources, no mitigation was required for either short-term or long-term impacts due to Project implementation. The Project site is located in an urbanized area and would not convert farmland to non-agricultural use. Therefore, the Project would not result in cumulatively considerable impacts to agriculture and farming.

As discussed in Section 4.3, Air Quality, no mitigation is required for either short-term or long-term air quality impacts due to Project implementation. The SCAQMD's approach for assessing cumulative impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and State Clean Air Acts. As discussed earlier in Threshold 4.3(a), the Project would be consistent with the AQMP (SCAQMD 2017b), which is

intended to bring the SoCAB into attainment for all criteria pollutants.<sup>11</sup> The maximum daily regional construction and operational emissions calculated for the Project, Tables 8 and 11 respectively, would be lower than the applicable SCAQMD daily significance thresholds that are designed to assist the region in attaining the applicable State and national ambient air quality standards. The Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the region is in non-attainment, as described in Threshold 4.3(b). The Project would be constructed consistent with SCAQMD rules and permitting requirements as further specified in RR AQ-1. SCAQMD's policy with respect to cumulative impacts associated with the above-referenced pollutants and their precursors is that impacts that would be directly less than significant would also be cumulatively less than significant (SCAQMD 2003). As discussed under Threshold 4.3(a), short-term construction emissions would occur at less than significant levels. Therefore, consistent with SCAQMD policy, the cumulative construction impact of criteria pollutants would also be less than significant. As shown in Table 11, Peak Daily Net Operational Emissions, operational emissions for all analyzed pollutants would be below the SCAQMD CEQA significance thresholds. Therefore, the Project would not contribute to a cumulatively considerable net increase of a pollutant for which the SoCAB is in nonattainment. Emissions of nonattainment pollutants or their precursors would not be cumulatively considerable and would be less than significant; no mitigation would be required. Therefore, the Project would not result in cumulatively considerable impacts to air quality.

As discussed in Section 4.4, Biological Resources, 2 protected trees occur on the Project site pursuant to the City's Tree Preservation Ordinance that would need to be removed to accommodate the project. The Project would require the removal of an additional 2 street trees protected through the City's Comprehensive Tree Management Program, as well as an additional 8 trees on the project site. With implementation of RR BIO-2 and RR BIO-3 requiring the Developer to obtain a permit and submit a landscaping plan for review and approval to the City Public Works Services Department that includes specifications for replacement street trees, a less than significant impact would result from the Project, and no mitigation is required. Also, because tree removal is required, there is the potential for nesting birds subject to the MBTA. Compliance with the provisions of the MBTA, including implementation of RR BIO-1, would result in a less than significant impact and no mitigation would be required. Other cumulative projects would also be subject to compliance with the City's tree ordinance and the MTBA. Therefore, the Project would not result in cumulatively considerable impacts to biological resources.

As discussed in Section 4.5, Cultural Resources, two historic-era buildings would be removed, which have been determined to be ineligible for the National Register of Historic Places. The records searches conducted for the Project did not identify any previously-identified archaeological resources recorded within the Project limits. The NAHC Sacred Lands File search also did not have any known sites in the Project limits. However; in the unlikely event that unknown historic, archaeological, and paleontological resources, and human remains are discovered on the site, RR CUL-1, MM CUL-1, and MM GEO-1 would ensure the Project has less than significant impacts to these resources. Other cumulative projects are located in similar geographic contexts, generally on developed sites, where historic buildings and unknown/unanticipated archaeological, tribal cultural resources, and paleontological resources are the primary cultural resource issues of concern. It is expected that the cumulative projects would adhere to the same or similar regulatory requirements and mitigation measures as those specified for the Project given their

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<sup>11</sup> Section 15064(h)(3) of the State CEQA Guidelines states "A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program which provides specific requirements that will avoid or substantially lessen the cumulative problem (e.g., water quality control plan, air quality plan, integrated waste management plan) within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency".

similar contexts, which would help to avoid and minimize the potential for cumulative impacts. Therefore, the Project would not result in cumulatively considerable cultural resource impacts.

As discussed in Section 4.6, Energy, the Project would consume energy during the construction and operations phases of the Project. Energy consumption of the different fuels from each of these phases have been calculated for the Project and are included above in response to Threshold 4.6(a). The Project would not involve the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. Fuel energy consumed during construction would be temporary in nature and would not represent a significant demand on energy resources. Project implementation would be consistent with the City's Resource Sustainability Element of the General Plan, as well as according to adopted efficiency design standards such as Title 24 energy efficiency standards and the mandatory requirements of the CALGreen code. Also, the Project's mixed-use nature and proximity to transit are consistent with local land use and zoning requirements and may help to further alleviate dependence on automobiles for some trips. Therefore, the Project would not conflict with any State or local plan for renewable energy or energy efficiency or result in wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation.

As discussed in Section 4.7, Geology and Soils, Project implementation would require implementation of PDF GEO-1 and RR GEO-1. Geology and soils impacts are generally site specific and there is typically little, if any, cumulative relationship between the development of a proposed Project and development within a larger cumulative area. For example, development at the Project site would not alter geologic events or soil features/characteristics (such as ground shaking, seismic intensity, or soil expansion) at other locations; therefore, the Project would not result in cumulatively considerable impacts.

As discussed in Section 4.8, Greenhouse Gas Emissions, no mitigation is required for either short-term or long-term impacts due to Project implementation. Construction-related emissions would be negligible (53 MTCO<sub>2</sub>e/yr) and the total operational GHG emissions at buildout of the Project are estimated at 277 MTCO<sub>2</sub>e/yr, considerably less than the proposed SCAQMD Tier 3 screening threshold of 3,000 MTCO<sub>2</sub>e/yr for all land use types were applied in this analysis. Therefore, the Project would not result in cumulatively considerable GHG emissions impacts.

As discussed in Section 4.9, Hazards and Hazardous Materials, potential impacts related to the handling of ACMs and LBP would be mitigated through MM HAZ-1. Adherence to RR HAZ-1 would ensure that the routine use, storage, and handling of hazardous materials on the Project site during construction and operation of the Project would not result in any risks to public health and safety. Emergency access and roadway hazards would be mitigated through MM TRANS-1. Although the cumulative projects listed may have potential impacts associated with hazardous materials, the environmental concerns associated with hazardous materials are site specific. Each project is required to address any issues related to hazardous materials or wastes. Federal, State, and local regulations require mitigation to protect against site contamination by hazardous materials. Therefore, there would be no cumulative hazards and hazardous materials impacts.

As discussed in Section 4.10, Hydrology and Water Quality, no mitigation is required for either short-term or long-term impacts due to Project implementation. With implementation of appropriate BMP's as described in RR HWQ-1 including the development and implementation of a project-specific SWPPP as well as compliance with the County's MS4 Permit and City's LID Ordinance, the Project's surface runoff water quality during construction would comply with adopted regulatory requirements to ensure that construction activity does not adversely affect water quality in receiving streams. Implementation of the Project would not result in an increase in the amount of impervious surfaces on site and would not affect flooding or erosion. Project design will adhere to the requirements contained in the MS4 Permit and City's LID Ordinance that

will identify the need and feasibility for long-term site-design, source-control, and treatment-control BMPs that will be used to control pollutant runoff and to reduce impacts to water quality. Cumulative projects would also be subject to the regulatory requirements to address storm water quality and quantities. The Project would not result in cumulatively considerable hydrology and water quality impacts.

As discussed in Section 4.11, Land Use and Planning, no mitigation was required for either short-term or long-term impacts due to Project implementation. The Project is consistent with the City's General Plan, Development Code, and City Center Design Plan. As with the proposed Project, previously approved and future development within the City is required to comply with the adopted land use plans, policies, and ordinances set forth in the General Plan and the Zoning Ordinance, as well as any other applicable planning documents, and be compatible with surrounding land uses. Therefore, the Project would not result in cumulatively considerable land use impacts.

As discussed in Section 4.12, Mineral Resources, no mitigation was required for either short-term or long-term impacts due to Project implementation. The Project site does not contain known State- or locally-designated mineral resources. Therefore, there would be no cumulative mineral resource impacts.

As discussed in Section 4.13, Noise, mitigation is required to minimize the Project's generation of excessive groundborne vibration and noise levels during construction. Demolition, grading, and construction would occur up to the property lines and off-site within the public alley and other right-of-way areas. The vibration levels for Project construction are provided in Table 32, Vibration Annoyance Criteria at Sensitive Uses, showing that Project construction would be "distinctly perceptible" but not exceed existing criteria. The potential for structural damage to adjacent buildings is provided in Table 33, Structural Damage Criteria at Sensitive Uses, which shows that the commercial uses immediately west and east of the Project site would be affected in excess of established criteria, which would result in a significant impact if no mitigation were incorporated. MM NOI-1 has been incorporated into the Project, which would reduce the Project's impacts related to vibration-induced structural damage by limiting use of heavy construction equipment within 25 feet of off-site buildings. Increases to the ambient noise levels near the Project would be consistent with applicable standards. Also, the Project would result in temporary noise increases during construction, such as demolition of existing structures, grading, excavation, and building construction as described in response to Threshold 4.13(a). The Project would be constructed consistent with the City's Noise Ordinance and RR NOI-1 would be implemented, which requires a plan to be developed and implemented to reduce Project noise impacts during construction. Permanent noise increases resulting from the Project would include noise generated by Project traffic and on-site sources such as HVAC systems and trash collection. During Project operations, exterior noise would be compatible with existing nearby uses according to the CNEL scale. Interior noise levels were analyzed and the Project would comply with the State of California's interior noise standard for residential uses as well as the City's maximum interior noise level for residential uses as described in the Noise Element of the General Plan. Therefore, there would be no cumulative impacts related to noise or vibration.

As discussed in Section 4.14, Population and Housing, no mitigation is required for either short-term or long-term impacts due to Project implementation. An increase of 402 residents is considered minimal compared to the current City of Arcadia population estimate of 57,704 persons for the year 2018, and the projected City population of 65,900 persons by 2040 (SCAG 2016). As with the proposed Project, previously approved and future residential development in the City will be required to comply with the adopted housing plans and growth policies set forth in the General Plan, as well as any other applicable planning documents. Therefore, there would be no cumulative impacts related to population or housing.

As discussed in Section 4.15, Public Services, no mitigation is required for short-term and long-term impacts due to Project implementation. In general, cumulative impacts on public services occur with increasing demands for services from the Project and from related projects in the respective service areas of affected services. As with the proposed Project, previously approved and future development in the City will be required to coordinate with the appropriate public service departments to ensure that adequate levels of service are maintained. The AFD, APD, AUSD, and Recreation and Community Services Department regularly review their services and the needed increases in facilities, staffing, and equipment, as necessary, to adequately serve their service areas and keep response times acceptable. Therefore, Project implementation would not result in cumulatively considerable impacts to public services.

As discussed in Section 4.16, Recreation, no mitigation was required for short-term and long-term impacts due to Project implementation. The Project incorporates private patios/balconies, private courtyard and Skydeck recreational areas, and a public outdoor plaza. As required by the City, the Developer would be required to pay City park facilities impact fees applicable at the time building permits are issued. Previously approved and future development in the City would be required to pay any applicable park fees as well. Therefore, Project implementation would not result in cumulatively considerable impacts to recreation.

As discussed in Section 4.17, Transportation, the Project would be required to pay a fair share contribution to cumulative traffic impacts that would result from the project and other cumulative projects at the E. Huntington Drive/Santa Anita Avenue intersection, as required in MM TRANS-1. The Project would be implemented before, after, or concurrently with the seven projects identified in Table 44 and shown in Exhibit 18, Cumulative Projects Map. These Projects are likely to generate trips that would use the same transportation corridors (e.g., E. Huntington Drive, N. 1<sup>st</sup> Avenue, and Santa Anita Avenue) for operational and construction-related traffic. Based on the analysis presented in the Project's *Traffic Study* (Appendix H, Psomas 2019e) and summarized in the Section 4.17, it is anticipated that the local roadway network would have adequate capacity to handle the traffic volume increases, with implementation of MM TRANS-1, and impacts would not be cumulatively considerable.

As discussed in Section 4.18, Tribal Cultural Resources, consultation with the Gabrieleno Band of Mission Indians – Kizh Nation occurred from June through October of 2019 consistent with the requirements of AB 52. The Project site is developed and only limited work would occur within native sediments including the excavation associated with the Project's proposed subterranean parking garage. Due to this work in native sediments, there is potential to encounter unknown cultural, historic, and/or tribal cultural resources. Therefore, MM CUL-1 will be implemented during construction requiring the procedures for temporarily stopping work and obtaining an evaluation of the find by a qualified archaeologist. With implementation of MM CUL-1, the proposed Project would have a less than significant impact on tribal cultural resources, and would not cause a substantial adverse change in the significance of a tribal cultural resource.

As discussed in Section 4.19, Utilities and Service Systems, the Project would result in incremental demands for water, wastewater, storm water drainage, solid waste, and other utilities and service systems. As indicated by the City and other service providers, there is adequate capacity available in the existing water, wastewater, and storm water drainage system to serve the Project. Also, there is ample capacity available in the El Sobrante Landfill to dispose of both construction and operational solid waste. Therefore, the Project's demand for utilities and service systems during construction and operation would not result in cumulatively considerable impacts.

As discussed in Section 4.20, Wildfire, no mitigation is required for short-term and long-term impacts due to Project implementation. The Project is not located in a very high fire hazard

severity zone and no potential impacts related to wildfire would result from Project construction or implementation.

**c) Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?**

**Less Than Significant With Mitigation.** Project construction and operation would not have the potential to generate significant adverse impacts on human beings for the resource topics that relate to human health, including air quality, hazards and hazardous materials, hydrology and water quality, noise, public services, and transportation. RR AQ-1 specifies that the Project will be constructed consistent with applicable rule and permitting requirements of the SCAQMD. The Project would be consistent with the requirements contained in the AQMP during construction and operations and would not exceed localized significance thresholds during construction or lead to significant toxic air contaminant emissions. The Project would not otherwise expose sensitive receptors to substantial pollutant concentrations as further discussed above under Threshold 4.3(c). RR-HAZ 1 would be implemented to avoid and minimize potential Project-related risks to public health and safety that might result from the use, storage, disposal, and transport of hazardous materials during construction and operation of the Project. Pre-demolition surveys for ACMs and LBP, as outlined in MM HAZ-1 would be implemented to mitigate the risk of exposure of construction workers and the nearby public. Design and construction of the Project consistent with requirements contained in RR HWQ-1, the City of Arcadia LID Ordinance, and the County's LID Standards Manual would ensure that potential short-term and long-term impacts surface water quality are less than significant. Project implementation would result in temporary noise increases during construction, including demolition, excavation, hauling, and building construction activities. Table 27, Construction Noise Levels at Noise Sensitive Uses, shows that noise levels would be increased from existing ambient levels, with the highest temporary noise impacts occurring for commercial uses on the parcels immediately to the west and east of the Project site. MM NOI-1 would be implemented to ensure that the City requires the construction contractor to implement best practices related to construction noise abatement to avoid potential noise impacts during construction. Also, Project construction would comply with Municipal Code Section 4261, which establishes restrictions for which construction activities can occur. Project exterior noise levels would be below the City's noise and land use compatibility standards, and Project interior noise levels would be below the City's interior noise limit for residential uses as described in 4.3(a). Based on coordination with the Arcadia Fire Department and Arcadia Police Department, these critical public services would be maintained during construction and operation of the Project as described in Section 4.15 without interruption. RR PUB-1 requires design of the Project consistent with the applicable codes, ordinances, and regulations, which will be reviewed and approved by the City during the design review process. Access for emergency service providers during construction would be maintained as detailed in MM TRANS-1. As described in Section 4.17, Transportation, the Project would not increase transportation hazards due to a geometric design feature, incompatible use, or result in inadequate emergency access resulting in direct or indirect substantial adverse effects on human beings.

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## SECTION 5.0 REPORT PREPARERS AND CONTRIBUTORS

### City of Arcadia

#### **Community Development Department**

Assistant City Manager/ Development Services Director ..... Jason Kruckeberg  
Planning and Community Development Administrator ..... Lisa Flores  
Senior Planner ..... Luis Torrico

#### **Fire Department**

Deputy Fire Chief ..... Barry R. Spriggs

### Consultants

#### **Psomas**

Principal in Charge/Senior Project Manager ..... Jennifer Marks  
Lead Preparer/Project Manager ..... Sean Noonan, AICP  
Air Quality/Energy/Greenhouse Gas/Noise ..... Tin Cheung  
Air Quality/Greenhouse Gas ..... Daria Sarraf  
Biological Resources ..... Steve Norton  
Cultural Resources and Tribal Cultural Resources ..... Charles Cisneros  
Cultural Resources and Noise Monitoring ..... Kassie Sugimoto  
GIS/Graphics ..... Michael Deseo  
Paleontology/GIS/Graphics ..... Melissa Macias  
Technical Editing ..... Scott Graff  
Transportation ..... Darlene Danehy  
Word Processing/Graphics ..... Sheryl Kristal

#### **Fuscoe Engineering, Inc.**

Project Engineer ..... Andrew Willrodt, P.E.

#### **Geocon West, Inc.**

Civil Engineer ..... Rene S. Morales, P.E.  
Geotechnical Engineer ..... Neal D. Berliner, G.E.  
Geologist ..... Susan F. Kirkgard, C.E.G.

#### **Humphreys & Partners Architects, L.P.**

Project Architect ..... Vince Chupka

#### **Kathryn McGee**

Architectural Historian ..... Kathryn McGee

#### **Robin Environmental Management**

Project Manager ..... Robin Chang, Ph.D., P.G.

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**APPENDICES ARE PROVIDED FOR DOWNLOAD  
IN A SEPARATE PDF FILE**



Balancing the Natural and Built Environment

[www.Psomas.com](http://www.Psomas.com)

# Huntington Plaza Mixed-Use Project

## Response to Comments Memorandum

Submitted to | City of Arcadia  
Development Services Department  
240 West Huntington Drive  
Arcadia, California 91066  
Contact: Luis Torrico  
T: (626) 574-5442

Prepared by | Psomas  
3 Hutton Centre Drive, Suite 200  
Santa Ana, California 92707  
T: (714) 751-7373

June 2020

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## SECTION 1.0 INTRODUCTION TO RESPONSES TO COMMENTS

The Initial Study/Mitigated Negative Declaration (IS/MND) for the Huntington Plaza Mixed-Use Project (Project) was released for public review and comment by the City of Arcadia on April 23, 2020. The public review period ended on May 22, 2020.

The City of Arcadia, as the lead agency, has evaluated all substantive comments received on the IS/MND, and has prepared written responses to these comments. In accordance with the CEQA Guidelines (14 *California Code of Regulations* [CCR] §15074[b]), the decision-making body of the lead agency must consider the IS/MND and comments received before approving the project. This document, which will be provided to the City of Arcadia's Planning Commission and City Council (if required), as the decision-making body(ies), has been prepared in accordance with CEQA and represents the independent judgment of the lead agency.

This Response to Comments document is organized as follows:

**Section 2.0** identifies the IS/MND commenters.

**Section 3.0** provides responses to comments received on the IS/MND. Responses are provided in the form of individual responses to comment letters received. Comment letters are followed immediately by the responses to each letter.

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## SECTION 2.0 LIST OF COMMENTERS

The following is a list of persons, organizations, and public agencies that submitted comments on the IS/MND that were received by May 22, 2020 (the end of the public review period). Comments have been numbered and responses have been developed with corresponding numbers.

Letter Number	Commenter	Date of Comment
<b>Public Agencies</b>		
1	Los Angeles County Sanitation Districts	May 21, 2020
<b>Individuals and Organizations</b>		
2	Lozeau Drury LLP on behalf of their client Supporters Alliance For Environmental Responsibility ("SAFER")	May 20, 2020

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## **SECTION 3.0    RESPONSES TO ENVIRONMENTAL COMMENTS**

This section includes responses to all substantive environmental issues raised in comments received on the IS/MND. When comments did not address the completeness or adequacy of the environmental documentation or when they did not raise environmental issues, the receipt of the comment is noted; no further response is provided as CEQA does not require a response in these instances.

This section is formatted so that each comment letter is followed immediately by the corresponding responses.

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Letter 1

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**Robert C. Ferrante**  
Chief Engineer and General Manager  
1955 Workman Mill Road, Whittier, CA 90601-1400  
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998  
(562) 699-7411 • www.lacsd.org

May 21, 2020

Ref. DOC 5702010

Mr. Luis Torrico, Senior Planner  
Development Services Department  
City of Arcadia  
240 West Huntington Drive  
Arcadia, CA 91066

Dear Mr. Torrico:

**NOI Response for Huntington Plaza Mixed-Use Project**

The Los Angeles County Sanitation Districts (Districts) received a Notice of Intent to Adopt a Mitigated Negative Declaration (NOI) for the subject project on April 17, 2020. The proposed project is located within the jurisdictional boundary of District No. 15. We offer the following comments:

- 
- |       |   |   |
|-------|---|---|
| 1.    | Sanitary Sewer Facilities, <i>page 4-120</i> , first paragraph – Based on the Districts’ average wastewater generation factors, the expected increase in average wastewater flow from the project site, described in the document as 139 residential units and 10,200 square feet of commercial space, is 20,841 gallons per day, after the structures on the project site are demolished.  | 1 |
| <hr/> |   |   |
| 2.    | Sanitary Sewer Facilities, <i>page 4-120</i> , second paragraph – The wastewater generated by the proposed project will be treated at the San Jose Creek Water Reclamation Plant (WRP) located adjacent to the City of Industry, which has a capacity of 100 million gallons per day (mgd) and currently processes an average flow of 58.5 mgd. All biosolids and wastewater flows that exceed the capacity of the San Jose Creek WRP are diverted to and treated at the Joint Water Pollution Control Plant in the City of Carson. | 2 |
| <hr/> |   |   |
|       | All other information concerning Districts’ facilities and sewerage service contained in the document is current. If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717 or at <a href="mailto:araza@lacsd.org">araza@lacsd.org</a> .  | 3 |
- 

Very truly yours,

Adriana Raza  
Customer Service Specialist  
Facilities Planning Department

AR:ar

cc: A. Schmidt  
A. Howard

DOC 5730435.D15

## Response to Letter 1

1. The comment letter submitted by the Los Angeles County Sanitation Districts (Districts) provides clarification related to the Project's wastewater generation factors. Section 4.19.2 of the Final IS/MND has been revised to include the wastewater generation factor provided in the Districts' comment letter, which is lower than the factor that was used previously.
2. The Districts' letter also provides clarification related to the wastewater treatment facility that would treat wastewater from the Project. The following is the updated Sanitary Sewer Facilities discussion from Section 4.19.2, with deletions shown in ~~bold with strikethrough~~ and additions shown in **bold with underline**.
3. The District's letter concludes by stating that All other information concerning Districts' facilities and sewerage service contained in the document is current. This comment is acknowledged and no further edits are required.

### **Sanitary Sewer Facilities**

As shown in Exhibit 12, Wet Utility Point of Connection, the Project proposes to connect to the existing 15-inch LACSD trunk line sewer main located in N. 1<sup>st</sup> Avenue. LACSD has confirmed that sewage generated by the Project can be accommodated with the existing sewage pipeline infrastructure, and no capacity driven expansions and/or relocations are required. The Project's sewer connection point in N. 1<sup>st</sup> Avenue would require the new construction of approximately 200 feet of new 8-inch City sewer main (with manholes) beneath the existing public alley corridor, which would require trenching, demolition/removal of approximately 230 feet of existing 8-inch sewer. This new sewer main would have two proposed sewer laterals that would connect from Building 2 to the north and Building 1 to the south. Areas within the public right-of-way disturbed during construction would be repaved once these activities are completed as required in MM TRANS-1 (Willrodt 2019).

~~Based on the information estimated in Table 43, Total Domestic Water Demand, sewage generation would be approximately 45,363 gpd (approximately 16.5 million gallons annually). Based on information provided by the LACSD, the Project would result in an increase in average wastewater flow of 20,841 gallons per day (approximately 7.6 million gallons annually) (LACSD 2020). The wastewater generated by the Project would be treated at the San Jose Creek Water Reclamation Plant (WRP) located adjacent to the City of Industry, which has a capacity of 100 mgd and currently (as of May 2020) processes an average flow of 58.5 mgd. All biosolids and wastewater flows that exceed the capacity of the San Jose Creek WRP are diverted to and treated at the Joint Water Pollution Control Plant in the City of Carson.~~ The Joint Water Pollution Control Plant in Carson, ~~which is the primary treatment facility in the LACSD JOS,~~ provides both primary and secondary treatment for approximately 260 mgd, and has a total permitted capacity of 400 mgd (LACSD 2019).

The estimated ~~45,363~~ **20,841** gpd of residential and commercial wastewater generated from the Project site constitutes ~~a small fraction of the remaining capacity at the San Jose Creek WRP described above.~~ **0.0324 percent of the remaining 140 mgd plant capacity** and would not result in an exceedance of the LACSD treatment capacity. Additionally, the design capacities of the LACSD's wastewater treatment facilities are based on SCAG's adopted regional growth forecasts. Since the Project complies with the zoning and General Plan land use designation for the Project site, the full development of the property was anticipated within SCAG's growth projections and subsequently, the LACSD's infrastructure plans for wastewater facilities. No

impacts are anticipated, and no mitigation is required. During the final design process, the Developer would coordinate with the LACSD to confirm trunk line adequacy.

**Conclusion:**

The clarifications indicated above have been made to Section 4.19.2 of the Final IS/MND, which will be provided to the Planning Commission and City Council. Pursuant to Section 15037.5 of the State CEQA Guidelines, recirculation is not required when new information is added to an IS/MND after circulation which merely clarifies, amplifies, or makes insignificant modifications to the IS/MND that does not affect the impact analyses and the environmental determination and subsequent findings of the IS/MND.

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Letter 2



T 510.836.4200  
F 510.836.4205

1939 Harrison Street, Ste. 150  
Oakland, CA 94612

www.lozeaudrury.com  
richard@lozeaudrury.com

*Via Email*

May 20, 2020

Luis Torrico  
Senior Planner  
City of Arcadia Development Services  
Department  
240 W. Huntington Drive  
P.O. Box 60021  
Arcadia, CA 91066  
Ltorrico@ArcadiaCA.gov

**Re: Comment on Mitigated Negative Declaration for Huntington Plaza Mixed-Use Project (CUP No. 18-04 & 19-12; ADR No. 18-05 & 19-07; VTT No. 19-01 & 19-02)**

Dear Mr. Torrico:

I am writing on behalf of Supporters Alliance For Environmental Responsibility (“SAFER”) regarding the Initial Study and Mitigated Negative Declaration (“IS/MND”) prepared for the Huntington Plaza Mixed-Use Project located at 117-129 E. Huntington Drive & 124-134 Wheeler Avenue in Arcadia, including any and all actions related or referring to a Condition Use Permit, Architectural Review, Vesting Tentative Track Map, and Development Agreement for a mixed use development consisting of 139 residential condominiums and 10,200 square feet of commercial space, and a subterranean parking structure (“Project”).

After reviewing the IS/MND, we conclude that the IS/MND fails as an informational document, and that there is a fair argument that the Project may have adverse environmental impacts, including impacts related to air quality, health risk impacts, greenhouse gas emissions, potential release of hazardous materials, and noise during construction. Therefore, we request that the City of Arcadia prepare an environmental impact report for the Project pursuant to the California Environmental Quality Act, Public Resources Code section 21000, et seq.

1

We reserve the right to supplement these comments during public hearings concerning the Project. *Galante Vineyards v. Monterey Peninsula Water Management Dist.*, 60 Cal. App. 4th 1109, 1121 (1997).

Sincerely,

A handwritten signature in blue ink, appearing to read 'Richard Drury', is written over a light blue horizontal line.

Richard Drury

## Response to Letter 2

1. The comment letter submitted by Lozeau Drury LLP on behalf of their client Supporters Alliance For Environmental Responsibility (“SAFER”) states that the IS/MND prepared by the City, “fails as an informational document, and that there is a fair argument that the Project may have adverse environmental impacts, including impacts related to air quality, health risk impacts, greenhouse gas emissions, potential release of hazardous materials, and noise during construction.” The comment letter requests that the City prepare an Environmental Impact Report (EIR) for the Project, and states that you reserve the right to supplement the comment letter during the Project’s public hearing process.

The City acknowledges receipt of this comment letter, which will be forwarded to the decision-making body as part of the City’s review of the Project during the public hearing process. The comment letter identifies a number of resource topics that are covered in detail in the IS/MND; however, does not identify any specific deficiencies in the content or analysis provided in the IS/MND. Therefore, no further response is warranted due to the general nature of the comment.

# Mitigation Monitoring and Reporting Program for the Huntington Plaza Mixed-Use Project

Prepared for | City of Arcadia  
Development Services Department  
240 West Huntington Drive  
Arcadia, California 91066  
Contact: Luis Torrico  
T: (626) 574-5442

Prepared by | Psomas  
3 Hutton Centre Drive, Suite 200  
Santa Ana, California 92707  
T: 714.751.7373

June 2020

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# MITIGATION MONITORING AND REPORTING PROGRAM

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## 1.1 INTRODUCTION

In accordance with the requirements of Section 21081.6 of the *California Public Resources Code*, and as part of its adoption of Initial Study and Mitigated Negative Declaration (IS/MND) for the Huntington Plaza Project, the City Council (Council) of the City of Arcadia (City) adopts this Mitigation Monitoring and Reporting Program (MMRP). The Council adopts this MMRP in its capacity as the lead agency for the IS/MND in accordance with the provisions of the California Environmental Quality Act (CEQA) (*California Public Resources Code* Section 21000 et seq.) and the State CEQA Guidelines (*California Code of Regulations*, Title 14, Section 15000 et seq.).

The principal purpose of this MMRP is to ensure that the Council-approved mitigation measures and development requirements for the adopted Project are reported and monitored to ensure compliance with the measures' requirements. In general, City of Arcadia, Development Services Department is responsible for overseeing implementation and completion of the adopted measures. This includes the review of all monitoring reports, enforcement actions, and document disposition, unless otherwise noted in the attached MMRP Table. However, the Council retains overall responsibility for verifying implementation of all adopted mitigation measures.

## 1.2 MITIGATION MONITORING PROCEDURES

The City is the designated lead agency for the MMRP. The Development Services Department is responsible for reviewing all monitoring reports, enforcement actions, and document disposition, unless otherwise noted in the MMRP Table.

## 1.3 MITIGATION MONITORING AND REPORTING PROGRAM

The MMRP is provided in tabular format to facilitate effective tracking and documentation of the status of mitigation measures. The attached MMRP Table provides the following monitoring information:

- **Mitigation Measures.** The text of all adopted mitigation measures (MMs) from the IS/MND has been provided in this MMRP. Project design features (PDFs) that would result in the avoidance and/or minimization of an impact identified in the IS/MND are also included in the MMRP. Similarly, regulatory requirements (RRs) that are applicable to the Project are included in the MMRP, including laws, rules, regulations, and ordinances that would avoid and/or minimize environmental impacts of the Project.
- **Responsible for Implementation.** This MMRP identifies the party that is responsible for implementing each of the mitigation measures that is specified in the IS/MND.
- **Timing of Mitigation** This MMRP includes information related to when each mitigation measure in the IS/MND will be implemented.
- **Responsibility for Monitoring.** This MMRP identifies the City Department(s) or other public agency(ies) that are responsible for overseeing the implementation and completion of each mitigation measure.

- **Completion Date.** The completion date column of this MMRP is used to record the date that each mitigation measure is completed. This column of the MMRP Table will be filled in by the City in the future as the Project is implemented and mitigation measures are completed. Upon completion, the MMRP and associated documentation will be kept on file at the City of Arcadia Development Services Department.

Mitigation Measures	Responsible for Implementation	Timing of Mitigation	Responsibility for Monitoring	Completion Date (Signature Required)
<b>Aesthetics</b>				
<b>RR AES-1</b> The Developer shall prepare a Lighting Plan that provides the type and location of proposed exterior lighting and signage, subject to the review and approval of the City's Development Services Department. All new lighting will be shielded and down-cast, such that the light is not cast onto adjacent properties or visible from above, and all new lighting would be reviewed to ensure compliance with the standards codified in Section 9103.01 of the City of Arcadia Development Code.	Applicant	During Design Review	City of Arcadia Development Services Department	
<b>Air Quality</b>				
<b>RR AQ-1</b> The Project will be conducted in compliance with all applicable South Coast Air Quality Management District (SCAQMD) rules and permitting requirements, including but not limited to: <ul style="list-style-type: none"> <li>• SCAQMD Rule 403, Fugitive Dust, for controlling fugitive dust and avoiding nuisance. Compliance with this rule will reduce short-term particulate pollutant emissions.</li> <li>• SCAQMD Rule 402, Nuisance, which states that a Project will not "discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property".</li> <li>• SCAQMD Rule 1113, Architectural Coatings, which limits the volatile organic content (VOC) of architectural coatings used for the Project.</li> </ul>	Applicant	During construction	City of Arcadia Development Services Department	

Mitigation Measures	Responsible for Implementation	Timing of Mitigation	Responsibility for Monitoring	Completion Date (Signature Required)
<b>Biological Resources</b>				
<p><b>RR BIO-1</b> Prior to approval of grading plans, the Development Services Department shall verify that the following note is included on the contractor specifications to ensure compliance with the Migratory Bird Treaty Act (MBTA):</p> <p>To avoid impacts on nesting birds, vegetation on the Project site should be cleared between September 1 and January 31. If vegetation clearing occurs during the peak nesting season (between February 1 and August 31), a pre-construction survey shall be conducted by a qualified biologist to identify if there are any active nesting locations. If the biologist does not find any active nests within the impact area, the vegetation clearing/construction work will be allowed. If the biologist finds an active nest within the construction area and determines that the nest may be impacted by construction activities, the biologist will delineate an appropriate buffer zone around the nest depending on the species and the type of construction activity. Construction activities shall be prohibited in the buffer zone until a qualified biologist determines the nest is abandoned.</p>	Applicant	Prior to approval of grading plans	City of Arcadia Development Services Department	
<p><b>RR BIO-2</b> As required by the City's Comprehensive Tree Management Program, the Developer will obtain a permit from the Arcadia Public Works Services Department for the removal and planting of street trees associated with the Project. The Developer will abide by the standards set forth in the permit, as well as standards contained in the Comprehensive Tree Management Program and other applicable sections of the Development and Municipal Codes.</p>	Applicant	Prior to the removal and planting of street trees	City of Arcadia Development Services Department	
<p><b>RR BIO-3</b> The Developer shall submit the Project's landscape plans, which will include the proposed locations and species of replacement street trees, to the Arcadia Public Works Services Department for review. Street tree species will consist of those set forth in the City's Street Tree Master Plan.</p>	Applicant	Prior to the issuance of any grading permits	City of Arcadia Development Services Department	

Mitigation Measures	Responsible for Implementation	Timing of Mitigation	Responsibility for Monitoring	Completion Date (Signature Required)
<b>Cultural Resources</b>				
<p><b>RR CUL-1</b> If human remains are encountered during excavation activities, all work shall halt in the immediate vicinity of the discovery and the Los Angeles County Coroner shall be notified (California Public Resources Code §5097.98). The Coroner shall determine whether the remains are of forensic interest. If the Coroner determines that the remains are prehistoric, s/he will contact the Native American Heritage Commission (NAHC). The NAHC shall be responsible for designating the most likely descendant (MLD), who will be responsible for the ultimate disposition of the remains, as required by Section 7050.5 of the California Health and Safety Code. The MLD shall make his/her recommendation within 48 hours of being granted access to the site. The MLD's recommendation shall be followed if feasible and may include scientific removal and non-destructive analysis of the human remains and any items associated with Native American burials (California Health and Safety Code §7050.5). If the landowner rejects the MLD's recommendations, the landowner shall rebury the remains with appropriate dignity on the property in a location that will not be subject to further subsurface disturbance (California Public Resources Code §5097.98).</p>	Applicant	During excavation activities	City of Arcadia Development Services Department	
<p><b>MM CUL-1</b> Prior to the issuance of a demolition permit, the Applicant shall submit the name and qualifications of a qualified archaeologist to the City of Arcadia Development Services Department for review and approval. Once approved, the qualified archaeologist shall be retained by the Applicant. In the event that suspected cultural (archaeological) resources or tribal cultural resources are inadvertently unearthed during excavation activities, the contractor shall immediately cease all earth-disturbing activities within a 100-foot radius of the area of discovery. The Project contractor or Applicant shall contact the qualified archaeologist to request an evaluation of the significance of the find and determine an</p>	Applicant/ qualified archaeologist	Prior to the issuance of a demolition permit	City of Arcadia Development Services Department	

Mitigation Measures	Responsible for Implementation	Timing of Mitigation	Responsibility for Monitoring	Completion Date (Signature Required)
<p>appropriate course of action. If avoidance of the resource(s) is not feasible, salvage operation requirements pursuant to Section 15064.5 of the State California Environmental Quality Act Guidelines shall be followed. After the find has been appropriately avoided or mitigated, work in the area may resume.</p>				
<p><b>Energy</b></p>				
<p><b>RR ENR-1</b> The Project shall be consistent with the Title 24 energy efficiency standards and the mandatory requirements of the CALGreen code. Construction activities shall comply with idling requirements and maintenance requirements for on- and off-road vehicles.</p>	<p>Applicant; Construction Contractor</p>	<p>During Project design and construction</p>	<p>City of Arcadia Development Services Department</p>	
<p><b>Geology and Soils</b></p>				
<p><b>PDF GEO-1</b> The Project building design specifications shall include recommendations from the <i>Geotechnical Investigation Proposed Mixed Use Development, 117 and 129 E. Huntington Drive, 124, 126, and 134 Wheeler Avenue, Arcadia, California</i> (Geocon West, Inc. 2018). These recommendations include, but are not limited to, specifications for the following:</p> <ul style="list-style-type: none"> <li>• Demolition and site preparation</li> <li>• Fill placement</li> <li>• Remedial grading and over excavation</li> <li>• Foundation recommendations</li> <li>• Building Floor Slabs and reinforcement</li> </ul> <p>The Project building design specifications shall be verified by the City of Arcadia Building Official prior to issuance of a demolition permit.</p>	<p>Applicant; City of Arcadia Building Official</p>	<p>During preparation of Project architectural plans</p>	<p>City of Arcadia Development Services Department</p>	

Mitigation Measures	Responsible for Implementation	Timing of Mitigation	Responsibility for Monitoring	Completion Date (Signature Required)
<p><b>RR GEO-1</b> Geotechnical design considerations for Project implementation are governed by the Arcadia Building Code, as set forth in Article VIII of the Municipal Code, which incorporates by reference the California Building Code (CBC), including the California Building, Plumbing, Mechanical, Electrical and Existing Building Codes (CBSC 2019). Future buildings and structures shall be designed in accordance with applicable requirements of the CBC, the Arcadia Municipal Code, and any applicable building and seismic codes in effect at the time the grading plans are approved.</p>	<p>Applicant</p>	<p>During preparation of Project architectural plans</p>	<p>City of Arcadia Development Services Department</p>	
<p><b>MM GEO-1</b> Prior to the issuance of a demolition permit, the Applicant shall submit the name and qualifications of a qualified paleontologist to the City of Arcadia Development Services Department for review and approval. Once approved, the qualified paleontologist shall be retained by the Applicant on an on-call basis to observe grading activities in the older Quaternary Alluvium on the Project site and to salvage and catalogue fossils as necessary. At the Project's Pre-Grade Meeting, the paleontologist shall discuss the sensitivity of the sediment being graded and shall establish procedures for monitoring. Protocols must be developed and explained for temporarily halting or redirecting work to permit sampling, identification, and evaluation of any fossils discovered. If the fossils are deemed significant, the paleontologist shall determine appropriate actions, in cooperation with the City of Arcadia, to recover and treat the fossils and to prepare them to the point of identification. A final Paleontological Resources Monitoring Report shall include a catalogue and analysis of the fossils found; a summary of their significance; and the repository that will curate the fossils in perpetuity.</p>	<p>Applicant; qualified paleontologist</p>	<p>Prior to the issuance of a demolition permit</p>	<p>City of Arcadia Development Services Department</p>	

Mitigation Measures	Responsible for Implementation	Timing of Mitigation	Responsibility for Monitoring	Completion Date (Signature Required)
<b>Hazards and Hazardous Materials</b>				
<p><b>RR HAZ-1</b> Activities at the Project site shall comply with existing federal, State, and local regulations regarding hazardous material use, storage, disposal, and transport to prevent Project-related risks to public health and safety. All on-site generated waste that meets hazardous waste criteria shall be stored, manifested, transported, and disposed of in accordance with the <i>California Code of Regulations</i> (Title 22) and in a manner to the satisfaction of the local Certified Unified Program Agency (CUPA), as applicable. Any hazardous materials removed from the Project site shall be transported only by a Licensed Hazardous Waste Hauler, who shall be in compliance with all applicable State and federal requirements, including U.S. Department of Transportation regulations under Title 49 (Hazardous Materials Transportation Act) and Title 40, Section 263 (Subtitle C of the Resource Conservation and Recovery Act) of the <i>Code of Federal Regulations</i>; California Department of Transportation (Caltrans) standards; and Division of Occupational Safety and Health (Cal/OSHA) standards.</p>	Applicant	During Project construction and operation	City of Arcadia Development Services Department	
<p><b>MM HAZ-1</b> Prior to the issuance of a demolition permit, pre-demolition surveys for asbestos-containing materials (ACMs) and lead-based paint (LBP) shall be performed for the structures proposed for demolition. All surveys, inspections, and analyses shall be performed by fully licensed and qualified individuals in accordance with all applicable federal, State, and local regulations. If the pre-demolition surveys/inspections do not identify ACMs or LBP, the Developer shall provide documentation to the City of the survey/inspection showing that no further abatement actions are required. If the pre-demolition surveys/inspections identify ACMs or LBP, all such materials shall be handled in accordance with applicable regulations, including, but not limited to 15 <i>United States Code</i> (USC) Chapter 53 Toxic Substances Control; Division of Occupational Safety</p>	Applicant; Licensed and Qualified Surveyors/Inspectors for asbestos-containing materials and lead-based paint	Prior to the issuance of a demolition permit	City of Arcadia Development Services Department	

Mitigation Measures	Responsible for Implementation	Timing of Mitigation	Responsibility for Monitoring	Completion Date (Signature Required)
<p>and Health (Cal/OSHA) regulations (8 CCR Section 1529 [Asbestos] and Section 1532.1 [Lead]); and SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). After demolition, the Developer shall provide documentation to the City illustrating that abatement of any ACMs or LBP identified in the demolished structure has been completed in full compliance with applicable regulations.</p>				
<b>Hydrology and Water Quality</b>				
<p><b>RR HWQ-1</b> <u>Storm Water Pollution Prevention Plan</u>. Prior to the City's issuance of a demolition permit, the Developer shall obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity, which will require the development and implementation of a project-specific Storm Water Pollution Prevention Plan (SWPPP).</p>	Applicant	Prior to the issuance of a demolition permit	City of Arcadia Development Services Department	
<b>Noise</b>				
<p><b>RR NOI-1</b> <u>Construction Noise</u>. Prior to issuance of grading permits, the project shall submit a noise control plan that demonstrates, to the satisfaction of the City of Arcadia, that project construction would comply with the following and would reduce noise levels to levels consistent with the City's Noise Ordinance and the Noise Element:</p> <ul style="list-style-type: none"> <li>• The Project would adhere to Article IV, Chapter 6 of the City Development Code and the Developer's contractor will monitor noise levels throughout construction to ensure compliance.</li> <li>• All internal combustion-driven equipment would be equipped with mufflers that are in good condition and appropriate for the equipment.</li> <li>• Construction noise reduction methods such as shutting off idling equipment, maximizing the distance between construction equipment staging areas and occupied residential areas, and use of</li> </ul>	Applicant	Prior to issuance of grading permits	City of Arcadia Development Services Department	

Mitigation Measures	Responsible for Implementation	Timing of Mitigation	Responsibility for Monitoring	Completion Date (Signature Required)
<p>electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible. Unattended construction vehicles shall not idle for more than 5 minutes when located within 300 feet of any residential properties.</p> <ul style="list-style-type: none"> <li>• Noise attenuation measures, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources, would be implemented for neighboring properties when requested and directed to do so by the City. Temporary sound barriers can be effective for noise mitigation, sound barriers must have a density of at least 4 pounds per square foot [i.e., 3/4 inch plywood] or a Sound Transmission Class rating of 25 or greater with no holes, gaps, or cracks such as plywood or construction-grade sound blankets or curtains. Temporary sound barriers shall be located along the perimeter of the Project site boundary where there are no masonry buildings and are shown in Exhibit 15. These sound barriers shall have a minimum height of 10 feet. Site access shall consist of a movable barrier.</li> <li>• During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors.</li> <li>• Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow surrounding property owners and residents to contact the job superintendent if necessary. In the event the City receives a complaint, appropriate corrective actions shall be implemented.</li> <li>• Two weeks prior to the beginning of construction, notification must be provided to properties within 150 feet of the project site disclosing the construction schedule, including the various</li> </ul>				

Mitigation Measures	Responsible for Implementation	Timing of Mitigation	Responsibility for Monitoring	Completion Date (Signature Required)
<p>types of activities that would be occurring throughout the duration of the construction period.</p> <ul style="list-style-type: none"> <li>The notification provided to neighboring properties shall give a contact phone number for a “construction liaison” contact person to direct any questions or complaints during project construction. All complaints shall be responded to in a method deemed satisfactory by the City of Arcadia. The construction liaison would determine the cause of the noise complaints; and institute reasonable measures to correct the problem in consultation with the City of Arcadia. The phone number of the construction liaison should be conspicuously posted at the construction site.</li> <li>Methods for simultaneously implementing MM NOI-1.</li> </ul>				
<p><b>MM NOI-1</b> <u>Construction Vibration</u>. The Developer shall require that all construction contractors restrict the operation of the following construction equipment to beyond the following distances from off-site buildings: (1) vibratory rollers and large bulldozers – 25 feet, and (2) loaded trucks and other large equipment (vehicle weight greater than 25,000 lbs.) – 15 feet. Any activities occurring within 5 feet of existing property line shall use non-vibration intensive methods such as use of concrete saws, universal processors, expansive agents for demolition.</p>	<p>Applicant; Construction Contractor</p>	<p>During Project construction</p>	<p>City of Arcadia Development Services Department</p>	

Mitigation Measures	Responsible for Implementation	Timing of Mitigation	Responsibility for Monitoring	Completion Date (Signature Required)
<b>Public Services</b>				
<b>RR PUB-1</b> The Developer shall comply with all applicable codes, ordinances and regulations, including the most current edition of the <i>California Fire Code</i> and the City of Arcadia Municipal Code and Development Code, regarding fire prevention and suppression measures; fire hydrants; fire access; water availability; and other, similar requirements. Prior to issuance of building permits, the City of Arcadia Development Services Department and the Arcadia Fire Department shall verify compliance with applicable codes and that appropriate fire safety measures are included in the Project design. All such codes and measures shall be implemented prior to occupancy.	Applicant	During preparation of architectural plans; and prior to occupancy	City of Arcadia Development Services Department	
<b>RR PUB-2</b> Prior to issuance of the building permit, the Developer shall pay new development fees to the Arcadia Unified School District (AUSD) pursuant to Section 65995 of the <i>California Government Code</i> . As an option to the payment of developer fees, the AUSD and the Developer can enter into a facility and funding agreement, if approved by both parties. Evidence that agreements have been executed shall be submitted to the Development Services Department, or fees shall be paid with each building permit.	Applicant	Prior to issuance of the building permit	City of Arcadia Development Services Department	
<b>RR PUB-3</b> In accordance with the City's Ordinance 2237 and Section 9105.15 of the City's Development Code, prior to the issuance of the building permit, the Developer shall remit the most current park facilities impact fee and/or other negotiated park fees to the City. All money collected as fees imposed shall be deposited in the Park Facilities Impact Fee Program and shall be used for the acquisition, development, and improvement of public parks and recreational facilities in the City, as proposed by the City's Parks and Recreation Master Plan. The Development Services Department shall confirm compliance with this requirement prior to issuance of a building permit.	Applicant	prior to the issuance of the building permit	City of Arcadia Development Services Department	

Mitigation Measures	Responsible for Implementation	Timing of Mitigation	Responsibility for Monitoring	Completion Date (Signature Required)
<b>Transportation/Traffic</b>				
<p><b>MM TRAN-1</b> <u>Construction Management Plan</u>: Prior to the issuance of a grading permit, a Construction Management Plan shall be prepared by the Developer for the review and approval of the City of Arcadia and any other affected jurisdictions in accordance with the Manual on Uniform Traffic Control Devices (MUTCD). Construction activities shall comply with the approved plan to the satisfaction of the City of Arcadia. The Developer will begin coordination with the City on the Construction Management Plan as soon as practicable during the final design process and in advance of construction so that effective measures can be developed to avoid, minimize, and mitigate construction impacts to parking and circulation within the City of Arcadia downtown.</p> <p>At a minimum, the Construction Management Plan shall:</p> <ul style="list-style-type: none"> <li>• Describe the duration and location of lane closures (if any).</li> <li>• Address traffic control for any partial street closures, detours, or other disruption to traffic circulation during project construction, including as-needed use of flagpersons and signage.</li> <li>• Identify the routes that construction vehicles would utilize for the delivery of construction materials to access the project site. Haul routes would follow the City's approved truck routes and avoid residential streets.</li> <li>• Identify the location of parking and materials storage for construction workers during all phases of construction. Parking for construction workers would be provided on-site or at additional off-site locations that are not on public streets.</li> </ul>	Applicant; Construction Contractor	Prior to the issuance of a grading permit	City of Arcadia Development Services Department	

Mitigation Measures	Responsible for Implementation	Timing of Mitigation	Responsibility for Monitoring	Completion Date (Signature Required)
<ul style="list-style-type: none"> <li>• Identify of emergency access points/routes.</li> <li>• Specify the hours during which transport activities can occur and methods to mitigate construction-related impacts to adjacent streets.</li> <li>• Require the contractor to keep all haul routes clean and free of debris including but not limited to gravel and dirt as a result of its operations. The contractor shall clean adjacent streets, as directed by the City Engineer (or representative of the City Engineer), of any material, which may have been spilled, tracked, or blown onto adjacent streets or areas.</li> <li>• All hauling or transport of oversize loads would occur between the hours of 7:00 AM and 5:00 PM only, Monday through Friday, unless approved otherwise by the City Engineer. No hauling or transport shall be allowed during nighttime hours, weekends or Federal holidays.</li> <li>• Include details on the maintenance of bicycle and pedestrian facilities and connectivity through the Project to the satisfaction of the City Engineer.</li> <li>• Require that haul trucks entering or exiting public streets shall at all times yield to public traffic, pedestrians, bicyclists, and other users.</li> <li>• Provisions for the contractor to repair existing pavement, streets, curbs, sidewalks, and/or gutters that may be altered during project construction. The repairs shall be completed in consultation with and to the satisfaction of the City Engineer.</li> <li>• Require that all construction-related parking and staging of vehicles will be kept out of the adjacent public roadways and will occur either on-site or on designated off-site parcels that would not adversely affect access to or parking within the downtown.</li> </ul>				

Mitigation Measures	Responsible for Implementation	Timing of Mitigation	Responsibility for Monitoring	Completion Date (Signature Required)
<ul style="list-style-type: none"> <li>Use of temporary fencing around the project site (e.g., temporary fencing with opaque material).</li> </ul>				
<p><b>MM TRAN-2</b> <u>Technical Review</u>: Prior to the issuance of a demolition permit for the Project, the Applicant shall submit written proof to the City that engineering drawings and calculations as well as construction work plans and methods including any crane placement and radius have been submitted to Metro for review. Approval from Metro shall not be required to proceed with the Project.</p>	Applicant	Prior to the issuance of a demolition permit for the Project	City of Arcadia Development Services Department	
<p><b>MM TRAN-3</b> <u>Overhead Catenary System (OCS)</u>: The Applicant shall take all necessary measures to protect the OCS from damage due to Project activities during and after construction. During construction, the Applicant shall post warning signage for equipment working around the OCS wires.</p>	Applicant	during and after construction	City of Arcadia Development Services Department	
<p><b>MM TRAN-4</b> <u>Construction Safety</u>: The construction and operation of the Project shall not disrupt the operation and maintenance activities of the Metro Gold Line or the structural and systems integrity of Metro's light rail infrastructure. Not later than one month before Project construction, the Applicant shall schedule a pre-construction meeting to discuss Project construction, communication protocols, and other related topics. The meeting would include the Applicant, key Project construction personnel, the City of Arcadia, and Metro staff, which may include staff from Real Estate, Construction Management, and Construction Safety staff. During Project construction, the Applicant shall coordinate with Metro as needed to ensure that Metro infrastructure and operations are not compromised by construction activities or permanent build conditions. The Applicant shall notify Metro of any changes to construction activities that may impact the use of the ROW. The Applicant shall allow Metro staff to monitor demolition and/or construction activities to confirm no impacts have occurred to the Gold Line right-of-way.</p>	Applicant; Construction Contractor	Prior to the issuance of certificate of occupancy	City of Arcadia Development Services Department	

Mitigation Measures	Responsible for Implementation	Timing of Mitigation	Responsibility for Monitoring	Completion Date (Signature Required)
<i>Utilities and Service Systems</i>				
<b>RR UTIL-1</b> The Developer shall comply with all applicable regulations and restrictions set forth in the City's Municipal Code, including Section 7472 regarding restrictions on discharges into the sewer and Section 5130 regarding achievement of annual waste diversion rates and other applicable requirements in compliance with but not limited to Assembly Bill 939, Assembly Bill 341, and Assembly Bill 1826.	Applicant	During Project operation	City of Arcadia Development Services Department	