

CITY OF ARCADIA

Arcadia Planning Commission Regular Meeting Agenda



Tuesday, November 28, 2023, 7:00 p.m.

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

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

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

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

CALL TO ORDER

ROLL CALL

Vincent Tsoi, Chair
Marilynne Wilander, Vice Chair
David Arvizu, Commissioner
Angela Hui, Commissioner
Domenico Tallerico, Commissioner

SUPPLEMENTAL INFORMATION FROM STAFF REGARDING AGENDA ITEMS

PUBLIC COMMENTS (5 minute time limit per person)

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

PUBLIC HEARING

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

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

1. **Resolution No. 2134** – General Plan Amendment No. GPA 22-01, Zone Change No. ZC 22-01, Minor User Permit No. MUP 22-02, Architectural Design Review ADR 22-06, a Density Bonus and a Lot Line Adjustment along with an Environmental Impact Report under the California Environmental Quality Act (CEQA) for “The Derby Mixed-Use Project,” with 214 residential units, including 9 affordable units, located at 233 & 301 E. Huntington Drive

Recommendation: Adopt Resolution No. 2134 Recommending Approval to the City Council

Applicant: auWorkshop

CONSENT CALENDAR

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

1. No Consent Items

MATTERS FROM CITY COUNCIL LIAISON

MATTERS FROM PLANNING COMMISSIONERS

MATTERS FROM ASSISTANT CITY ATTORNEY

MATTERS FROM STAFF INCLUDING UPCOMING AGENDA ITEMS

ADJOURNMENT

The Planning Commission will adjourn this meeting to Tuesday, December 12, 2023, at 7:00 p.m.

Welcome to the Arcadia Planning Commission Meeting!

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

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

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

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

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

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

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

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

欢迎来到阿卡迪亚规划委员会会议！

规划委员会鼓励公众参与并诚邀您分享对市政业务的看法。

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

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

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

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

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

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

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



STAFF REPORT

Development Services Department

DATE: November 28, 2023

TO: Honorable Chair and Planning Commission

FROM: Jason Kruckeberg, Assistant City Manager/Development Services Director
Lisa L. Flores, Deputy Development Services Director

SUBJECT: GENERAL PLAN AMENDMENT NO GPA 22-01, ZONE CHANGE 22-01
MINOR USE PERMIT NO. MUP 22-02, ARCHITECTURAL DESIGN
REVIEW NO. ADR 22-06, A DENSITY BONUS AND A LOT LINE
ADJUSTMENT ALONG WITH AN ENVIRONMENTAL IMPACT REPORT
UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)
FOR "THE DERBY MIXED-USE PROJECT", WITH 214 RESIDENTIAL
UNITS, INCLUDING 9 AFFORDABLE UNITS, LOCATED AT 233 & 301 E.
HUNTINGTON DRIVE
**Recommendation: Adopt Resolution No. 2134 Recommending
Approval to the City Council**

SUMMARY

The Applicant, the auWorkshop, on behalf of the property owner, Dustin Nicholarsen, is requesting approval of General Plan Amendment No. GPA 22-01, Zone Change No. ZC 22-01, Minor Use Permit No. MUP 22-02, and Architectural Design Review No. ADR 22-06, to construct a new mixed-use development at 233 & 301 E. Huntington Drive. The project includes a density bonus and a lot line adjustment and will result in a six-story mixed-use building containing 214 residential units, including 9 affordable units, and a rebuilt Derby Restaurant. The existing Derby Restaurant and former Souplantation Restaurant will be demolished and along with a rebuilt Derby the site will include a second, smaller restaurant and a café on the ground floor. A parking structure and valet parking lot will be constructed as part of the mixed-use project that will include 412 parking spaces for all uses on site.

The proposed development is consistent with the City's General Plan, Development Code, and Subdivision Code. The Statement of Findings addresses the environmental effects associated with the proposed project, as described in the Draft Environmental

Impact Report (EIR). It is recommended that the Planning Commission adopt Resolution No. 2134 (Attachment No. 1) recommending approval of the project to the City Council, subject to the conditions listed in this staff report. Ultimately, the City Council will review one Ordinance and three Resolutions relative to the project, including Ordinance No. 2398 related to the Zone Change, Resolution No. 7530 related to CEQA findings for the EIR, Resolution No. 7531 related to the General Plan Amendment, and 7532 related to the project itself and the conditions of approval.

BACKGROUND

The project site consists of two parcels totaling 2.23 acres in size, located on the north side of E. Huntington Drive, east of 2nd Avenue and on the west side of Gateway Drive (see Figure 1 below). The site is currently zoned General Commercial (CG) and has a land use designation of Commercial in the General Plan – refer to Attachment No. 2 for an Aerial Photo with Zoning Information and Photos of the Subject Property. The property is surrounded by commercial uses consisting of the Hampton Hotel and Embassy Suites Hotel to the north and west, the Arcadia Landmark retail center to the east, and the Arcadia Gateway retail center across Huntington Drive to the south. All of the surrounding properties are also zoned General Commercial with a Commercial land use designation. However, all of these properties are earmarked to be re-zoned and re-classified through the City’s major re-zoning efforts associated with the recently adopted Housing Element.

Figure 1 - Aerial of Subject Site



PROPOSAL

The existing Derby restaurant and the former Souplantation restaurant will be demolished as part of the project. The Derby will be rebuilt on site to maintain many of the exterior and interior features of the existing restaurant space, and it will also be expanded in size substantially as part of the project. A detailed historical report was completed as part of the project which concluded that the building does not rise to a level of historic significance at the State or local level. Nevertheless, the Derby is clearly a much-beloved part of the Arcadia community, and the expanded restaurant space will include many of the characteristic features of the existing space as shown in Figure 2, including:

- The red booths, fireplaces and unique chimneys
- Roof pitch, overhanging eaves and rafter tails
- Brick and clinker brick details
- Stained glass windows of the same character and/or reused components
- Iconic Derby and Guest Parking signage
- Nearly exact replica of the original main dining room
- Weathervanes, jockey statues, and various landscape details
- Substantial horse racing memorabilia, including an expanded area for memorabilia to house what will be called “The Derby Centennial Collection”

Figure 2 – Interior and Exterior Images of the New Derby Restaurant



The proposed mixed-use development consists of the construction of a six-story building with five stories of residential units (214 units) over one basement level of parking and a

ground level containing additional parking and the three proposed restaurants. Of the 214 residential units, nine will be reserved for affordable housing at the very low-income level, and these will be restricted to senior residents. The ground floor of the building along Huntington Drive will consist of the rebuilt Derby building to the west of the site, a café and residential amenities in the center of the project, and a new, smaller restaurant space to the east of the site turning the corner onto Gateway Drive. This commercial space will continue active, vibrant uses along Huntington Drive, while also allowing for access to parking and valet services from both Huntington Drive and Gateway Drive.

In order to achieve this project description, the applicant is proposing to consolidate the two existing parcels into a single parcel of 97,084 square feet (2.23 acres). This can be accomplished through a lot line adjustment process, which is included as an entitlement along with the rest of the application package – refer to Attachment No. 3 for the Lot Line Adjustment and Attachment No. 4 for the Architectural Plans. The proposed building will have an overall maximum height of 71' including a 3' parapet. As such, along with the Zone Change to Downtown Mixed Use is a request to apply a height overlay of H7, which allows an overall height of 75'. In addition to the commercial appearance of the street frontages, the project will include significant articulation and step backs from Huntington Drive. See Figure 3 below for the overall site plan of the project area and Figure 4 for renderings of the project.

Figure 3 – Site Plan

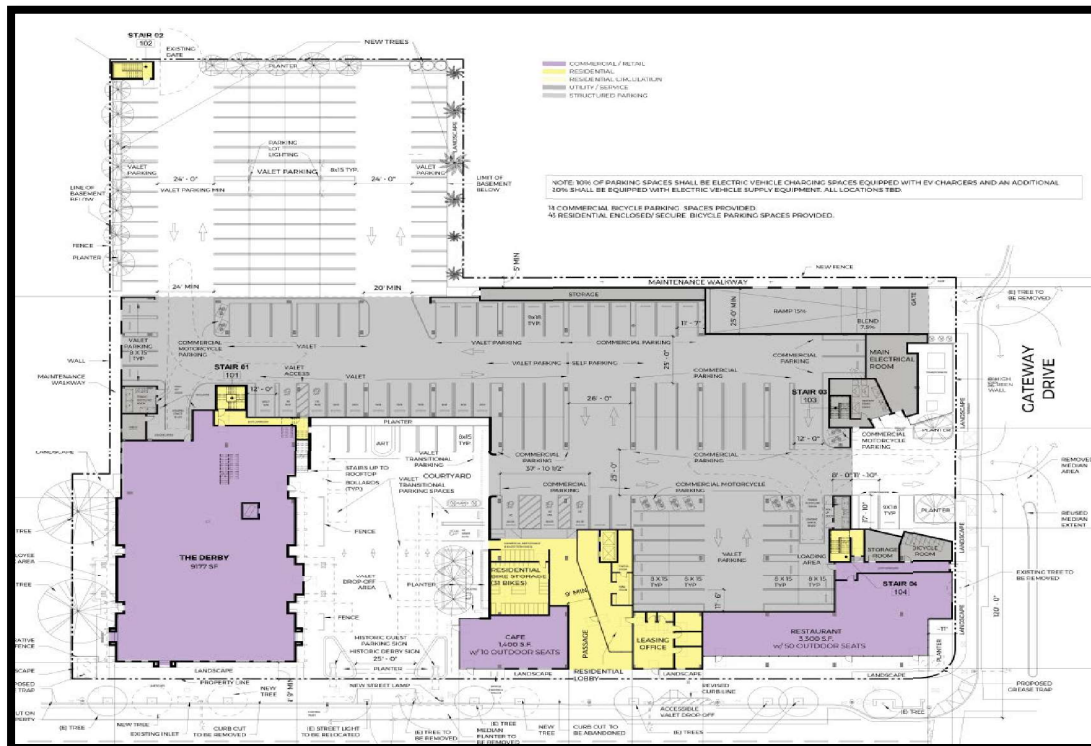


Figure 4 – Renderings



The proposed residential unit mix will be comprised of 55 studios, 110 one-bedroom units, and 49 two-bedroom units. These units will occupy the second through the sixth floors of the building and will range in size from studios beginning at 400 square feet to 1,200 square feet for the largest of the two-bedroom units. The nine affordable units are contained within the mix described above and will be reserved for senior residents at the very low-income level per Los Angeles County's affordability standards. By providing 5% affordable units (based on the original allowed density), the project qualifies for a density

bonus per the Government Code of the State of California. This density bonus permits an additional 20% of units on site, which is why the overall project proposal of 214 units is permissible.

In terms of open space, the Derby Project provides a substantial open space program for residents. In addition to private balcony open space, the new building would step back approximately 30 feet at the fifth and sixth levels to provide a landscaped residential pool and amenity space, including an approximately 4,800 square-foot roof deck and 1,100 square-foot indoor amenity kitchen for residents. Additional residential amenities would include a 6,500 square-foot landscaped courtyard, herb garden, and shared outdoor cooking space on level two fronting Gateway Drive as well as other interior residential amenities such as a fitness center, co-working space, and yoga room.

The Project would provide a total of 412 parking spaces consisting of 239 residential spaces on the basement level and 173 commercial/valet spaces on the ground level. The parking areas will include all required accessible parking, EV parking, bicycle parking, and motorcycle parking. A detailed valet parking plan has been provided to accommodate the commercial portion of the project. Valet/commercial parking will primarily enter the site from Huntington Drive while residential users will primarily access parking through Gateway Drive. Due the provision of affordable housing units, as well as the proximity to the light rail station, the project qualifies for reduction in parking requirements as a matter of right.

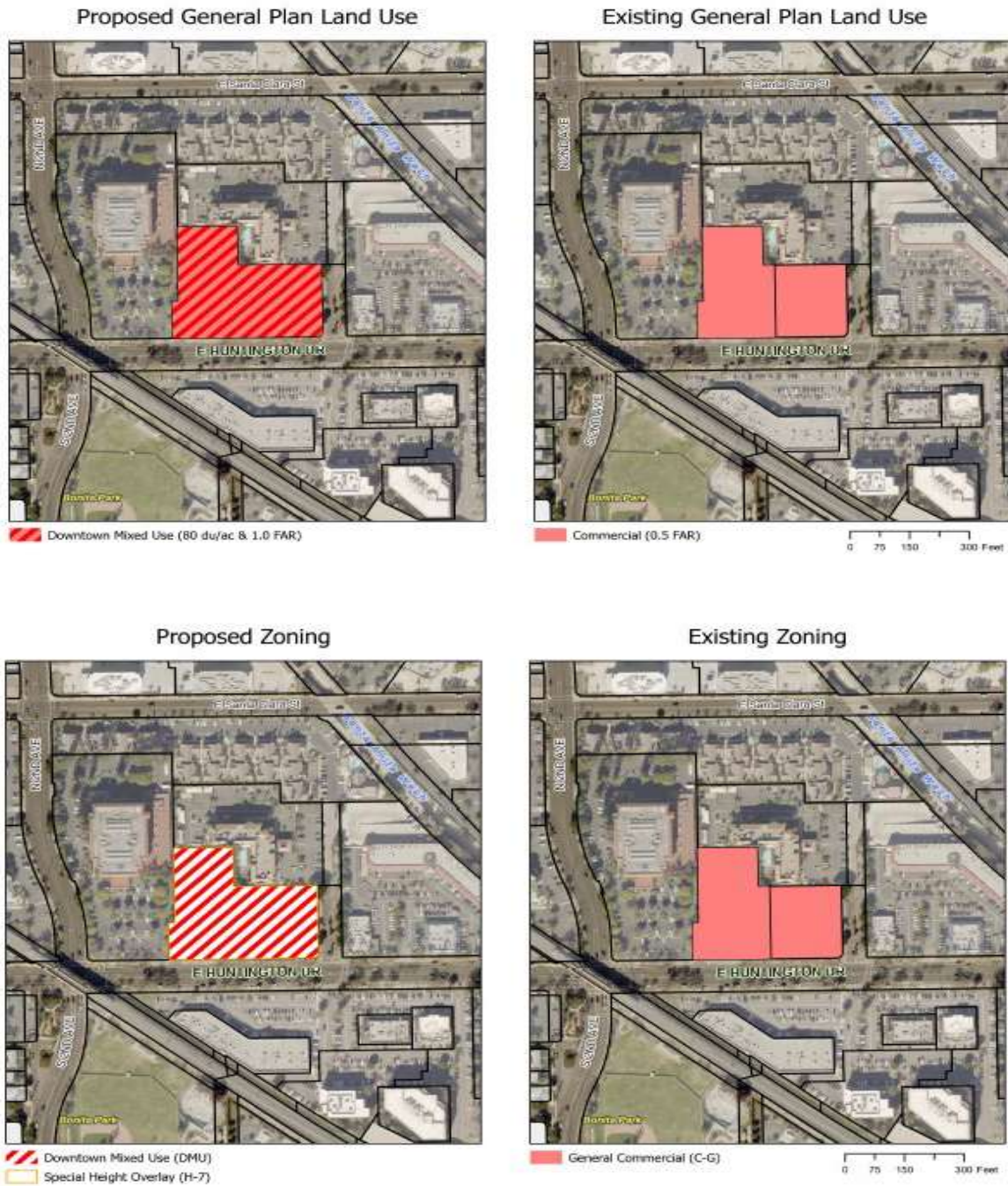
ANALYSIS

As with most large projects, the Derby Project requires a suite of entitlements and land use approvals. Each of the major entitlements are described below in addition to key components of the project.

General Plan Amendment and Zone Change

The project site is currently zoned General Commercial with a land use designation of Commercial. This is the same General Plan designation and zoning shared by all of the surrounding commercial properties. However, in the City's latest Housing Element Update, one of the key strategies is to expand the City's "Downtown Mixed Use" zone and General Plan designation to the east, including all commercially zoned properties east of Second Avenue and west of Fifth Avenue. The primary purpose for this change is to incentivize redevelopment over time of properties in this area to include a residential component. Figure 5 below shows the changes proposed for the subject property.

Figure 5 – General Plan and Zone Change Maps



The Applicant team was made aware of the City-sponsored rezoning project but elected to apply for their own General Plan Amendment and Zone Change. This was done primarily so that they could control their own timing and complete their own specific environmental review, which evaluates the anticipated impacts of this project. The General Plan Amendment will change the land use designation for the property to

Downtown Mixed Use, and the Zone Change will change the underlying zoning to Downtown Mixed Use as well. These are both consistent with the overall City strategy and master plan for this area. In addition, the Zone Change includes the application of a Height Overlay zone of H7, which allows up to 75 feet of building height. This is consistent with the existing height overlay that applies to the Embassy project directly to the west that has a H-7 Overlay, in addition to the Hampton Inn to the north that has a H-5 Overlay. The H-7 overlay will be consistent with the nearby height allowances and is appropriate for this location.

It is anticipated that the City's rezoning process will be reviewed by the Planning Commission and City Council in the next few months. The Derby Project is ahead of this process substantially however, because they have also pursued the required environmental review for their project. A similar level of environmental effort will be needed with other specific projects as they are proposed following the City rezoning.

Density Bonus and Affordable Housing

Senate Bill 1818 amended the State's Density Bonus program, and it offers incentives for the development of affordable housing for very low income, low income, moderate income, and senior citizen households. The Arcadia Development Code refers to the applicable Government Code when referencing density bonus law and the program allows developments to receive a density bonus above the allowable base density if the appropriate number of affordable units are provided. In this case, the developer is proposing 5% of the units be set aside as affordable housing for very low-income senior households. With 5% of the units affordable, the project qualifies for a 20% density bonus per State law. The table below shows the unit summary, including the allowable density bonus.

Residential Component	Calculation	Number of Units
Base Density	80 du/acre	178
SB 1818 Unit Count	20%	214
Housing Type Provided		
Market Rate Units		205
Affordable Units		9

This is a density that is allowed by-right if the affordable units are provided. In order to ensure that the affordable units are included, the Development Code requires that the method proposed by the developer to maintain the continued affordability of the units be provided. To this end, the developer will be recording a Density Bonus Housing Agreement which will be reviewed by the City Attorney to ensure that the nine senior affordable units will be rented to individuals who qualify at very low-income levels. The Agreement will also ensure that these units are maintained as affordable over time. These units will be spread throughout the project and the agreement/covenant will be recorded prior to the issuance of a Certificate of Occupancy.

In addition, the Government Code and the Arcadia Development Code allow developers to seek concessions or waivers to certain zoning requirements along with density bonuses. This can include relaxation of development standards such as parking or height, setbacks, lot coverage, etc. In this case, the development standard being altered by the developer is the dimension of some of the parking spaces and drive aisles. In addition, the fact that the project qualifies for a density bonus allows the project to provide fewer parking spaces than would be necessary through a strict application of the Development Code. These issues are described in more detail below in the parking section.

Parking

The Project would include one level of subterranean (i.e., basement level) parking for residents, as well as ground-level commercial and valet parking, including a podium parking structure and surface parking. The surface and podium parking areas would be predominately valet serviced and reserved for restaurant/café uses and residential visitors. The vehicle courtyard would include several surface parking spaces for transitional (i.e., short-term) valet use. A larger surface parking lot for valet use only would be on the northwest corner of the Project site accessible from the ground-level podium parking lot.

The table below provides the parking required and provided for the project when applying the density bonus allowances.

Parking Required w/ Density Bonus	Spaces
Commercial Parking for: <ul style="list-style-type: none"> • Derby (12,850 sf @ 1 space per 100 sf) • Secondary Restaurant (3,300 sf @ 1 space per 100 sf) • Café (1,400 sf @ 1 space per 200 sf) • Outdoor Seating (24 seats @ 1 space per 6 seats) 	173
Residential Parking for: <ul style="list-style-type: none"> • 51 studios @ 1 space per unit • 105 one-bedroom @ 1 space per unit • 49 two-bedroom @ 1.5 spaces per unit • 9 senior affordable units @ 1 space per unit 	239
TOTAL REQUIRED	412
Parking Provided	Spaces
Commercial Parking (Valet Format)	173
Residential Parking	239
TOTAL PROVIDED	412

For comparison purposes it should be noted that an application of the Development Code without the density bonus mandates would require more residential parking, but less commercial parking. The Development Code requires 1 parking space per studio or senior unit, and 1.5 spaces per one or two-bedroom unit. It also requires 1 guest parking space for every three units. Taken together, this would require a total of 362 parking spaces. However, given the proximity to the light rail station, a 25% reduction would apply to the commercial aspect of the project, resulting in a total number of commercial spaces needed of 130, rather than the 173 spaces provided. Therefore, in total, the Development Code would require a total of 492 spaces rather than the 412 provided under density bonus law.

The major advantage for the site in terms of parking, however, is the fact that valet parking will be available. The Derby Parking Management/Valet Parking Operations Analysis memo prepared for the Project discusses the City's parking requirements for the existing and proposed land uses on the Project site (refer to Attachment No. 5) per Section 9103.07 (Off-Street Parking and Loading) of the Development Code.

Of the 173 commercial parking spaces, 33 spaces are available for self-parking and the remaining 140 will be valet accessible. Valet parking will be available for all restaurant uses on site as needed. The Parking Management/Valet Parking Operations Memo provides a series of recommendations in order to facilitate both the self-parking and valet functions on site. Regarding self-parking, it is recommended that space counters be provided as well as parking displays to indicate the number of spaces occupied and/or available. In addition, directional signage and clear markings on the location of various parking options will be required. These details have been added as conditions of approval and/or Mitigation Measures.

With regard to valet parking, the Derby has been operating with an all-valet system for years, and this is the standard that will be maintained. The plan shows 89 valet spaces in the surface lot and another 51 spaces within the structure. Additionally, the courtyard can accommodate approximately 20 active and parked vehicles, in addition to queuing space. Clearly, valet spaces are professionally controlled, and thus do not require the same dimensions as self-parking spaces. A detailed valet operations plan will be required to be submitted. This has also been added as a condition of approval.

The provision of affordable units provides the Applicant the ability to request concessions to the Development Code. In this case, the requested concessions are to the parking space dimensions and aisle dimensions. It should be noted that all ground level commercial self-parking spaces meet Code requirements. But, valet spaces will not (as described above) and tandem spaces will not. Tandem parking spaces are provided for some of the residential parking spaces. The Code-listed dimensions for tandem spaces are 10' x 19'. The Applicant has provided tandem spaces with dimensions of 9' x 19' for the interior space and 9' x 18' for the exterior tandem space. These dimensions are similar to those that have been approved in several different projects in the City and are consistent with requirements in other jurisdictions. In addition, the Applicant provided

vehicle turning templates and maneuvering diagrams as part of the Parking Management/Valet Parking Operations Memo. Turning motions from different sized vehicles show that the parking area is functional and accessible. Similarly, an aisle width of 24' is requested for the ramp down to the residential parking area from Gateway Drive. This has minimal impact on the function of the basement level parking as a whole. While these concessions may be granted without such analysis, the review provides evidence that these modifications are suitable.

The Code also requires bicycle parking for mixed-use developments at a rate of 0.2 spaces per residential unit and 10% of non-residential parking requirements. Based on 214 residential units and 173 commercial parking spaces, 61 bicycle parking spaces are required. The project will provide 63 bicycle parking spaces located on level 1 of the development. This complies with the Code and exceeds the minimum requirement. Additionally, the project will meet all ADA and Energy Efficient vehicle requirements as well as providing motorcycle spaces.

Another issue that is of importance is where the construction trucks will be staged during construction. Given the size of the site, the construction vehicles will be staged on-site and within the project boundaries, and it should not disrupt the surrounding commercial uses. A detailed construction parking and staging plan will be required prior to the issuance of a building permit for the project to ensure this is the case.

Vehicular Circulation and Traffic

Primary vehicle access for the commercial and valet parking areas would be from two points: (1) via an ingress/egress driveway on E. Huntington Drive approximately 50 feet east of driveway for the existing The Derby restaurant; and (2) via an ingress/egress driveway on Gateway Drive that would also accommodate service uses. Primary vehicle access to the residential tenant and guest parking at the basement level would be provided via a separate, secure ingress/egress driveway from Gateway Drive. Queuing analyses were conducted on the entryways and access and egress from the site was found to be adequate with the exception of the eastbound left turn pocket at Gateway and Huntington Drive and within the Derby Courtyard. To address these issues, mitigations have been added to extend the left turn pocket for that turning motion, and install internal signage to direct vehicles within the project.

In terms of traffic, trips generated by the proposed project were evaluated to determine any expected impacts on the traffic flow through the area. A total of seven intersections were analyzed as part of this project, including the following:

1. 2nd Avenue/Santa Clara Street
2. Santa Anita/E. Huntington Drive
3. 1st Avenue/E. Huntington Drive
4. 2nd Avenue/E. Huntington Drive
5. Gateway Drive/E. Huntington Drive

- 6. 5th Avenue/E. Huntington Drive
- 7. I-210 SB ramps/E. Huntington Drive

Each of these intersections are shown in Figure 6 below. Following analysis, and with the inclusion of other expected projects in the area, none of the studied intersections were significantly impacted by the expected project traffic.

Figure 6 – Intersections that were Analyzed



A Traffic Impact Analysis (Appendix J to the EIR) was prepared for the project that includes Level of Service (LOS) analysis, site access review, parking analyses, and VMT screening analysis. The bullet list below summarizes the key findings:

- The proposed project would generate 2,163 net daily trips, 219 net AM peak hour and 175 net PM peak hour trips.
- The study area intersections currently and are forecast to operate at LOS D (or E where applicable) or better under all analysis scenarios, which meets the City's traffic impact thresholds.

- The proposed project would not result in unacceptable queueing conditions into or out of the project site with exception of the eastbound left-turn pocket at Gateway Drive/E. Huntington Drive and within The Derby courtyard. The following recommendations are made:
 - Remove and reconfigure the raised median to extend the eastbound left-turn pocket at Gateway Drive/E. Huntington Drive to at least 75 feet. (Added as Mitigation Measure)
 - Place signage within the commercial section of the parking structure directing personal vehicles to use the Gateway Drive egress to exit the project site during valet operations. (Added as Mitigation Measure)
- The project is in a Transit Priority Area (TPA) and a Low Vehicles Miles Travel (VMT) generating area and would be screened from a project-level VMT analysis. Therefore, the project's impacts to VMT can be presumed to be less than significant.

Architectural Design and Land Use

As shown below in Figure 7, the Project provides an interesting, varied façade along Huntington Drive that emphasizes the commercial portions of the project. The color palette would predominantly include neutral earthtones of grey, brown, and off-white. Building materials and siding along the ground-level E. Huntington Drive and courtyard frontages would include brick veneer and would feature glazed floor-to-ceiling windows and a covered corridor along the east side of the courtyard and café, residential, and restaurant frontage. The finish on levels two through six would include a combination of machine applied sand-finished stucco and dark grey finished steel board and batten, as well as stained tongue and groove wood soffits and window surrounds. The Project would also feature painted steel balconies and railings. As proposed, the proposed overall design is consistent with the City's Design Guidelines and is compatible with the surrounding area.

The Derby restaurant would be designed to maintain the low-slung craftsman-influenced character and scale of the existing building as well as other distinctive interior and exterior elements such as the gable roof, stained-glass windows, and classic red booths. The gable roof would feature "The Derby" signage in large-format lettering on its south-facing slope. The "new" Derby restaurant would preserve the existing horseracing memorabilia collection (i.e., The Derby Collection) in a new, expanded display area, and would relocate the existing "World Famous, The Derby" and "Guest Parking" neon signs to either side of the proposed ingress/egress driveway on E. Huntington Drive leading to the restaurant's new covered porte-cochere and east-facing main entrance.

The Derby restaurant's rooftop bar and dining area would also include a media-art installation featuring a 35' by 25' projection surface set against the adjacent southern

building face. During The Derby restaurant's evening operating hours, the proposed installation would display black-and-white, horse-racing themed photographs and video-stream projections, which would be visible from The Derby's rooftop bar and dining area, as well as from certain vantage points on the surrounding E. Huntington Drive streetscape. Horseracing images would only be projected from approximately dusk until midnight while The Derby restaurant is open.

Figure 7 – Renderings



In addition to the thoughtful treatments on the ground levels along both Huntington Drive and Gateway Drive, the project provides differentiation between the residential levels of the building and the ground floor commercial space. The valet drop-off area provides a deep, articulated area that reduces massing along Huntington and emphasizes the Derby. Also, upper-level step-backs along Huntington provide an area for open space and amenity that further reduce massing. Along Gateway Drive, a substantial courtyard area at the second level provides a second deep and articulated space and provides light and air for the units that front the courtyard.

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

Open Space

Residential uses in the City's DMU zones are required to provide a minimum of 100 square feet of open space per dwelling unit (21,400 square feet), which may incorporate balconies. The open space is proposed on site both as community open space and as private open space. Approximately 65 percent of the Project's proposed dwelling units would include private balconies. Therefore, the Project would provide 7,020 square feet of residential open space in the form of private balconies and 14,525 square feet of common area open space (i.e., the courtyards/amenity areas on levels two, five, and six) for a total of 21,545 square feet of residential open space, which is in accordance with the Development Code. The courtyards provide landscaped sitting areas, an herb garden, and an outdoor deck and pool area.

Minor Use Permits

With approval of the proposed Zone Change to DMU, the Project site would be in a mixed-use zone and a "downtown zone" (Development Code Section 9102.05[C]). As such, the Project would require approval of Minor Use Permits for the following project features/characteristics: Valet parking in a mixed-use zone, outdoor dining in a downtown zone, and multifamily housing in a downtown zone. Whereas these types of project elements would be handled at the administrative level in some cases, when part of a major project with additional entitlements, they are included with the discretionary review process. The required Findings of Fact for each of these items are provided below in the Findings section.

Valet Parking in a Mixed-Use Zone. As described in detail in the Parking section above, the Project's surface parking area and ground-level podium parking structure would be predominately valet serviced and reserved for restaurant/café uses and residential visitors. Valet parking is subject to a MUP per the Development Code. Valet parking is a

critical component of this project and is the basis by which the large restaurant square footage proposed can be supported. The Derby has utilized valet parking for decades and this would be maintained by the proposed project. Valet parking provides relief from parking concerns in that it will be available during all hours of the restaurant's operation and will alleviate any conflicts with residential parking or peak times.

Outdoor Dining in Excess of 12 tables in the Downtown Zones. The Development Code requires a MUP to allow outdoor dining in excess of 12 tables. This entitlement is typically required to allow for streetscape activity and vitality while ensuring that parking is adequate and a safe public/private interface can be maintained. In this case, the outdoor dining as part of the Derby and the 3,300 square foot additional restaurant space would include the option for outdoor seating with 12 or more tables. This is a welcome project feature as it will add visual interest to the project and provide an active streetscape. Parking for the outdoor dining areas is accounted for as part of the parking provided for the Project.

Multi-Family Housing in a Downtown Zone. Multifamily housing in conjunction with a commercial use is permitted in the City's downtown zones, subject to an approved MUP. The Project would include 214 for-rent dwelling units, which would qualify as multifamily housing. This requirement was added to the Code to ensure that mixed-use projects were thoughtfully planned and the residential portion of mixed-use projects provided appropriate setbacks, design features, and amenities to successfully be placed in a commercial-focused environment. The Derby Project provides an appropriate mix of residential unit types, including affordable units, and the project is laid out in a manner that continues to treat Huntington Drive as a commercial corridor yet provides a new population of residents to complement the area as an extension of Downtown Arcadia.

FINDINGS

General Plan Amendment

Section 9108.03.060(A) of the Development Code requires that for a General Plan Amendment to be granted, it must be found that all of the following prerequisite conditions can be satisfied:

- 1. The Amendment is internally consistent with all other provisions of the General Plan.**

Facts to Support This Finding: The proposed Amendment is internally consistent with the other provisions of the General Plan. The Project proposed to change the General Plan Land Use Designation from Commercial to Downtown Mixed Use. The expansion of the Downtown Mixed-Use designation onto the Project site allows for development of a mixed-use project in furtherance of the goals and policies found in the Land Use & Community Design Element that promotes new infill and redevelopment of projects and developments that support transit and other alternative forms of transportation, and, most importantly, the

Housing Element that provide suitable sites for housing development to accommodate a range of housing for residential use that meet the City's State-mandated Regional Housing and Needs Assessment (RHNA) growth needs for all income levels. The City's Housing Element requires that the City meet the State-mandated Regional Housing Needs Allocation. To do so, mixed use development in what was formerly commercial areas is an effective and beneficial way to do so. The City is currently planning a major General Plan update that would change the Commercial designation of this very property, in addition to all surrounding properties, to Downtown Mixed Use. This proposal is simply arriving before such larger effort of the City. The proposed change will allow the property owner to merge two properties into one parcel to accommodate a larger mixed-use project that is more appropriate for this site. The revised Project continues to implement the General Plan's policies and goals for an orderly development that is supported by public infrastructure and services. The proposed development meets all applicable development standards, including not exceeding the height that is allowed through the Height Overlay of H7 (75 feet in height).

2. The proposed amendment will not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.

Facts to Support This Finding: The proposed Amendment is consistent with a City-sponsored amendment that is currently in process that will modify this area to Downtown Mixed Use. To review the specific impacts of this proposed Project, however, an Environmental Impact Report was submitted that analyzed all the potential impacts, and the anticipated impacts from the amended project are less than significant or can be reduced to less than significant levels with the implementation of mitigation measures. Therefore, the General Plan Amendment would not be detrimental to the public interest, health, safety, convenience, or general welfare. Further, the mixed-use project will provide a superior development to this site and add to the vitality of the area.

Zone Change

Section 9108.03.060(C) of the Development Code requires that for a Zone Change to be granted, it must be found that all of the following prerequisite conditions can be satisfied:

1. The proposed amendment is in conformance with the goals, policies, and objectives of the General Plan.

Facts to Support This Finding: The proposed Zone Change for the Project is in conformance with the goals, policies and objectives of the General Plan. The Zone Change proposed to change the current General Commercial zoning to Downtown Mixed Use, which allows residential development on the site in an urban, mixed-use format. The change in zoning to Downtown Mixed-Use allows for development of a mixed-use project in furtherance of the goals and polices

found in the Land Use & Community Design Element, the Economic Development Element, the Circulation and Infrastructure Element and, most importantly, the Housing Element of the General Plan. The City's Housing Element requires that the City meet the State-mandated Regional Housing Needs Allocation. To do so, mixed-use development in what was formerly commercial areas is an effective and beneficial way to do so. The City is planning a major Zoning Map update that would change the zoning of this very property, in addition to all surrounding properties, to Downtown Mixed Use. This proposal is simply arriving before the City's larger effort. The proposed change will allow the property owner to merge two properties into one parcel to accommodate a larger mixed-use project that is more appropriate for this site. The revised Project continues to implement the General Plan's policies and goals for an orderly development that is supported by public infrastructure and services. The proposed development meets all applicable development standards, including not exceeding the height that is allowed through the Height Overlay of H7 (75 feet in height).

- 2. The site is physically suitable (including absence of physical constraints, access, compatibility with adjoining land uses, and provision of utilities) for the requested/anticipated land uses/developments.**

Facts to Support This Finding: When joined together through the associated lot line adjustment, the resulting property is 2.23 acres in size. As such, the site is physically suitable for the proposed project in terms of land use, height, access and egress, parking, and the provision of utilities. The Environmental Impact Report submitted along with the project reviewed all of the site logistics and utility provision challenges inherent in the area. Through mitigations and conditions approval, there are no deficiencies, and the site is suitable for the change in zoning.

- 3. The proposed amendment will not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.**

Facts to Support This Finding: The proposed Zone Change is consistent with a City-sponsored zoning change that is currently in development that will modify this area to Downtown Mixed Use. To review the specific impacts of this proposed Project, however, an Environmental Impact Report was submitted that analyzed all the potential impacts, and the anticipated impacts from the Project are less than significant or can be reduced to less than significant levels with the implementation of mitigation measures to traffic, noise, air quality, geology, hazards, and utilities and service systems. Therefore, the Zone Change would not be detrimental to the public interest, health, safety, convenience, or general welfare of adjacent uses in the vicinity and of this property. Further, the mixed-use project will provide a superior development to this site and add to the vitality of the area.

Minor Use Permits

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. In this case the Minor Use Permits being requested include multi-family housing in a downtown zone, valet parking, and outdoor dining.

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 Project would be consistent with the new General Plan Land Use Designation of Downtown Mixed Use, which allows a residential density of 80 units per acre and a commercial floor area ratio of 1.0. This land use designation allows mixed-use developments and strongly encourages a pedestrian-oriented environment with a complementary mix of commercial and residential uses. The residential units will provide vitality and an urban effect to the area, and the proposed restaurants will help generate increased activity along Huntington Drive and will continue to convey a commercial appearance along the street. Valet parking and outdoor dining are expected and encouraged in such a setting. Therefore, 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 of 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 this Development Code and the Municipal Code.

Facts to Support This Finding: The subject site will be zoned Downtown Mixed Use (DMU), which allows for mixed-use developments subject to the approval of a Minor Use Permit (MUP). The proposed Project complies with all the development standards of the DMU zone, including but not limited to setbacks, height, open space, density, parking, The Project provides the requisite number of low or very low-income units to qualify for a density bonus AND relaxation of parking requirements per density bonus law under SB 1818. As such, the Project meets the Municipal Code requirements as well as State law.

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 is 2.33 acres in size and is located in the Downtown Mixed Use (DMU) zone. The site is surrounded by commercial uses consisting of the Hampton Inn and Embassy Suites hotels, as well as commercial centers to the east and south of the property. All of these properties are currently zoned Commercial. However, as has been stated, the City is currently working on a major rezoning and General Plan land use designation effort which will change this property and all surrounding properties to the very zoning and land use being proposed. As such, this Project embodies what the goals of the DMU zone are, with a mix of residential and commercial uses. 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 is 2.33 acres in size and can physically accommodate the proposed mixed-use development. The residential component of the Project will provide a density of approximately 96 units per acre, which is in compliance with the maximum density for the area due to the density bonus permitted as a result of the affordable housing units being provided. The commercial component of the Project will have a floor area ratio (FAR) below the maximum allowable FAR of 1.0. Additionally, the amount of on-site parking that will be provided for this Project meets and exceeds the minimum required by State law for projects providing affordable housing units that are in close proximity to the Gold Line Station.

- 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 on the north side of Huntington Drive and the west side of Gateway Drive. These streets are adequate in width and pavement type to carry emergency vehicles and traffic generated by the proposed use on the site.

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

Facts to Support This Finding: The Fire and Police Departments have reviewed the application and determined that there will be no impacts to public protection services. 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 since the City's current housing and residential population is below Southern California Association of Governments (SCAG's) predicted housing, and the Project's addition of 608 residents will not exceed the SCAG's population estimate of 58,821 residents in 2025. Therefore, no impacts to public protection services are anticipated. Development of Downtown Arcadia has been anticipated and planned for since the General Plan was updated in 2010. Mixed use developments and residential units have been expected since that time on the part of public protection services and, as mentioned, the City is working on a major zone change for a large portion of this area to a similar land use type.

- 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: As part of the development, new utility connections, including connections for potable water and storm drainage, will be required. Implementation of best management practices by the Applicant during construction and operation would ensure impacts to water quality do not occur. The site can be adequately served by all required utilities through interconnection with existing utilities within City right-of-way abutting the site. The Project will require a fair-share payment for upsizing of a sewer line, which is anticipated to be built by the City.

- 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 anticipated to have adverse effects on the public health or welfare, or the surrounding neighborhood. The Project will be compatible with the surrounding uses in the general area. Additionally, the Environmental Impact Report prepared for the Project assessed all the potential impacts from the Project and it was determined that there would be no significant impacts to traffic, noise, air quality, or water quality. Therefore, the proposed use will not adversely affect the public convenience, health, interest, safety or general welfare of adjacent uses in the vicinity and zone of the subject property.

Density Bonus

The proposal includes a density bonus of 20%, which is allowed based on the provision of 5% of the units being designated for very low-income senior residents. The findings below are required for a density bonus to be permitted.

- 1. The Project will be consistent with the General Plan, except as provided by this section with regard to maximum density, density bonuses, and other incentives and concessions.**

Facts in Support of the Finding: The Project is consistent with the Downtown Mixed Use land use designation in the General Plan, as well as the zoning requirements of the DMU zone. The Project meets the following policies of the General Plan Land Use Element: LU-1.1, LU-1.8, LU-4.2, LU 4.3, LU-6.4, and LU-6.5.

- 2. The approved number of dwellings can be accommodated by existing and planned infrastructure capacities.**

Facts in Support of the Finding: The Project proposes 214 dwelling units, which includes 9 affordable units for seniors. All relevant utility providers and service providers reviewed the proposed Project and have declared that the Project can be served with existing and/or planned infrastructure. The Arcadia General Plan has anticipated mixed-use development in Downtown Arcadia since 2010. The infrastructure has been reviewed and analyzed with this in mind and the Project can be accommodated. Additionally, the City is planning a major rezoning effort which will include this Project and surrounding properties.

- 3. Adequate evidence exists to indicate the project will provide affordable housing in a manner consistent with the purpose and intent of this Section.**

Facts in Support of The Finding: The Applicant had been conditioned to provide a Density Bonus Housing Agreement which specifies that 9 units will be provided for very low-income senior residents. This document must be recorded prior to the issuance of a Certificate of Occupancy for the Project and shall run with the property. This will provide the necessary surety that these units will remain affordable over time.

- 4. In the event that the City does not grant at least one financial concession or incentive as defined in Government Code Section 65915 in addition to the density bonus, that additional concessions or incentives are not necessary to ensure affordable housing costs as defined in Health and Safety Code Section 50052.5, or for rents for the targeted units to be set as specified in Government Code 65915(C.).**

Facts in Support of the Finding: The Project is proposing a density bonus of 20% based on the provision of 5% affordable units at the very low-income level, which is allowable per State law. In addition, the Project is utilizing the parking relaxation requirements allowed due to the provision of affordable housing and proximity to transit. The Project is also being granted a concession for Development Code standards related to the dimensions of parking spaces and aisle width. As such, the Project can meet all other zoning requirements and standards and no additional concessions or incentives are necessary to meet the targeted affordability.

- 5. There are sufficient provisions to guarantee that the units will remain affordable for the required time period.**

Facts in Support of the Finding: The Applicant has been conditioned to submit a draft Density Bonus Housing Agreement which will be finalized and agreed to by both parties prior to recordation. The document will be required to be recorded prior to the issuance of a Certificate of Occupancy for the Project.

ENVIRONMENTAL ASSESSMENT

An Environmental Impact Report (EIR) was prepared for this project by Dudek to evaluate potential environmental impacts that would result from implementation of the project (State Clearinghouse No. 2022100298). Please see the link to the EIR and associated technical studies as Attachment No. 6 to this Staff Report.

The EIR provides an introduction, review of the environmental setting for the project, a project description, a review of all the required sections for environmental analysis, and a review of alternatives. The sections of environmental analysis that were reviewed include:

- Aesthetics
- Air Quality
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services and Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems

Upon a complete review of all of the topics listed above, the EIR concluded that there are a number of mitigation measures required for the project. With the incorporation of these mitigation measures, however, the project will have no significant impacts. As such, a Mitigation Monitoring and Reporting Program (MMRP) will be provided to ensure that these mitigations occur. A summary of the required mitigations is provided below. For a full description of the mitigations, please see the EIR (link provided as Attachment No. 6):

- MM-CUL-1: Requirement for a Worker Environmental Awareness Program to educate those on the site as to archaeological resources that may be uncovered during grading, excavation or construction and requirements for procedures to protect any archaeological resources.
- MM-GEO-1: Requirement for retention of a paleontologist to educate workers and prepare guidelines for awareness of potential paleontological resources and procedures if they are located.
- MM-HAZ-1: Preparation of a Hazardous Building Materials Survey.
- MM-HAZ-2: Soil Management Plan related to the potential presence of contaminated materials during excavation.
- MM-NOI-1: Mitigations for noise attenuation during the construction process.
- MM-TRA-1: Requirement for modifications to the raised median along Huntington Drive to facilitate queueing.
- MM-TRA-2: Requirement for a detailed parking signage plan to direct drivers and differentiate between uses.
- MM-TRA-3: Preparation of a Construction Traffic Control Plan.
- MM-TCR-1: Retention of a Native American monitor from the Kizh Nation prior to any ground disturbance activities to ensure protection of any Tribal cultural resources.
- MM-TCR-2: Ensure any human remains are reported to Coroner and proper protections are in place.

- MM-TCR-3: Protocols in the event that human remains are discovered which are relevant to the Tribe.
- MM-UTL-1: Requirement for fair-share payment for upgrade of City sewer line to serve project.

The Draft EIR was distributed for public review on August 3, 2023, and the public review period was from August 4, 2023, through September 19, 2023. Comment letters were received from the following interested parties. Copies of all of the comment letters are included as Attachment No. 6.

- Caltrans
- Lozeau Drury on behalf of Supporter's Alliance for Environmental Responsibility
- Mitchell Tsai on behalf of the Southwest Regional Council of Carpenters

A Response to Comments (RTC) to each of the comment letters are also included within Attachment No. 6.

PUBLIC NOTICE/COMMENTS

A public hearing notice for this item was published in the Arcadia Weekly newspaper and mailed to the property owners located within 300 feet of the subject property on November 7, 2023. In addition, a community meeting was held by the Arcadia Historical Society with the Applicant to answer questions about the project. While this meeting was not part of the City's official process, it is important to note that this meeting was well attended with approximately 35 people. Except for the comments listed above related to the Draft EIR, as of November 20, 2023, no public comments were received regarding this project.

RECOMMENDATION

It is recommended that the Planning Commission recommend approval of General Plan Amendment No. GPA 22-01, Zone Change No. ZC 22-01, Minor Use Permit No. MUP 22-02, Architectural Design Review No. ADR 22-06, along with a density bonus and lot line adjustment to the City Council, and adopt Resolution No. 2134, subject to the following conditions of approval:

1. The Applicant/Property Owner shall provide a Density Bonus Housing Agreement that will ensure that at least 9 units are reserved on site as housing for very low-income senior residents. The Density Bonus Housing Agreement must be recorded in the Office of the Los Angeles Recorder's office prior to the issuance of a Certificate of Occupancy for the project. Prior to their recordation, the Applicant/Property Owner shall submit the Agreement to the City for review and approval by the City and shall obtain the City Attorney's approval thereof. For this purpose, the Applicant/Property Owner shall submit to the City with the proposed Agreement a deposit of \$5,000 for purposes of such review, of which any funds remaining after review of the Agreement by the City shall be returned to the Applicant/Property Owner.

2. A comprehensive landscaping plan, consistent with the conceptual landscape plan approved as part of the Project, prepared by a licensed landscape architect must be submitted as part of building plan check and subject to the approval of the Deputy Development Services Director or designee.
3. The existing Derby signage is to be refurbished and maintained in accordance with the approved plans.
4. A lot line adjustment must be approved and recorded with LA County prior to the issuance of building permits.
5. The project shall comply with the latest adopted edition of the following codes as applicable:
 - a. California Building Code
 - b. California Electrical Code
 - c. California Mechanical Code
 - d. California Plumbing Code
 - e. California Energy Code
 - f. California Fire Code
 - g. California Green Building Standards Code
 - h. California Existing Building Code
 - i. Arcadia Municipal Code
6. The project shall comply with Chapter 35A Multiple Family Construction Standards as amended in Arcadia Municipal Code Section 8130.20.
7. Prior to the approval of the building plans the Applicant/Property Owner shall prepare public street improvement plans as follows:
 - a. Prepare separate Street Improvement Plan(s) for Huntington Drive & Gateway Drive along all property frontages from property line to property line to accommodate the changes to the parkway and street, including all removals, reconstruction, relocations, and news-rack removal (Huntington Drive) in the public right-of-way.
 - b. Included on the Street Improvement Plans will be removal of the eastbound and southbound raised medians at the intersection of Huntington Drive & Gateway Drive to create longer left-turn pockets for vehicles entering and exiting the site.
 - c. Striping plans for the Huntington Drive & Gateway Drive intersection will be required with minimum widths of 10 feet for the left-turn pockets and a minimum of 12 feet through/right turn lane next to the curb (Gateway Drive).
8. Prior to approval of the building plans the Applicant/Property Owner shall submit LID, Hydrology, and Soils Reports for review and approval.

9. Prior to approval of the building plans the Applicant/Property Owner shall either construct or post security for all public improvements as follows:
 - a. Remove and replace existing sidewalk, curb and gutter along all property frontages from property line to property line to the satisfaction of the City Engineer. Include additional sidewalk to provide adequate clearance around all obstacles.
 - b. Remove and replace all driveway approaches per City standard plan.
 - c. Construct new ADA accessible ramps/domes at driveways where stop signs are proposed.
 - d. Coordinate with Public Works Services on protection of street trees along Huntington Drive and Gateway Drive including the installation of any new street trees.
 - e. Remove and replace the pavement in Gateway Drive adjacent to the development's entire frontage from gutter to gutter per approved street improvement plan.
 - f. Remove raised center medians on Huntington Drive and Gateway Drive and planter area on Huntington Drive with full depth pavement section matching existing thickness per approved street improvement plan.
 - g. Because Huntington Drive is currently under Moratorium, if project is completed prior to 9/22/2026, grind and overlay the pavement in Huntington Drive with extra limits of pavement repair adjacent to the development for the entire frontage from gutter to the centerline of the street or curb of raised median.
 - h. Restripe Huntington Drive & Gateway Drive per approved striping plan.
10. Prior to final occupancy an additional 1-foot minimum easement shall be required on Gateway Drive to accommodate a full 10-foot parkway for sidewalk and utility purposes providing 4foot wide ADA access/path of travel around all obstructions and driveways.
11. Prior to final occupancy, a plan for the proposed regulations of parking along the Huntington Drive curb in front of the project shall be submitted to the City Engineer for review and approval. This area is not to be reserved for short-term parking but rather will be designated by the City Engineer.
12. Street trees shall be preserved as per the Arborist Report dated June of 2023. Any removal and replacement of street trees shall be coordinated with the Public Works Services Department and the appropriate fees shall be paid prior to the issuance of a Certificate of Occupancy. All trees remaining on site during and after construction shall be protected utilizing the recommendations provided in the Arborist report.

13. The project is subject to Industrial Waste requirements. This will be reviewed through the submittal of plumbing plans. Grease Interceptors are required for all restaurants.
14. A 12" cast iron water main with 59 psi static pressure is available on the south side of Huntington Dr, and a 12" cast iron water main with 60 psi static pressure is available on Gateway Dr. Both mains are available for domestic water and/or fire services. The Applicant/Property Owner shall provide calculations prepared by a licensed Civil or Mechanical Engineer to determine the maximum domestic demand, maximum commercial demand, and maximum fire demand in order to verify the required sizes of water services.
15. The Applicant/Property Owner shall provide separate water services and meters for residential, commercial, and common area landscape irrigation uses. All water services will require approved reduced pressure backflow devices for meter services protection.
16. Domestic water service for residential dwelling units shall be provided by a common master meter installed within the public right of way.
17. 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. Location of DCDA shall be closed to the public right of way and can't be inside the building.
18. A Water Meter Clearance Application shall be submitted to the Public Works Services Department prior to permit issuance.
19. New water service installations shall be installed by the Applicant/Property Owner. Installation shall be according to the specifications of the Public Works Services Department, Engineering Division. Abandonment of existing water services, if necessary, shall be carried out by the Applicant/Property Owner, according to Public Works Services Department, Engineering Division specifications.
20. Several City sewer lines are in the project vicinity as provided below, the Applicant/Property Owner shall utilize existing sewer laterals, if possible.
 - a. An 8" VCP sewer main is available on Huntington Dr.
 - b. An 8" VCP sewer main is available at the site, which leads to Huntington Dr.
 - c. An 8" VCP sewer main is available on Gateway Dr.
21. Prior to a Certificate of Occupancy being issued for the project, the applicant/property owner shall make a fair share contribution to a sewer upgrade project in Fifth Avenue. This fair share payment is memorialized as Mitigation Measure UTL-1.

22. If the proposed underground parking structure and/or any part of the building footprint lies within five feet of the existing 8" on-site sewer line, the Applicant/Property Owner shall remove or abandon the entire ~200' long line. Access to the upstream manhole on that line shall be maintained if the line has not been removed or abandoned.
23. If any drainage fixture elevation on any floor is lower than the elevation of the next upstream manhole cover, an approved type of backwater valve is required to be installed on the lateral behind the property line.
24. Since the proposed project exceeds 1 acre of disturbed land, applicant must file a Notice of Intent with the State Water Resources Control Board for a General Construction NPDES Permit. The NOI will require certain items such as preparation of the Stormwater Pollution Prevention Plan (SWPP), applicable fees, etc. The City will not approve any grading plans until a Waste Discharger Identification (WDID) has been issued by the State.
25. The proposed project is subject to LID requirements. Applicant/Property Owner shall integrate low impact development (LID) strategies into the site design. These strategies include using infiltration trenches, bioretention planter boxes, roof drains connected to a landscaped area, pervious concrete/paver, etc.
26. Trash/recycling bins shall be configured to provide easy access for trash collection services. There should be 1 foot clearance around the trash bins/recycling bins and all bins/carts shall meet the specifications of the Public Works Services Department. At a minimum, trash enclosure areas should accommodate three containers: a 3-yard bin for trash, 3-yard bin for recycling, and 69/96 gallon sized carts for organics recycling. Roof clearance must be 10 feet so trucks can access bins to empty.
27. All areas shall be fire sprinklered. The sprinkler systems serving commercial areas and residential areas shall be segregated.
28. The fire sprinkler system shall be monitored by a UL listed central station. Notification appliances shall be provided in all common areas and residential areas.
29. Class I standpipes shall be provided inside all stairwells on all levels including the roof.
30. New hydrants shall be provided at the following street frontage locations:
 - a. One on the west side of Gateway Drive, towards the north of property
 - b. One on the north side of Huntington Drive, towards the west of property

31. An Emergency Responder Radio Coverage System shall be provided.
32. A knox box shall be provided adjacent to the Lobby area and outside stairwells. Any automatic gates used in parking areas shall be equipped with a knox switch.
33. The emergency gate serving the north side of the property currently acts as a drive through for ladder truck access. The proposed layout will eliminate that access. An approved alternative method of ladder truck turn-around shall be provided to Arcadia Fire Department for review prior to any permit issuance.
34. The project is responsible for contributing a fair-share payment toward the installation of a cloud-based mitigation system being completed by the Fire Department to ensure response times are maintained or enhanced given new development. This fair-share payment shall be attributed to the seven (7) immediately adjacent intersections evaluated in the traffic study for the project, and the payment shall not exceed \$17,500.
35. The project shall be developed and maintained by the Applicant/Property Owner in a manner that is consistent with the plans submitted and conditionally approved for General Plan Amendment No. GPA 22-01, Zone Change No. ZC 22-01, Minor Use Permit No. MUP 22-02, Architectural Design Review No. ADR 22-06 along with a density bonus and lot line adjustment, subject to the satisfaction of the Deputy Development Services Director. Noncompliance with the plans, provisions and conditions of approval shall be grounds for immediate suspension or revocation of any approvals.
36. The Applicant/Property Owner 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 City Engineer and/or Public Works Services Director during construction and up until issuance of a Certificate of Occupancy.
37. Prior to issuance of a building permit, the Applicant/Property Owner shall submit a parking management plan which shall include both a detailed valet parking plan for the project as well as a parking staging plan for all phases of construction so as to minimize impacts on surrounding businesses and street parking. Said plan shall be subject to review and approval by the Deputy Development Services Director, or designee.
38. Per the recommendations of the Parking Management and Valet Parking Analysis, space counters shall be installed for self-park spaces and dynamic parking displays shall be placed at the Gateway Drive garage driveway entrance indicating the number of self-park spaces occupied and available within the garage. These

parking displays shall also be visible from Huntington Drive. All self-park spaces shall be clearly marked.

39. A detailed parking signage plan shall be provided along with Building Permit plans that meets the recommendations of the Derby Parking Management/Valet Operations Analysis dated July, 2023. Signage shall include directional signage for both valet and self-park users, as well as directional signage in both the courtyard area and parking structure to avoid confusion.
40. 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 to the satisfaction of the Building Official, City Engineer, Deputy Development Services Director, Fire Marshal, and Public Works Services Director. Any changes to the existing facility may be subject to having fully detailed plans submitted for plan check review and approval by the aforementioned City officials and employees and may subject to separate building permits.
41. To the maximum extent permitted by law, the Applicant/Property Owner must defend, indemnify, and hold the City, any departments, agencies, divisions, boards, and/or commissions of the City, and its elected officials, officers, contractors serving as City officials, agents, employees, and attorneys of the City ("Indemnitees") harmless from liability for damages and/or claims, actions, or proceedings for damages for personal injuries, including death, and claims for property damage, and with respect to all other actions and liabilities for damages caused or alleged to have been caused by reason of the Applicant's activities in connection with GPA 22-01, ZC 22-01, MUP 22-02, ADR 22-06, a Density Bonus and Lot Line Adjustment ("Project"), and which may arise from the direct or indirect operations of the Applicant or those of the Applicant's contractors, agents, tenants, employees or any other persons acting on Applicant's behalf, which relate to the development and/or construction of the Project. This indemnity provision applies to all damages and claims, actions, or proceedings for damages, as described above, regardless of whether the City prepared, supplied, or approved the plans, specifications, or other documents for the Project.

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

by the City Attorney. The City may draw funds from the deposit for such fees, costs, and expenses. Within 5 business days of each and every notice from City that the deposit has fallen below the initial amount, Applicant shall replenish the deposit each and every time in order for City's legal team to continue working on the matter. The City shall only refund to the Developer any unexpended funds from the deposit within 30 days of: (i) a final, non-appealable decision by a court of competent jurisdiction resolving the legal action; or (ii) full and complete settlement of legal action. The City shall have the right to select legal counsel of its choice. The parties hereby agree to cooperate in defending such action. The City will not voluntarily assist in any such third-party challenge(s). In consideration for approval of the Project, this condition shall remain in effect if the entitlement(s) related to this Project is rescinded or revoked, at the request of the Applicant or not.

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.

42. **MM-CUL-1.** Prior to commencement of construction activities, an inadvertent discovery clause, written by an archaeologist, shall be added to all construction plans associated with ground disturbing activities and the Project Applicant shall retain a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology, to prepare a Worker Environmental Awareness Program (WEAP). The WEAP shall be submitted to the City of Arcadia Planning and Community Development Department (City) for review and approval. All construction personnel and monitors shall be presented the WEAP training prior to the start of construction activities. The WEAP shall be prepared to inform all personnel working on the Project about the archaeological sensitivity of the area, to provide specific details on the kinds of archaeological materials that may be identified during construction, to explain the importance of and legal basis for the protection of significant archaeological resources, and to outline the actions to be taken in the event of a discovery of cultural resources. Each worker shall also learn the proper procedures to follow in the event that cultural resources or human remains are uncovered during ground-disturbing activities. These procedures include work curtailment or redirection, and the immediate contact of the site supervisor and archaeological monitor.

The WEAP shall require that a qualified archaeologist be retained and on-call to respond to and address any inadvertent discoveries identified during initial excavation in native soils, which underly the 2-4 feet below ground surface of artificial fill soils. As it pertains to archaeological monitoring, this definition excludes movement of sediments after they have been initially disturbed or displaced by project-related construction.

If potential archaeological resources (i.e., sites, features, or artifacts) are exposed during construction activities for the Project, the City shall be notified and all construction work occurring within 50 feet of the find shall immediately stop until a qualified archaeologist can evaluate the significance of the find and determine whether or not additional study is warranted. The archaeologist shall be empowered to temporarily stop or redirect grading activities to allow removal of abundant or large artifacts. Depending upon the significance of the find under the California Environmental Quality Act (CEQA) (14 CCR 15064.5[f]; PRC, Section 21082), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan and data recovery, may be warranted. The archaeologist shall also be required to curate any discovered specimens in a repository with permanent retrievable storage and submit a written report to the City of Arcadia for review and approval prior to occupancy of the first building on the site. Once approved, the final report shall be filed with the South-Central Coastal Information Center (SCCIC).

43. **MM-GEO-1.** In the event that paleontological resources (e.g., fossils) are exposed during construction activities for the Project, all construction work occurring within 50 feet of the find shall immediately stop until a Qualified Paleontologist meeting Society of Vertebrate Paleontology (SVP 2010) standards can evaluate the significance of the find and determine whether or not additional study is warranted. If the discovery is clearly not significant, the paleontologist may document the find and allow work to continue. If significant paleontological resources are discovered during earthmoving activities, the qualified paleontologist shall prepare and submit a Paleontological Resources Recovery Plan (PRRP) to the City for review and approval. The recovery plan shall include, but is not limited to, sampling and fossil recovery procedures, museum curation for any scientifically significant specimen recovered, and a report of findings. Recommendations in the PRRP as approved by the City shall be implemented before construction activities can resume at the site where the significant paleontological resources were discovered. Any reports and plans resulting from implementation of this measure shall be submitted to City Planning Division and filed with the Natural History Museum of Los Angeles County.
44. **MM-HAZ-1. *Hazardous Building Materials Survey.*** Prior to the issuance of a demolition permit for any existing on-site structures, a qualified environmental specialist shall conduct a survey for asbestos-containing materials, lead-based paint, polychlorinated biphenyls, mercury, and other hazardous building materials, such as universal wastes and refrigerants, to document the presence of any potentially hazardous materials within the structures. If survey results are positive, all potentially hazardous materials identified as part of this survey shall be handled and disposed in accordance with the federal and state hazardous waste and universal waste regulations. Demolition plans and contract specifications shall incorporate any necessary abatement measures in compliance with the findings of

the hazardous building materials survey and federal, state, and local regulations, including those of the U.S. Environmental Protection Agency (which regulates disposal), Occupational Safety and Health Administration, California Occupational Safety and Health Administration (which regulates employee exposure), the South Coast Air Quality Management District, and the Metallic Discards Act of 1991 (Public Resources Code, Section 42160 et seq.), particularly Public Resources Code, Section 42175, Materials Requiring Special Handling, for the removal of mercury switches, PCB-containing ballasts, and refrigerants. Upon completion of construction activities, proof of proper handling and disposal shall be provided to the City's Public Works Department.

45. **MM-HAZ-2. Contaminated Soil Management.** Prior to the issuance of a grading permit, the Project Applicant/Property Owner shall retain a qualified environmental professional to prepare a soil management plan (SMP) that outlines the proper screening, handling, characterization, transportation, and disposal procedures for contaminated soils on site based on the findings of the site-specific conditions, geophysical surveys, and Phase I and II Environmental Site Assessments, and shall identify any areas of known or suspected soil contamination. The SMP shall be provided to the City Development Services Department for review prior to any site grading. The Project's contractor shall ensure implementation of the SMP through the contract specifications for all confirmed and suspected contaminated soils which require excavation and offsite disposal. The SMP shall include health and safety and training procedures for construction workers who may come into contact with contaminated soils. The health and safety procedures shall include periodic breathing zone monitoring for volatile organic compounds (VOCs) using a handheld organic vapor analyzer and include required actions to be taken if concentrations of VOCs exceed applicable screening levels for health and safety of onsite workers and the public. The SMP shall also include instructions for the identification of potentially-impacted soils, procedures for temporary cessation of construction activity and evaluation of the level of environmental concern if potentially-impacted soils or underground storage tanks are encountered, procedures for characterizing and managing potentially-impacted soils, and follow-up procedures such as disposal and reporting, as necessary. Contaminated soil shall be managed and disposed of in accordance with applicable federal, state, and local regulations. Upon completion of construction activities, proof of compliance with the SMP shall be provided to the City's Development Services Department.
46. **MM-NOI-1.** Prior to the issuance of a demolition permit, the Project Applicant/Property Owner shall ensure that the following measures are included in the construction contractor's contract specifications and that the following measures are implemented and monitored for compliance throughout construction:

- All construction equipment must have supplier-approved sound muffling devices (e.g., engine air intake or exhaust treatment) installed and used in compliance with relevant industry standards and Cal/OSHA regulations pertaining to construction noise, which shall be properly maintained and used at all times such equipment is in operation.
 - The construction contractor shall place stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the Project site, including the hotels located adjacent to the northern and northwestern boundaries of the Project site.
 - The construction contractor shall locate on-site equipment staging areas so as to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the Project site during the construction period.
 - All noise producing construction activities, including warming-up or servicing equipment and any preparation for construction, shall be limited to the hours between 7:00 a.m. and 6:00 p.m. on weekdays.
 - An eight (8) foot tall temporary noise barrier shall be erected or installed along an extent of the northern Project site property line where it is adjacent to the nearest noise-sensitive receptor. The barrier can comprise one or more materials of construction and/or assembly, so long as the net sound transmission class (STC) is 15 or better, and thus expected to yield a minimum of 5 dB noise reduction when blocking direct sound paths between onsite Project construction noise-producing activities or equipment and the offsite receptor of concern. The horizontal extent of the installed barrier should be compatible with Caltrans or other industry guidance with respect to minimizing flanking effects around the ends of the barrier, based on both the offsite receptor position and the onsite position or zone of construction activity.
47. **MM-TRA-1.** Prior to the issuance of a grading permit, the Project Applicant/Property Owner shall coordinate with the City Engineer to prepare engineering plans that remove and reconfigure the raised median on E. Huntington Drive to extend the eastbound left-turn pocket to at least 75 feet. Plans shall be prepared and implemented to the satisfaction of the City's Public Works Director. The reconfigured median on E. Huntington Drive shall be completed and operational prior to the issuance of a certificate of occupancy for The Derby restaurant.
48. **MM TRA 2.** Prior to the issuance of a building permit, the Project Applicant/Property Owner shall prepare a Parking Signage Plan to clearly identify ingress/egress and circulation for residents and commercial visitors. The Parking

Signage Plan shall require that adequate signage be installed within the commercial section of the parking structure directing personal vehicles to use the Gateway Drive egress to exit the Project site, and to prohibit egress through the courtyard to E. Huntington Drive, in order to avoid conflicts with valet operations.

49. **MM-TRA-3.** Prior to the issuance of demolition or grading permits, the Project Applicant/Property Owner shall develop and implement a City-approved Construction Traffic Control Plan. The Plan shall be prepared in accordance with applicable City guidelines and shall address the potential for construction-related vehicular traffic, as well as pedestrian and bicycle circulation disruption in the public right-of-way. The Plan shall describe safe detours and shall include protocols for implementing the following: temporary traffic controls (e.g., a flag person during heavy truck traffic for soil export) to maintain smooth pedestrian and traffic flow; dedicated on-site turn lanes for construction trucks and equipment leaving the site; scheduling of peak construction truck traffic that affects traffic flow on the arterial system to off-peak hours; consolidation of truck deliveries; and/or rerouting of construction trucks away from congested streets or sensitive receptors.
50. **MM-TCR-1. *Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities.*** The project Applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any “ground-disturbing activity” for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground-disturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or “TCR”), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project Applicant/lead agency upon written request to the Tribe.

On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project Applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project Applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

51. **MM-TCR-2. *Unanticipated Discovery of Human Remains and Associated Funerary Object.*** Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

If Native American human remains and/or grave goods discovered or recognized on the project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.

Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).

Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)

Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the

Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

52. **MM-TCR-3. *Procedures for Burials and Funerary Remains.*** If it is determined, through compliance with Public Resources Code section 5097.98 and other applicable regulatory requirements that the Gabrieleño Band of Mission Indians - Kizh Nation is the Most Likely Descendant (MLD), the following shall be implemented:

As the MLD, the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.

If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.

The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.

In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.

In the event preservation in place is not possible despite good faith efforts by the project Applicant/Property Owner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.

Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does not authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains

53. **MM-UTL-1. Sewer Upgrade Fair Share Payment.** Prior to issuance of a Certificate of Occupancy permit for the Project, the Applicant/Property Owner shall make a fair share contribution of 9 percent of the Fifth Avenue sewer upgrade project cost, not to exceed \$108,000, to the City to help fund upgrading of the sewer line in Fifth Avenue. The Fifth Avenue Sewer Upgrade Project will be included in the City's 2024-25 Capital Improvement Plan budget and the work will be completed by the City's Public Works Department by the end of the 2024-25 Fiscal Year. This measure shall be implemented to the satisfaction of the City Engineer and/or the City Public Works Services Department as appropriate.

PLANNING COMMISSION ACTION

Approval

If the Planning Commission intends to recommend approval of this project to the City Council, the Commission should move to recommend approval of General Plan Amendment No. GPA 22-01, Zone Change No. ZC 22-01, Minor Use Permit No. 22-02, Architectural Design Review No. ADR 22-06, along with a density bonus and a lot line adjustment, state that the proposal satisfies the requisite findings, and adopt the attached Resolution No. 2134, and the conditions of approval as presented in this staff report, or as modified by the Commission.

Denial

If the Planning Commission intends to recommend denial of the project to the City Council, the Commission should state the specific findings that the proposal does not

satisfy based on the evidence presented with specific reasons for denial, and move to recommend denial of General Plan Amendment No. GPA 22-01, Zone Change No. ZC 22-01, Minor Use Permit No. MUP 22-02, Architectural Design Review No. ADR 22-06, along with a density bonus and lot line adjustment, and direct staff to prepare a resolution for adoption at the next meeting that incorporates the Commission's recommendation and specific findings.

If any Planning Commissioner or other interested party has any questions or comments regarding this matter prior to the November 28, 2023, hearing, please contact Deputy Development Services Director Lisa Flores, at (626) 574-5445, or by email at lflores@ArcadiaCA.gov.

Approved:



Lisa L. Flores
Deputy Development Services Director

- Attachment No. 1: Resolution No. 2134
- Attachment No. 2: Aerial Photo and Zoning Information and Photos of the Project Site
- Attachment No. 3: Lot Line Adjustment Plan
- Attachment No. 4: Architectural Plans
- Attachment No. 5: The Derby Parking Management/Valet Parking Operations Analysis memo
- Attachment No. 6: Final and Draft Environmental Impact Report and Technical Appendices – and link to them at www.arcadiaca.gov/significantprojects

Attachment No. 1

Resolution No. 2134

RESOLUTION NO. 2134

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ARCADIA, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL APPROVE GENERAL PLAN AMENDMENT NO. GPA 22-01, ZONE CHANGE NO. ZC 22-01, MINOR USE PERMIT NO. MUP 22-02, ARCHITECTURAL DESIGN REVIEW NO. ADR 22-06, A DENSITY BONUS AND A LOT LINE ADJUSTMENT ALONG WITH AN ENVIRONMENTAL IMPACT REPORT UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FOR “THE DERBY MIXED-USE PROJECT”, WITH 214 RESIDENTIAL UNITS, INCLUDING 9 AFFORDABLE UNITS, LOCATED AT 233 & 301 E. HUNTINGTON DRIVE

WHEREAS, on April 15, 2022, applications were filed with the City of Arcadia (“City”) for General Plan Amendment No. GPA 22-01, Zone Change No. ZC 22-01, Minor Use Permit No. MUP 22-02, Architectural Design Review No. ADR 22-06, along with a Lot Line Adjustment (filed on August 11, 2022), to construct “The Derby Mixed-Use Project” a new mixed-use development at 233 & 301 East Huntington Drive. The project includes a density bonus and will result in a six-story mixed-use building containing 214 residential units, including nine (9) affordable units (collectively, the “Project”); and

WHEREAS, a Final Environmental Impact Report (EIR) has been prepared by the City for the Project. This Final EIR has been prepared in conformance with the California Environmental Quality Act of 1970 (CEQA) statutes (Cal. Pub. Res. Code, Section 21000 et. seq., as amended) and implementing guidelines (Cal. Code Regs., Title 14, Section 15000 et. seq.); and

WHEREAS, in accordance with the CEQA Guidelines, a Notice of Preparation (NOP) was circulated for a 30-day public review starting on October 14, 2022, to public agencies, organizations, and interested individuals; and

WHEREAS, on October 26, 2022, an in-person scoping meeting was held. The purpose of this meeting was to seek input from public agencies and the general public regarding the potential environmental impacts of the proposed Project. The City received no comments/questions with environmental concerns during the scoping meeting but eight (8) individuals requested to be placed on a mailing list for further information; and

WHEREAS, a Draft EIR was made available for public review and comment pursuant to CEQA Guidelines Section 15087. The 45-day public review period for the Draft EIR started on August 4, 2023, and ended on September 19, 2023. At the beginning of the public review period, an electronic copy of the Draft EIR and an electronic copy of the Notice of Completion (NOC) and Notice of Availability (NOA) were submitted to the State Clearinghouse and Los Angeles Recorders Office. The 45-day public review period provided interested public agencies, groups, and individuals the opportunity to comment on the contents of the Draft EIR. A total of three agency, organization, and individual comment letters were received and are included in Chapter 2, Responses to Comments, of this Final EIR; and

WHEREAS, the Final EIR addresses the comments received during the public review period and includes minor changes to the text of the Draft EIR in accordance with comments; and

WHEREAS, pursuant to CEQA Guidelines Section 15091, the City Council shall make findings for each of the significant effects identified in the EIR and shall support the findings with substantial evidence in the record. After considering the Final EIR in conjunction with making findings under Section 15091, the City may decide whether or how to approve or carry out the Project. When a lead agency approves a project that will

result in the occurrence of significant effects that are identified in the Final EIR but are not avoided or substantially lessened, the agency is required by CEQA to state in writing the specific reasons to support its action based on the Final EIR and/or other information in the record. Because the Project would not result in significant and unavoidable impacts, a “statement of overriding considerations” is not required to be prepared. The Final EIR identified potentially significant effects that could result from the Project but can be mitigated through mitigation measures; and

WHEREAS, on November 28, 2023, a duly noticed public hearing was held before the Planning Commission on said applications, 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 Development Services Department in the staff report dated November 28, 2023, are true and correct.

SECTION 2. This Commission finds that based upon the entire record, pursuant to the Arcadia Development Code all the following findings can be made.

General Plan Amendment

1. The amendment is internally consistent with all other provisions of the General Plan.

FACT: The proposed Amendment is internally consistent with the other provisions of the General Plan. The Project proposed to change the General Plan Land Use Designation from Commercial to Downtown Mixed Use. The expansion of the Downtown

Mixed-Use designation onto the Project site allows for development of a mixed-use project in furtherance of the goals and policies found in the Land Use & Community Design Element that promotes new infill and redevelopment of projects and developments that support transit and other alternative forms of transportation, and, most importantly, the Housing Element that provide suitable sites for housing development to accommodate a range of housing for residential use that meet the City's State-mandated Regional Housing and Needs Assessment (RHNA) growth needs for all income levels. The City's Housing Element requires that the City meet the State-mandated Regional Housing Needs Allocation. To do so, mixed use development in what was formerly commercial areas is an effective and beneficial way to do so. The City is currently planning a major General Plan update that would change the Commercial designation of this very property, in addition to all surrounding properties, to Downtown Mixed Use. This proposal is simply arriving before such larger effort of the City. The proposed change will allow the property owner to merge two properties into one parcel to accommodate a larger mixed-use project that is more appropriate for this site. The revised Project continues to implement the General Plan's policies and goals for an orderly development that is supported by public infrastructure and services. The proposed development meets all applicable development standards, including not exceeding the height that is allowed through the Height Overlay of H7 (75 feet in height).

2. The proposed amendment will not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.

FACT : The proposed Amendment is consistent with a City-sponsored amendment that is currently in process that will modify this area to Downtown Mixed Use. To review

the specific impacts of this proposed Project, however, an Environmental Impact Report was submitted that analyzed all the potential impacts, and the anticipated impacts from the amended project are less than significant or can be reduced to less than significant levels with the implementation of mitigation measures. Therefore, the General Plan Amendment would not be detrimental to the public interest, health, safety, convenience, or general welfare. Further, the mixed-use project will provide a superior development to this site and add to the vitality of the area.

Zone Change

1. The proposed amendment is in conformance with the goals, policies, and objectives of the General Plan.

FACT: The proposed Zone Change for the Project is in conformance with the goals, policies and objectives of the General Plan. The Zone Change proposed to change the current General Commercial zoning to Downtown Mixed Use, which allows residential development on the site in an urban, mixed-use format. The change in zoning to Downtown Mixed-Use allows for development of a mixed-use project in furtherance of the goals and policies found in the Land Use & Community Design Element, the Economic Development Element, the Circulation and Infrastructure Element and, most importantly, the Housing Element of the General Plan. The City's Housing Element requires that the City meet the State-mandated Regional Housing Needs Allocation. To do so, mixed-use development in what was formerly commercial areas is an effective and beneficial way to do so. The City is planning a major Zoning Map update that would change the zoning of this very property, in addition to all surrounding properties, to Downtown Mixed Use. This

proposal is simply arriving before the City's larger effort. The proposed change will allow the property owner to merge two properties into one parcel to accommodate a larger mixed-use project that is more appropriate for this site. The revised Project continues to implement the General Plan's policies and goals for an orderly development that is supported by public infrastructure and services. The proposed development meets all applicable development standards, including not exceeding the height that is allowed through the Height Overlay of H7 (75 feet in height).

2. The site is physically suitable (including absence of physical constraints, access, compatibility with adjoining land uses, and provision of utilities) for the requested/anticipated land uses/developments.

FACT: When joined together through the associated lot line adjustment, the resulting property is 2.23 acres in size. As such, the site is physically suitable for the proposed Project in terms of land use, height, access and egress, parking, and the provision of utilities. There are no physical constraints, and the proposed use and development is compatible with adjoining land uses in that this area will add more commercial uses, including a larger restaurant on the ground floor and add vitality to this part of the commercial corridor. . The Environmental Impact Report submitted along with the Project reviewed all of the site logistics and utility provision challenges inherent in the area. Through mitigations and conditions approval, there are no deficiencies, and the site is suitable for the change in zoning.

3. The proposed amendment will not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.

FACT: The proposed Zone Change is consistent with a City-sponsored zoning change that is currently in development that will modify this area to Downtown Mixed Use. To review the specific impacts of this proposed Project, however, an Environmental Impact Report was submitted that analyzed all the potential impacts, and the anticipated impacts from the Project are less than significant or can be reduced to less than significant levels with the implementation of mitigation measures to traffic, noise, air quality, geology, hazards, and utilities and service systems. Therefore, the Zone Change would not be detrimental to the public interest, health, safety, convenience, or general welfare of adjacent uses in the vicinity and of this property. Further, the mixed-use project will provide a superior development to this site and add to the vitality of the area.

Minor Use Permits

1. The proposed use is consistent with the General Plan and any applicable specific plan.

FACT: Approval of the proposed mixed-use Project would be consistent with the new General Plan Land Use Designation of Downtown Mixed Use, which allows a residential density of 80 units per acre and a commercial floor area ratio of 1.0. This land use designation allows mixed-use developments and strongly encourages a pedestrian-oriented environment with a complementary mix of commercial and residential uses. The residential units will provide vitality and an urban effect to the area, and the proposed restaurants will help generate increased activity along Huntington Drive and will continue to convey a commercial appearance along the street. Valet parking and outdoor dining are expected and encouraged in such a setting. Therefore 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 this Development Code and the Municipal Code.

FACT: The subject site will be zoned Downtown Mixed Use (DMU), which allows for mixed-use developments subject to the approval of a Minor Use Permit (MUP). The

proposed Project complies with all the development standards of the DMU zone, including but not limited to setbacks, height, open space, density, parking, The Project provides the requisite number of low or very low-income units to qualify for a density bonus AND relaxation of parking requirements per density bonus law under SB 1818. As such, the Project meets the Municipal Code requirements as well as State law.

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 is 2.33 acres in size and is located in the Downtown Mixed Use (DMU) zone. The site is surrounded by commercial uses consisting of the Hampton Inn and Embassy Suites hotels, as well as commercial centers to the east and south of the property. All of these properties are currently zoned Commercial. However, as has been stated, the City is currently working on a major rezoning and General Plan land use designation effort which will change this property and all surrounding properties to the very zoning and land use being proposed. As such, this Project embodies what the goals of the DMU zone are, with a mix of residential and commercial uses. 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.

FACT: The Project site is 2.33 acres in size and can physically accommodate the proposed mixed-use development. The residential component of the Project will provide a density of approximately 96 units per acre, which is in compliance with the maximum density for the area due to the density bonus permitted as a result of the affordable housing units being provided. The commercial component of the Project will have a floor area ratio (FAR) below the maximum allowable FAR of 1.0. Additionally, the amount of on-site parking that will be provided for this Project meets and exceeds the minimum required by State law for projects providing affordable housing units that are in close proximity to the Gold Line Station.

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 on the north side of Huntington Drive and the west side of Gateway Drive. These streets are adequate in width and pavement type to carry emergency vehicles and traffic generated by the proposed use on the site.

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

FACT: The Fire and Police Departments have reviewed the application and determined that there will be no impacts to public protection services. 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 since the City's current housing and residential population is below Southern California Association of Governments (SCAG's) predicted housing, and the Project's

addition of 608 residents will not exceed the SCAG's population estimate of 58,821 residents in 2025. Therefore, no impacts to public protection services are anticipated. Development of Downtown Arcadia has been anticipated and planned for since the General Plan was updated in 2010. Mixed use developments and residential units have been expected since that time on the part of public protection services and, as mentioned, the City is working on a major zone change for a large portion of this area to a similar land use type.

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

FACT: As part of the development, new utility connections, including connections for potable water and storm drainage, will be required. Implementation of best management practices by the Applicant during construction and operation would ensure impacts to water quality do not occur. The site can be adequately served by all required utilities through interconnection with existing utilities within City right-of-way abutting the site. The Project will require a fair-share payment for upsizing of a sewer line, which is anticipated to be built by the City.

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 proposed mixed-use development is not anticipated to have adverse effects on the public health or welfare, or the surrounding neighborhood. The Project will be compatible with the surrounding uses in the general area. Additionally, the Environmental Impact Report prepared for the Project assessed all the potential impacts from the Project and it was determined that there would be no significant impacts to traffic, noise, air quality, or water quality. Therefore, the proposed use will not adversely affect the public convenience, health, interest, safety or general welfare of adjacent uses in the vicinity and zone of the subject property.

Density Bonus

1. The Project will be consistent with the General Plan, except as provided by this section with regard to maximum density, density bonuses, and other incentives and concessions.

FACT: The Project is consistent with the Downtown Mixed Use land use designation in the General Plan, as well as the zoning requirements of the DMU zone. The Project meets the following policies of the General Plan Land Use Element: LU-1.1, LU-1.8, LU-4.2, LU 4.3, LU-6.4, and LU-6.5.

2. The approved number of dwellings can be accommodated by existing and planned infrastructure capacities.

FACT: The Project proposes 214 dwelling units, which includes 9 affordable units for seniors. All relevant utility providers and service providers reviewed the proposed Project and have declared that the Project can be served with existing and/or planned infrastructure. The Arcadia General Plan has anticipated mixed-use development in

Downtown Arcadia since 2010. The infrastructure has been reviewed and analyzed with this in mind and the Project can be accommodated. Additionally, the City is planning a major rezoning effort which will include this Project and surrounding properties.

3. Adequate evidence exists to indicate the project will provide affordable housing in a manner consistent with the purpose and intent of this Section.

FACT: The applicant had been conditioned to provide a Density Bonus Housing Agreement which specifies that 9 units will be provided for very low-income senior residents. This document must be recorded prior to the issuance of a Certificate of Occupancy for the Project and shall run with the property. This will provide the necessary surety that these units will remain affordable over time.

4. In the event that the City does not grant at least one financial concession or incentive as defined in Government Code Section 65915 in addition to the density bonus, that additional concessions or incentives are not necessary to ensure affordable housing costs as defined in Health and Safety Code Section 50052.5, or for rents for the targeted units to be set as specified in Government Code 65915(C.).

FACT: The Project is proposing a density bonus of 20% based on the provision of 5% affordable units at the very low-income level, which is allowable per State law. In addition, the Project is utilizing the parking relaxation requirements allowed due to the provision of affordable housing and proximity to transit. The Project is also being granted a concession for Development Code standards related to the dimensions of parking spaces and aisle width. As such, the Project can meet all other zoning requirements and standards and no additional concessions or incentives are necessary to meet the targeted affordability.

5. There are sufficient provisions to guarantee that the units will remain affordable for the required time period.

FACT: The Applicant has been conditioned to submit a draft Density Bonus Housing Agreement which will be finalized and agreed to by both parties prior to recordation. The document will be required to be recorded prior to the issuance of a Certificate of Occupancy for the Project.

Architectural Design Review

The Project will be consistent with the objectives and standards of the applicable Design Guidelines. The Project will be compatible in terms of scale and aesthetic design with surrounding properties and developments since the adjacent properties also have a height overlay to allow taller buildings and the new Derby restaurant has been designed to maintain the low-slung craftsman-influenced character and scale of the existing building as well as other distinctive interior and exterior elements such as the gable roof and stained-glass windows.

The Project will have an adequate and efficient site layout in terms of access, vehicular circulation, parking and landscaping. The Project will also have valet service that will be reserved for the restaurant/cafés and residential visitors. Therefore, the Project meets the intent of the Site Plan & Design Review findings.

SECTION 3. For the foregoing reasons, the Planning Commission recommends that the City Council make the required findings for and approve the Project, and adopt the CEQA findings of fact, the mitigation monitoring and reporting program, and certify the FEIR, and approve General Plan Amendment No. GPA 22-01, Zone Change No. ZC 22-01, Minor Use Permit No. MUP 22-02, Architectural Design Review No. ADR 22-06, along

with a density bonus and lot line adjustment for the construction of a new mixed-use development at 233 & 301 East Huntington Drive, subject to the conditions of approval and mitigation measures attached hereto.

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

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

Vincent Tsoi
Chair, Planning Commission

ATTEST:

Lisa L. Flores
Secretary

APPROVED AS TO FORM:



Michael J. Maurer
City Attorney

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Exhibit "A"

RESOLUTION NO. 2134

Conditions of Approval and Mitigation Measures

1. The Applicant/Property Owner shall provide a Density Bonus Housing Agreement that will ensure that at least 9 units are reserved on site as housing for very low-income senior residents. The Density Bonus Housing Agreement must be recorded in the Office of the Los Angeles Recorder's office prior to the issuance of a Certificate of Occupancy for the Project. Prior to their recordation, the Applicant/Owner shall submit the agreement to the City for review and approval by the City and shall obtain the City Attorney's approval thereof. For this purpose, the Applicant/Owner shall submit to the City with the proposed Agreement a deposit of \$5,000 for purposes of such review, of which any funds remaining after review of the Agreement by the City shall be returned to the Applicant/Owner.
2. A comprehensive landscaping plan, consistent with the conceptual landscape plan approved as part of the Project, prepared by a licensed landscape architect must be submitted as part of building plan check and subject to the approval of the Deputy Development Services Director or designee.
3. The existing Derby signage is to be refurbished and maintained in accordance with the approved plans.
4. A lot line adjustment must be approved and recorded with LA County prior to the issuance of building permits.
5. The Project shall comply with the latest adopted edition of the following codes as applicable:
 - a. California Building Code
 - b. California Electrical Code
 - c. California Mechanical Code
 - d. California Plumbing Code
 - e. California Energy Code
 - f. California Fire Code
 - g. California Green Building Standards Code
 - h. California Existing Building Code
 - i. Arcadia Municipal Code
6. The Project shall comply with Chapter 35A Multiple Family Construction Standards as amended in Arcadia Municipal Code Section 8130.20.

7. Prior to the approval of the building plans the Applicant/property owner shall prepare public street improvement plans as follows:
 - a. Prepare separate Street Improvement Plan(s) for Huntington Drive & Gateway Drive along all property frontages from property line to property line to accommodate the changes to the parkway and street, including all removals, reconstruction, relocations, and news-rack removal (Huntington Drive) in the public right-of-way.
 - b. Included on the Street Improvement Plans will be removal of the eastbound and southbound raised medians at the intersection of Huntington Drive & Gateway Drive to create longer left-turn pockets for vehicles entering and exiting the site.
 - c. Striping plans for the Huntington Drive & Gateway Drive intersection will be required with minimum widths of 10 feet for the left-turn pockets and a minimum of 12 feet through/right turn lane next to the curb (Gateway Drive).
8. Prior to approval of the building plans the Applicant/property owner shall submit LID, Hydrology, and Soils Reports for review and approval.
9. Prior to approval of the building plans the Applicant/property owner shall either construct or post security for all public improvements as follows:
 - a. Remove and replace existing sidewalk, curb and gutter along all property frontages from property line to property line to the satisfaction of the City Engineer. Include additional sidewalk to provide adequate clearance around all obstacles.
 - b. Remove and replace all driveway approaches per City standard plan.
 - c. Construct new ADA accessible ramps/domes at driveways where stop signs are proposed.
 - d. Coordinate with Public Works Services on protection of street trees along Huntington Drive and Gateway Drive including the installation of any new street trees.
 - e. Remove and replace the pavement in Gateway Drive adjacent to the development's entire frontage from gutter to gutter per approved street improvement plan.
 - f. Remove raised center medians on Huntington Drive and Gateway Drive and planter area on Huntington Drive with full depth pavement section matching existing thickness per approved street improvement plan.
 - g. Because Huntington Drive is currently under Moratorium, if project is completed prior to 9/22/2026, grind and overlay the pavement in Huntington Drive with extra limits of pavement repair adjacent to the development for the entire frontage from gutter to the centerline of the street or curb of raised median.
 - h. Restripe Huntington Drive & Gateway Drive per approved striping plan.

10. Prior to final occupancy an additional 1-foot minimum easement shall be required on Gateway Drive to accommodate a full 10-foot parkway for sidewalk and utility purposes providing 4foot wide ADA access/path of travel around all obstructions and driveways.
11. Prior to final occupancy, a plan for the proposed regulations of parking along the Huntington Drive curb in front of the Project shall be submitted to the City Engineer for review and approval. This area is not to be reserved for short-term parking but rather will be designated by the City Engineer.
12. Street trees shall be preserved as per the Arborist Report dated June, 2023. Any removal and replacement of street trees shall be coordinated with the Public Works Services Department and the appropriate fees shall be paid prior to the issuance of a Certificate of Occupancy. All trees remaining on site during and after construction shall be protected utilizing the recommendations provided in the Arborist report.
13. The Project is subject to Industrial Waste requirements. This will be reviewed through the submittal of plumbing plans. Grease Interceptors are required for all restaurants.
14. A 12" cast iron water main with 59 psi static pressure is available on the south side of Huntington Dr, and a 12" cast iron water main with 60 psi static pressure is available on Gateway Dr. Both mains are available for domestic water and/or fire services. The Applicant/Property Owner shall provide calculations prepared by a licensed Civil or Mechanical Engineer to determine the maximum domestic demand, maximum commercial demand, and maximum fire demand in order to verify the required sizes of water services.
15. The Applicant/Property Owner shall provide separate water services and meters for residential, commercial, and common area landscape irrigation uses. All water services will require approved reduced pressure backflow devices for meter services protection.
16. Domestic water service for residential dwelling units shall be provided by a common master meter installed within the public right of way.
17. 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. Location of DCDA shall be closed to the public right of way and can't be inside the building.
18. A Water Meter Clearance Application shall be submitted to the Public Works Services Department prior to permit issuance.

19. New water service installations shall be installed by the Applicant/Property Owner. Installation shall be according to the specifications of the Public Works Services Department, Engineering Division. Abandonment of existing water services, if necessary, shall be carried out by the Applicant/Property Owner, according to Public Works Services Department, Engineering Division specifications.
20. Several City sewer lines are in the Project vicinity as provided below, the Applicant/Property Owner shall utilize existing sewer laterals, if possible.
 - a. An 8" VCP sewer main is available on Huntington Dr.
 - b. An 8" VCP sewer main is available at the site, which leads to Huntington Dr.
 - c. An 8" VCP sewer main is available on Gateway Dr.
21. Prior to a Certificate of Occupancy being issued for the Project, the applicant/property owner shall make a fair share contribution to a sewer upgrade project in Fifth Avenue. This fair share payment is memorialized as Mitigation Measure UTL-1.
22. If the proposed underground parking structure and/or any part of the building footprint lies within five feet of the existing 8" on-site sewer line, the Applicant/Property Owner shall remove or abandon the entire ~200' long line. Access to the upstream manhole on that line shall be maintained if the line has not been removed or abandoned.
23. If any drainage fixture elevation on any floor is lower than the elevation of the next upstream manhole cover, an approved type of backwater valve is required to be installed on the lateral behind the property line.
24. Since the proposed Project exceeds 1 acre of disturbed land, applicant must file a Notice of Intent with the State Water Resources Control Board for a General Construction NPDES Permit. The NOI will require certain items such as preparation of the Stormwater Pollution Prevention Plan (SWPP), applicable fees, etc. The City will not approve any grading plans until a Waste Discharger Identification (WDID) # has been issued by the State.
25. The proposed Project is subject to LID requirements. Applicant/Property Owner shall integrate low impact development (LID) strategies into the site design. These strategies include using infiltration trenches, bioretention planter boxes, roof drains connected to a landscaped area, pervious concrete/paver, etc.
26. Trash/recycling bins shall be configured to provide easy access for trash collection services. There should be 1 foot clearance around the trash bins/recycling bins and all bins/carts shall meet the specifications of the Public Works Services Department. At a minimum, trash enclosure areas should accommodate three containers: a 3-yard bin for trash, 3-yard bin for recycling, and 69/96 gallon sized

carts for organics recycling. Roof clearance must be 10 feet so trucks can access bins to empty.

27. All areas shall be fire sprinklered. The sprinkler systems serving commercial areas and residential areas shall be segregated.
28. The fire sprinkler system shall be monitored by a UL listed central station. Notification appliances shall be provided in all common areas and residential areas.
29. Class I standpipes shall be provided inside all stairwells on all levels including the roof.
30. New hydrants shall be provided at the following street frontage locations:
 - a. One on the west side of Gateway Drive, towards the north of property
 - b. One on the north side of Huntington Drive, towards the west of property
31. An Emergency Responder Radio Coverage System shall be provided.
32. A knox box shall be provided adjacent to the Lobby area and outside stairwells. Any automatic gates used in parking areas shall be equipped with a knox switch.
33. The emergency gate serving the north side of the property currently acts as a drive through for ladder truck access. The proposed layout will eliminate that access. An approved alternative method of ladder truck turn-around shall be provided to Arcadia Fire Department for review prior to any permit issuance.
34. The Project is responsible for contributing a fair-share payment toward the installation of a cloud-based mitigation system being completed by the Fire Department to ensure response times are maintained or enhanced given new development. This fair-share payment shall be attributed to the seven (7) immediately adjacent intersections evaluated in the traffic study for the Project, and the payment shall not exceed \$17,500.
35. The Project shall be developed and maintained by the Applicant/Property Owner in a manner that is consistent with the plans submitted and conditionally approved for General Plan Amendment No. GPA 22-01, Zone Change No. ZC 22-01, Minor Use Permit No. MUP 22-02, Architectural Design Review No. ADR 22-06, subject to the satisfaction of the Deputy Development Services Director. Noncompliance with the plans, provisions and conditions of approval shall be grounds for immediate suspension or revocation of any approvals.
36. The Applicant/Property Owner 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 City Engineer and/or Public Works Services Director during construction and up until issuance of a Certificate of Occupancy.

37. Prior to issuance of a building permit, the Applicant/Property Owner shall submit a parking management plan which shall include both a detailed valet parking plan for the Project as well as a parking staging plan for all phases of construction so as to minimize impacts on surrounding businesses and street parking. Said plan shall be subject to review and approval by the Deputy Development Services Director, or designee.
38. Per the recommendations of the Parking Management and Valet Parking Analysis, space counters shall be installed for self-park spaces and dynamic parking displays shall be placed at the Gateway Drive garage driveway entrance indicating the number of self-park spaces occupied and available within the garage. These parking displays shall also be visible from Huntington Drive. All self-park spaces shall be clearly marked.
39. A detailed parking signage plan shall be provided along with Building Permit plans that meets the recommendations of the Derby Parking Management/Valet Operations Analysis dated July, 2023. Signage shall include directional signage for both valet and self-park users, as well as directional signage in both the courtyard area and parking structure to avoid confusion.
40. 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 to the satisfaction of the Building Official, City Engineer, Deputy Development Services Director, Fire Marshal, and Public Works Services Director. Any changes to the existing facility may be subject to having fully detailed plans submitted for plan check review and approval by the aforementioned City officials and employees and may subject to separate building permits.
41. To the maximum extent permitted by law, the Applicant/Owner must defend, indemnify, and hold the City, any departments, agencies, divisions, boards, and/or commissions of the City, and its elected officials, officers, contractors serving as City officials, agents, employees, and attorneys of the City ("Indemnitees") harmless from liability for damages and/or claims, actions, or proceedings for damages for personal injuries, including death, and claims for property damage, and with respect to all other actions and liabilities for damages caused or alleged to have been caused by reason of the Applicant's activities in connection with GPA 22-01, ZC 22-01, MUP 22-02, ADR 22-06, a Density Bonus and Lot Line Adjustment ("Project"), and which may arise from the direct or indirect operations of the Applicant or those of the Applicant's contractors, agents, tenants, employees or any other persons acting on Applicant's behalf, which relate to the development

and/or construction of the Project. This indemnity provision applies to all damages and claims, actions, or proceedings for damages, as described above, regardless of whether the City prepared, supplied, or approved the plans, specifications, or other documents for the Project.

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

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.

42. **MM-CUL-1.** Prior to commencement of construction activities, an inadvertent discovery clause, written by an archaeologist, shall be added to all construction plans associated with ground disturbing activities and the Project Applicant shall retain a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology, to prepare a Worker Environmental Awareness Program (WEAP). The WEAP shall be submitted to the City of Arcadia Planning and Community Development Department (City) for review and approval. All construction personnel and monitors shall be presented the WEAP training prior to the start of construction activities. The WEAP shall be prepared to inform all personnel working on the Project about the archaeological sensitivity of the area, to provide specific details on the kinds of archaeological materials that may be

identified during construction, to explain the importance of and legal basis for the protection of significant archaeological resources, and to outline the actions to be taken in the event of a discovery of cultural resources. Each worker shall also learn the proper procedures to follow in the event that cultural resources or human remains are uncovered during ground-disturbing activities. These procedures include work curtailment or redirection, and the immediate contact of the site supervisor and archaeological monitor.

The WEAP shall require that a qualified archaeologist be retained and on-call to respond to and address any inadvertent discoveries identified during initial excavation in native soils, which underly the 2-4 feet below ground surface of artificial fill soils. As it pertains to archaeological monitoring, this definition excludes movement of sediments after they have been initially disturbed or displaced by project-related construction.

If potential archaeological resources (i.e., sites, features, or artifacts) are exposed during construction activities for the Project, the City shall be notified and all construction work occurring within 50 feet of the find shall immediately stop until a qualified archaeologist can evaluate the significance of the find and determine whether or not additional study is warranted. The archaeologist shall be empowered to temporarily stop or redirect grading activities to allow removal of abundant or large artifacts. Depending upon the significance of the find under the California Environmental Quality Act (CEQA) (14 CCR 15064.5[f]; PRC, Section 21082), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan and data recovery, may be warranted. The archaeologist shall also be required to curate any discovered specimens in a repository with permanent retrievable storage and submit a written report to the City of Arcadia for review and approval prior to occupancy of the first building on the site. Once approved, the final report shall be filed with the South-Central Coastal Information Center (SCCIC).

43. **MM-GEO-1.** In the event that paleontological resources (e.g., fossils) are exposed during construction activities for the Project, all construction work occurring within 50 feet of the find shall immediately stop until a Qualified Paleontologist meeting Society of Vertebrate Paleontology (SVP 2010) standards can evaluate the significance of the find and determine whether or not additional study is warranted. If the discovery is clearly not significant, the paleontologist may document the find and allow work to continue. If significant paleontological resources are discovered during earthmoving activities, the qualified paleontologist shall prepare and submit a Paleontological Resources Recovery Plan (PRRP) to the City for review and approval. The recovery plan shall include, but is not limited to, sampling and fossil recovery procedures, museum curation for any scientifically significant specimen recovered, and a report of findings. Recommendations in the PRRP as approved by the City shall be implemented before construction activities can resume at the site where the significant paleontological resources were discovered. Any reports and plans resulting from implementation of this measure shall be submitted to City

Planning Division and filed with the Natural History Museum of Los Angeles County.

44. **MM-HAZ-1. Hazardous Building Materials Survey.** Prior to the issuance of a demolition permit for any existing on-site structures, a qualified environmental specialist shall conduct a survey for asbestos-containing materials, lead-based paint, polychlorinated biphenyls, mercury, and other hazardous building materials, such as universal wastes and refrigerants, to document the presence of any potentially hazardous materials within the structures. If survey results are positive, all potentially hazardous materials identified as part of this survey shall be handled and disposed in accordance with the federal and state hazardous waste and universal waste regulations. Demolition plans and contract specifications shall incorporate any necessary abatement measures in compliance with the findings of the hazardous building materials survey and federal, state, and local regulations, including those of the U.S. Environmental Protection Agency (which regulates disposal), Occupational Safety and Health Administration, California Occupational Safety and Health Administration (which regulates employee exposure), the South Coast Air Quality Management District, and the Metallic Discards Act of 1991 (Public Resources Code, Section 42160 et seq.), particularly Public Resources Code, Section 42175, Materials Requiring Special Handling, for the removal of mercury switches, PCB-containing ballasts, and refrigerants. Upon completion of construction activities, proof of proper handling and disposal shall be provided to the City's Public Works Department.

45. **MM-HAZ-2. Contaminated Soil Management.** Prior to the issuance of a grading permit, the Project Applicant/Property Owner shall retain a qualified environmental professional to prepare a soil management plan (SMP) that outlines the proper screening, handling, characterization, transportation, and disposal procedures for contaminated soils on site based on the findings of the site-specific conditions, geophysical surveys, and Phase I and II Environmental Site Assessments, and shall identify any areas of known or suspected soil contamination. The SMP shall be provided to the City Development Services Department for review prior to any site grading. The Project's contractor shall ensure implementation of the SMP through the contract specifications for all confirmed and suspected contaminated soils which require excavation and offsite disposal. The SMP shall include health and safety and training procedures for construction workers who may come into contact with contaminated soils. The health and safety procedures shall include periodic breathing zone monitoring for volatile organic compounds (VOCs) using a handheld organic vapor analyzer and include required actions to be taken if concentrations of VOCs exceed applicable screening levels for health and safety of onsite workers and the public. The SMP shall also include instructions for the identification of potentially-impacted soils, procedures for temporary cessation of construction activity and evaluation of the level of environmental concern if potentially-impacted soils or underground storage tanks are encountered, procedures for characterizing and managing potentially-impacted soils, and follow-

up procedures such as disposal and reporting, as necessary. Contaminated soil shall be managed and disposed of in accordance with applicable federal, state, and local regulations. Upon completion of construction activities, proof of compliance with the SMP shall be provided to the City's Development Services Department.

46. **MM-NOI-1.** Prior to the issuance of a demolition permit, the Project Applicant/Property Owner shall ensure that the following measures are included in the construction contractor's contract specifications and that the following measures are implemented and monitored for compliance throughout construction:
- All construction equipment must have supplier-approved sound muffling devices (e.g., engine air intake or exhaust treatment) installed and used in compliance with relevant industry standards and Cal/OSHA regulations pertaining to construction noise, which shall be properly maintained and used at all times such equipment is in operation.
 - The construction contractor shall place stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the Project site, including the hotels located adjacent to the northern and northwestern boundaries of the Project site.
 - The construction contractor shall locate on-site equipment staging areas so as to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the Project site during the construction period.
 - All noise producing construction activities, including warming-up or servicing equipment and any preparation for construction, shall be limited to the hours between 7:00 a.m. and 6:00 p.m. on weekdays.
 - An eight (8) foot tall temporary noise barrier shall be erected or installed along an extent of the northern Project site property line where it is adjacent to the nearest noise-sensitive receptor. The barrier can comprise one or more materials of construction and/or assembly, so long as the net sound transmission class (STC) is 15 or better, and thus expected to yield a minimum of 5 dB noise reduction when blocking direct sound paths between onsite Project construction noise-producing activities or equipment and the offsite receptor of concern. The horizontal extent of the installed barrier should be compatible with Caltrans or other industry guidance with respect to minimizing flanking effects around the ends of the barrier, based on both the offsite receptor position and the onsite position or zone of construction activity.

47. **MM-TRA-1.** Prior to the issuance of a grading permit, the Project Applicant/Property Owner shall coordinate with the City Engineer to prepare engineering plans that remove and reconfigure the raised median on E. Huntington Drive to extend the eastbound left-turn pocket to at least 75 feet. Plans shall be prepared and implemented to the satisfaction of the City's Public Works Director. The reconfigured median on E. Huntington Drive shall be completed and operational prior to the issuance of a certificate of occupancy for The Derby restaurant.
48. **MM TRA 2.** Prior to the issuance of a building permit, the Project Applicant/Property Owner shall prepare a Parking Signage Plan to clearly identify ingress/egress and circulation for residents and commercial visitors. The Parking Signage Plan shall require that adequate signage be installed within the commercial section of the parking structure directing personal vehicles to use the Gateway Drive egress to exit the Project site, and to prohibit egress through the courtyard to E. Huntington Drive, in order to avoid conflicts with valet operations.
49. **MM-TRA-3.** Prior to the issuance of demolition or grading permits, the Project Applicant/Property Owner shall develop and implement a City-approved Construction Traffic Control Plan. The Plan shall be prepared in accordance with applicable City guidelines and shall address the potential for construction-related vehicular traffic, as well as pedestrian and bicycle circulation disruption in the public right-of-way. The Plan shall describe safe detours and shall include protocols for implementing the following: temporary traffic controls (e.g., a flag person during heavy truck traffic for soil export) to maintain smooth pedestrian and traffic flow; dedicated on-site turn lanes for construction trucks and equipment leaving the site; scheduling of peak construction truck traffic that affects traffic flow on the arterial system to off-peak hours; consolidation of truck deliveries; and/or rerouting of construction trucks away from congested streets or sensitive receptors.
50. **MM-TCR-1. *Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities.*** The project Applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project Applicant/lead agency upon written request to the Tribe.

On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project Applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project Applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

51. **MM-TCR-2. *Unanticipated Discovery of Human Remains and Associated Funerary Object.*** Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

If Native American human remains and/or grave goods discovered or recognized on the project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.

Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).

Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)

Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

52. **MM-TCR-3. *Procedures for Burials and Funerary Remains.*** If it is determined, through compliance with Public Resources Code section 5097.98 and other applicable regulatory requirements that the Gabrieleño Band of Mission Indians - Kizh Nation is the Most Likely Descendant (MLD), the following shall be implemented:

As the MLD, the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.

If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.

The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.

In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.

In the event preservation in place is not possible despite good faith efforts by the project Applicant/Property Owner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.

Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does not authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains

53. **MM-UTL-1. Sewer Upgrade Fair Share Payment.** Prior to issuance of a Certificate of Occupancy permit for the Project, the Applicant/Property Owner shall make a fair share contribution of 9 percent of the Fifth Avenue sewer upgrade project cost, not to exceed \$108,000, to the City to help fund upgrading of the sewer line in Fifth Avenue. The Fifth Avenue Sewer Upgrade Project will be included in the City's 2024-25 Capital Improvement Plan budget and the work will be completed by the City's Public Works Department by the end of the 2024-25 Fiscal Year. This measure shall be implemented to the satisfaction of the City Engineer and/or the City Public Works Services Department as appropriate.

Attachment No. 2

Aerial Photo and Zoning Information and
Photos of the Project Site

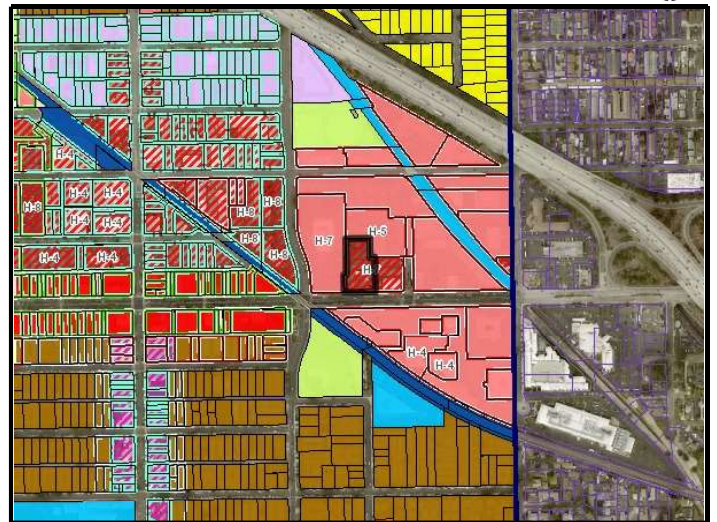
Site Address: 233 E HUNTINGTON DR

Property Owner(s): Property Owner



Property Characteristics	
Zoning:	C-G
General Plan:	Commercial
Lot Area (sq ft):	58,257
Main Structure / Unit (sq. ft.):	6,670
Year Built:	1927
Number of Units:	1
Overlays	
Architectural Design Overlay:	
Downtown Overlay:	
Downtown Parking Overlay:	
Parking Overlay:	
Racetrack Event Overlay:	
Residential Flex Overlay:	
Special Height Overlay:	

Selected parcel highlighted



Parcel location within City of Arcadia

Site Address: 301 E HUNTINGTON DR

Property Owner(s): Property Owner



Property Characteristics	
Zoning:	C-G
General Plan:	C
Lot Area (sq ft):	
Main Structure / Unit (sq. ft.):	7,626
Year Built:	1988
Number of Units:	1
Overlays	
Architectural Design Overlay:	Yes
Downtown Overlay:	N/A
Downtown Parking Overlay:	N/A
Parking Overlay:	N/A
Racetrack Event Overlay:	N/A
Residential Flex Overlay:	N/A
Special Height Overlay:	H-7

Selected parcel highlighted



Parcel location within City of Arcadia

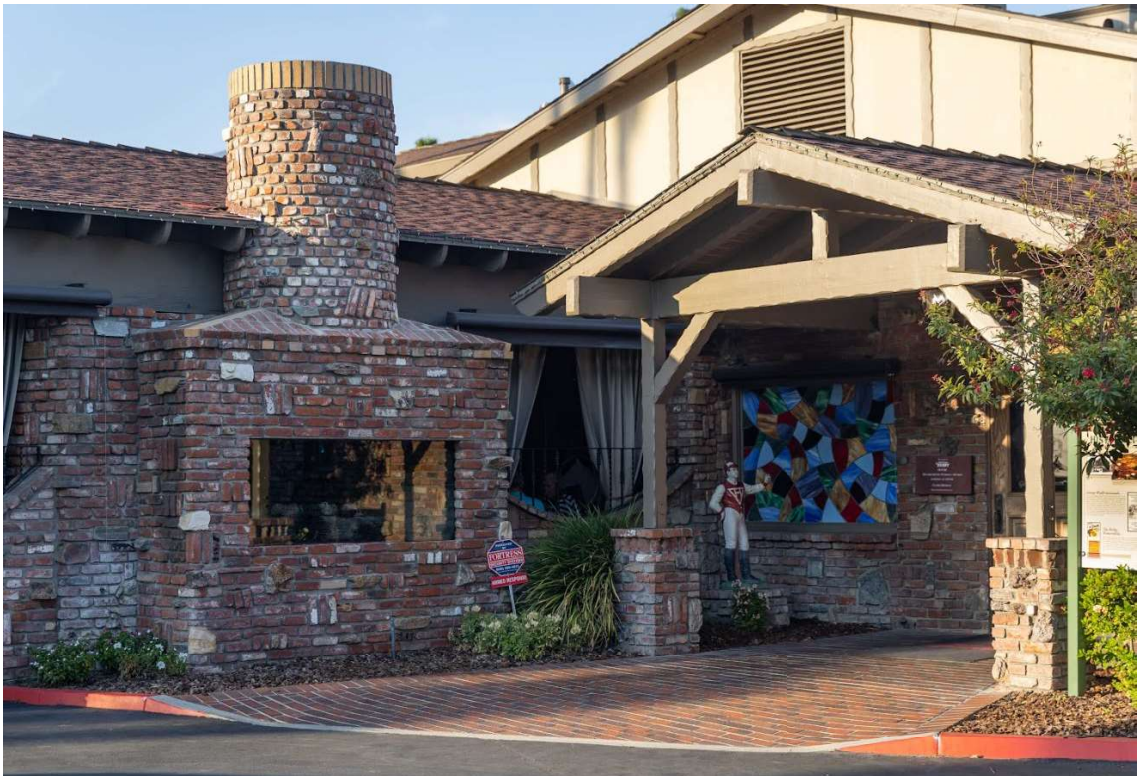


The Derby Restaurant – View from Huntington Drive





Additional Pics of the Derby – Exterior Elevations





(Above) – Dining area inside The Derby Restaurant



(Above) – View of former Souplantation Restaurant from Huntington Drive



(Above) – Interior of the former Souplantation Restaurant

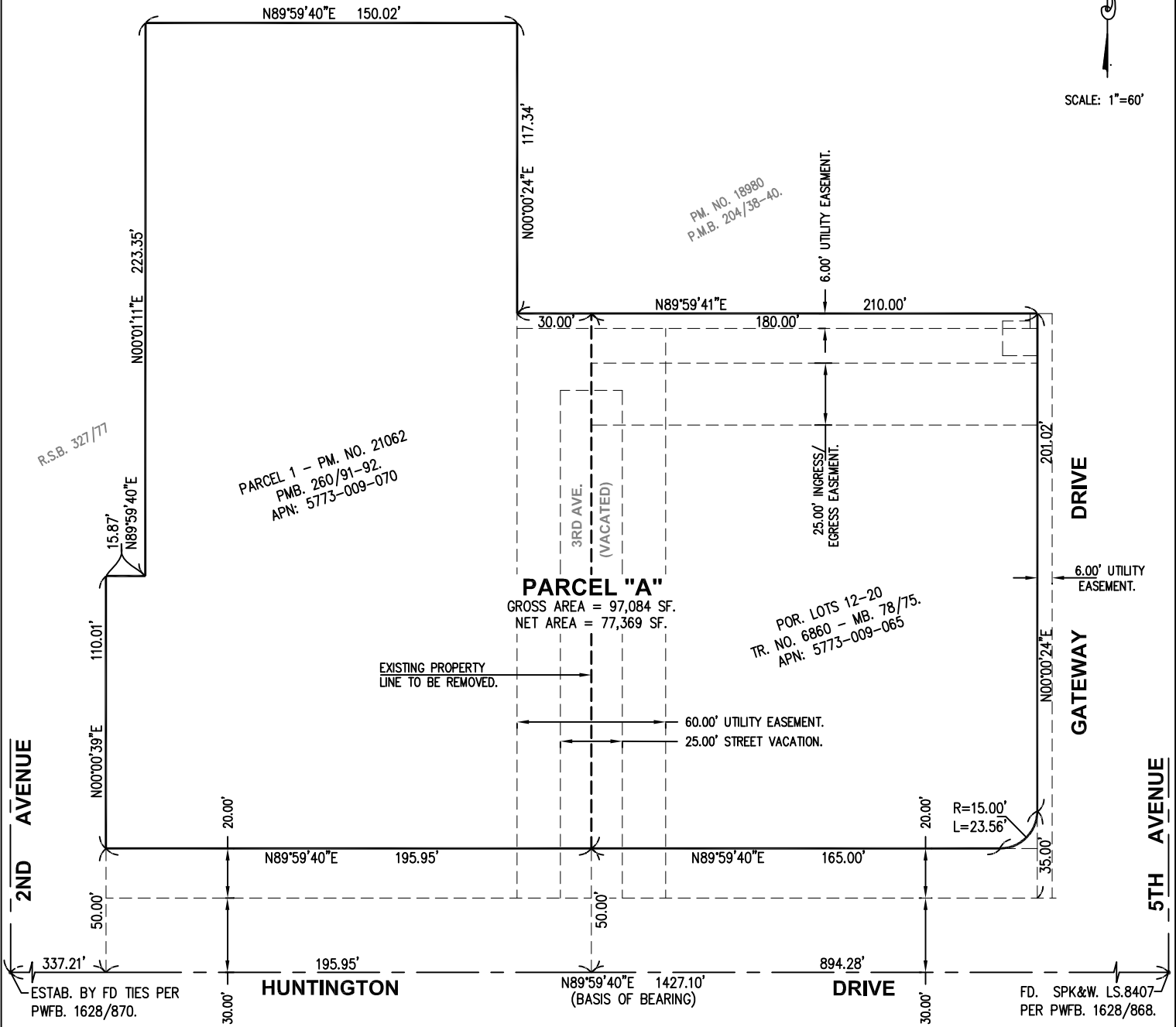
Attachment No. 3

Lot Line Adjustment

EXHIBIT "B"

LOT MERGER # _____

PLAT MAP



OWNER INFO.

ELITE REAL ESTATE HOLDINGS LLC
 233 E. HUNTINGTON DRIVE
 ARCADIA, CA. 91006

LEGEND

- ⊕ — CENTERLINE
- P — NEW PROPERTY LINE
- - - - - EASEMENT LINE
- - - - - EXISTING PROPERTY LINE TO BE REMOVED

PREPARED BY:

WRIGHT MAPPING, INC.

8419 LYNDORA STREET
 DOWNEY, CA. 90242
 PH: 562-857-2768



JACOB R. WRIGHT
 PLS. 8717, EXP. 6/30/24

84 DATE

EXHIBIT "A"
Lot Merger 22-_____

All that certain real property situated in the County of Los Angeles, State of California, described as follows:

PARCEL ONE:

Parcel 1 of Parcel Map No. 21062, in the city of arcadia, county of Los Angeles, state of California, as per map filed in book 260, pages 91 and 92 of parcel maps, in the office of the county recorder of said county.

Together with Lots 12 thru 19, and the southerly 6.00 feet of parcel 20 of Tract Map 6860, in the City of Arcadia, County of Los Angeles, State of California, as per map filed in Book 78, Page 75 of maps, in the office of the County Recorder of said county.

Also including:

PARCEL TWO:

an easement appurtenant to Parcel one described above, as reserved in the deed to arcadia redevelopment agency, recorded May 3, 1988, Instrument no, 88-611807 of Official Records for ingress and egress being 25 feet wide over Lot 19 of Tract no. 6860, in the city of Arcadia, county of Los Angeles, state of California, per map recorded in book 78, page 75 of maps, in the office of the county recorder of said county more particularly described as follows:

beginning at a found point being the intersection of the center line of fifth avenue and Huntington drive, said point being a spike & washer, no tag, per Caltrans S.R. book 78-237/15, thence South 89° 59' 40" West, 894.28 feet to a point, said point being the intersection of the center line of third avenue vacated and said center line of Huntington drive said point being a punched boat spike, no tag, per L.A.C.F.C.D. F.B. 9635/95, thence North 0° 0' 24" East, 233.50 feet along the centerline of third avenue vacated to the true point of beginning, said point being the centerline of a 25 foot wide easement, thence North 89° degrees 59 minutes 40 seconds east, 180.67 feet more or less, to the westerly right of way of an unnamed street being 61.00 feet wide, the easement shall be 12.50 feet on both sides of the above described centerline.

PARCEL THREE:

an easement appurtenant to Parcel one described above, as created in the access easement agreement recorded April 18, 1988, as Instrument no. 88-611809 of Official Records for ingress and egress being 25 feet wide over a portion of third avenue vacated, being in the city of Arcadia, county of Los Angeles, state of California, more

particularly described as follows:

beginning at a found point being the intersection of the center line of fifth avenue and Huntington drive, said point being a spike & washer, no tag, per Caltrans S.R. book 78-237/15, thence South 89° 59' 40" West, 894.28 feet to a point, said point being the intersection of third avenue vacated and Huntington drive, said point being a punched boat spike, no tag, per L.A.C.F.C.D. F.B. 9635/95, thence North 0° 0' 24" East, 50.00 feet along the centerline of third avenue vacated to a point, said point being on the northerly right of way of said Huntington drive, said point being also the true point of beginning, thence North 00° 00' 24" East, 185.00 feet along the centerline of third avenue vacated. said easement shall be 12.50 feet on both sides of the above described centerline.

APN: 5773-009-065 & 070

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature 
Jacob Wright, LS 8717

Date 7/14/22



Attachment No. 4

Architectural Plans

OPEN SPACE AREA SUMMARY

RESIDENTIAL OPEN SPACE
 REQUIRED OPEN SPACE:
 # OF UNITS 256
 TOTAL REQUIRED AREA 21,400 SF

PROVIDED OPEN SPACE
 PRIVATE OPEN SPACE 7,000 SF
 COMMON OPEN SPACE 14,325 SF
 TOTAL OPEN SPACE PROVIDED 21,325 SF

REFER TO OVERALL FLOOR PLAN SHEETS FOR DETAILED INFORMATION

PARKING INFORMATION

IS COMMERCIAL/BICYCLE PARKING SPACES PROVIDED:
 AS RESIDENTIAL THE DEVELOPER PROVIDES PARKING SPACES PROVIDED.

NOTE: 10% OF PARKING SPACES SHALL BE ELECTRIC VEHICLE CHARGING SPACES EQUIPPED WITH EV CHARGERS AND AN ADDITIONAL 20% SHALL BE EQUIPPED WITH ELECTRIC VEHICLE SUPPLY EQUIPMENT AT ALL LOCATIONS TRD.

Use		Size (Units/SF/Seats)	Metric	Spaces Required	Spaces Provided
Residential	Studio	51 DU	1 space per unit	51	51
	1 bedroom apartment	105 DU	1 space per unit	105	105
	2 bedroom apartment	49 DU	1.5 space per unit	74	74
	Senior apartment (accessory)	9 DU	1 space per unit	9	9
	Garage	2,414 GAR		238	238
Eating Establishment	The Derby Restaurant	12,850 SF	1 space per 300 SF (large rest)	129	129
	Complimentary Restaurant	3,300 SF	1 space per 300 SF (large rest)	33	33
	Café	1,400 SF	1 space per 200 SF (small rest)	7	7
	Outdoor seating	24 seats	1 space per 6 seats	4	4
	Subtotal	17,550 SF		173	173
TOTAL REQUIRED				412	412

- IN ADDITION TO THE 355 VEHICULAR PARKING SPACES, 11 MOTORCYCLE SPACES WILL ALSO BE PROVIDED FOR RESIDENTIAL USES.
- 10% OF THE 173 COMMERCIAL SPACES WILL BE DESIGNATED FOR VALET PARKING. IN ADDITION TO THE 173 VEHICULAR PARKING SPACES, 10 MOTORCYCLE SPACES WILL ALSO BE PROVIDED FOR COMMERCIAL USES, ALONG WITH 10 OPSV FEET PARALLEL PARKING AND/OR LOADING SPACES ALONG HUNTINGTON DRIVE.

SHEET INDEX

COVER SHEET
 CONTEXT PLAN
 CONTEXT PHOTOS

SHEET INDEX

LEVEL FIVE FLOOR PLAN
 LEVEL SIX FLOOR PLAN
 TYP UNIT PLANS

SHEET INDEX

RENDERINGS
 CIVIL
 TECHNICAL SITE PLAN
 PRELIMINARY GRADING PLAN
 PRELIMINARY LID PLAN
 PRELIMINARY UTILITY PLAN

BASEMENT PLAN
 LEVEL ONE FLOOR PLAN
 LEVEL TWO FLOOR PLAN
 LEVEL THREE FLOOR PLAN
 LEVEL FOUR FLOOR PLAN

LANDSCAPE / ROOF PLAN
 BUILDING MATERIALS
 BUILDING ELEVATIONS
 BUILDING SECTIONS
 AERIAL PERSPECTIVES

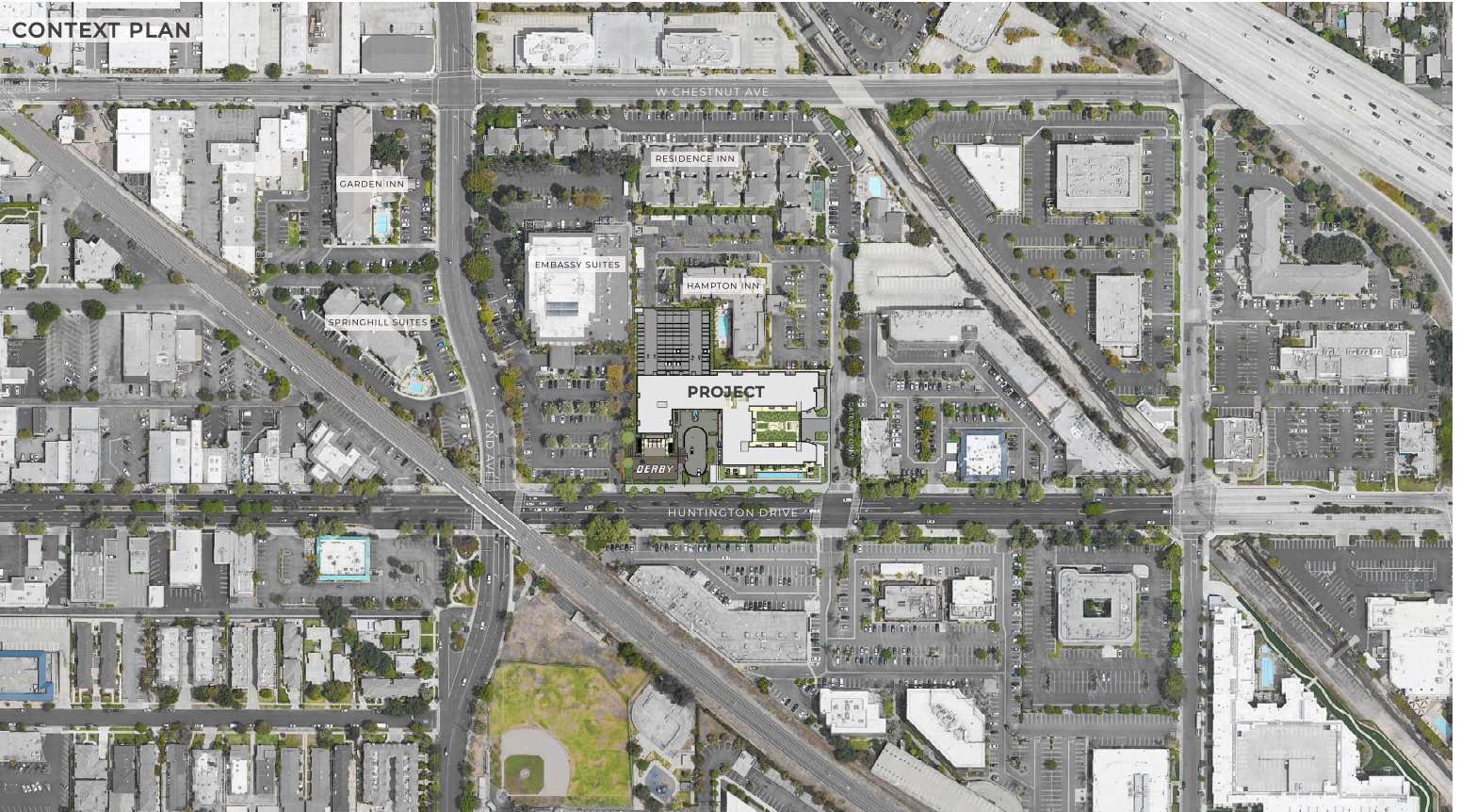


THE DERBY MIXED-USE PROJECT

CONCEPT DESIGN

PROJECT #: 2113
 ISSUED: 07.10.2023

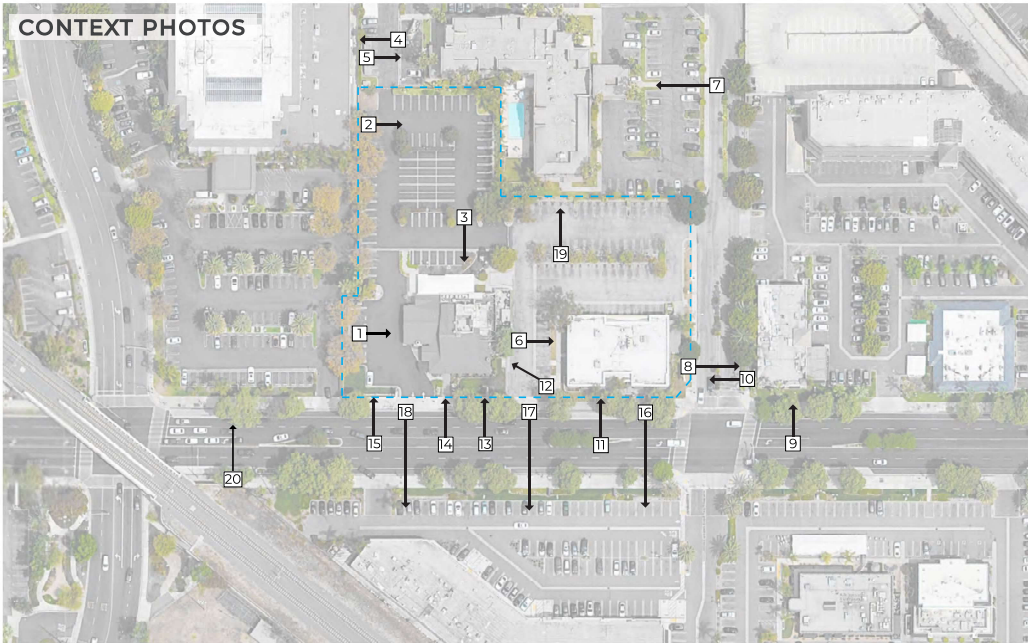
aujworkshop
 401 LINDEN STREET
 SUITE 2-221
 FORT COLLINS, CO,
 80524
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PLANNING AND ZONING 07.25.22

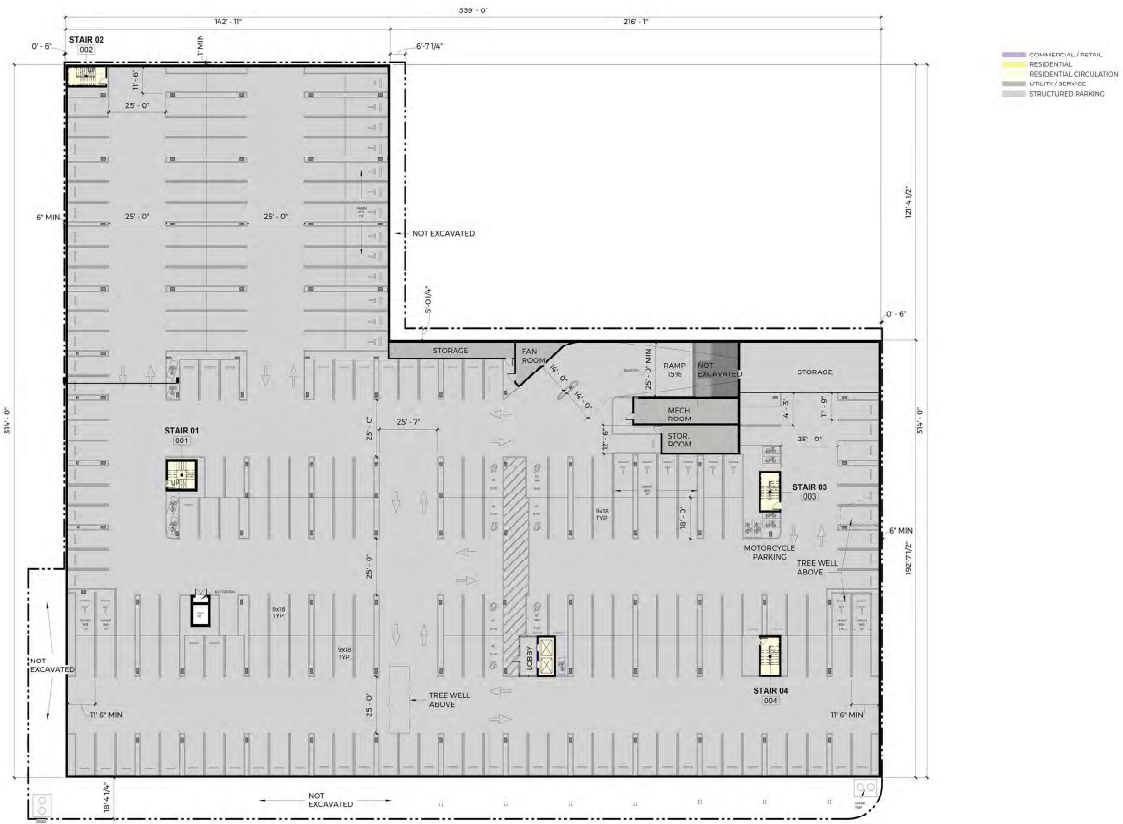




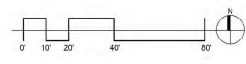
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PLANNING AND ZONING 07.25.22





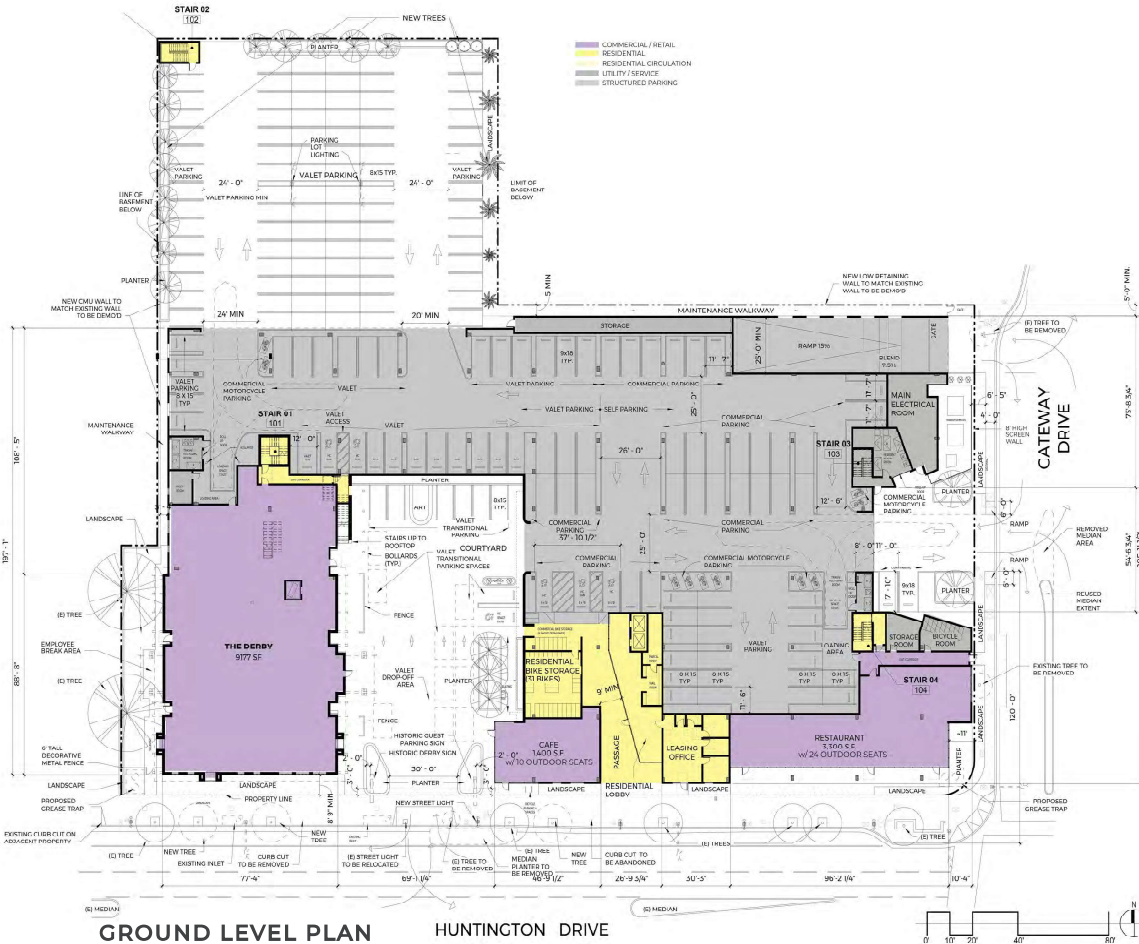
BASEMENT PLAN



THE DERBY MIXED USE PROJECT • ARCADIA, CALIFORNIA

PLANNING AND ZONING 07.25.22





GROUND LEVEL PLAN HUNTINGTON DRIVE

THE DERBY MIXED USE PROJECT • ARCADIA, CALIFORNIA

PLANNING AND ZONING 07.25.22





LEVEL 2 PLAN



THE DERBY MIXED USE PROJECT • ARCADIA, CALIFORNIA

PLANNING AND ZONING 07.25.22

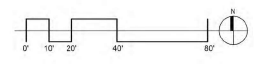




COMMERCIAL / RETAIL
 RESIDENTIAL
 RESIDENTIAL CIRCULATION
 UTILITY / SERVICE
 STRUCTURED PARKING
 RESIDENTIAL AMENITY

RESIDENTIAL OPEN SPACE (PRIVATE)	
Balcony	63 SF
Balcony	60 SF
Balcony	60 SF
Balcony	60 SF
Balcony	54 SF
Balcony	34 SF
Balcony	54 SF
Balcony	54 SF
Balcony	54 SF
Balcony	41 SF
Balcony	40 SF
Balcony	35 SF
Balcony	35 SF
Balcony	35 SF
Balcony	48 SF
Balcony	41 SF
Balcony	40 SF
Balcony	53 SF
Balcony	42 SF
Balcony	42 SF
Balcony	45 SF
Balcony	45 SF
BALCONY	254 SF
BALCONY	209 SF
1570 SF	
RESIDENTIAL OPEN SPACE (COMMON)	
POOL DECK	5716 SF
POOL DECK	844 SF
5960 SF	

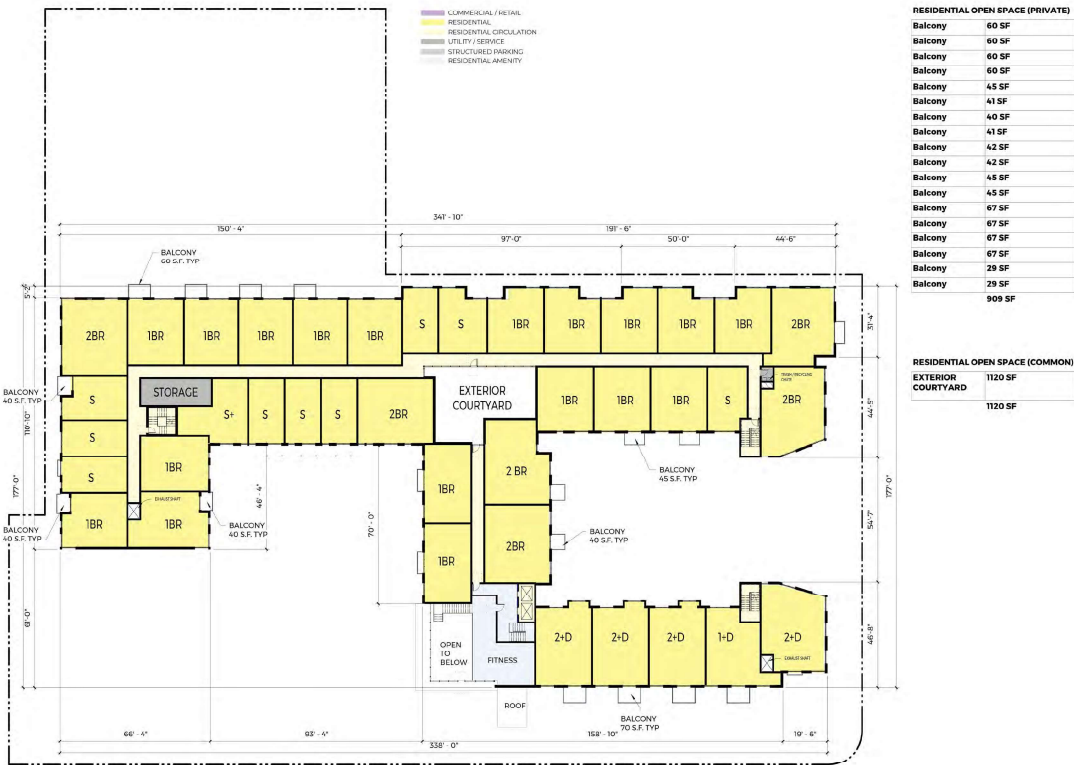
LEVEL 5 PLAN



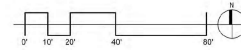
THE DERBY MIXED USE PROJECT • ARCADIA, CALIFORNIA

PLANNING AND ZONING 07.25.22





LEVEL 6 PLAN



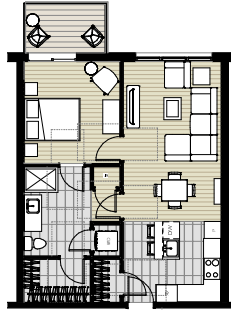
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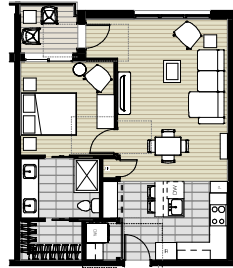




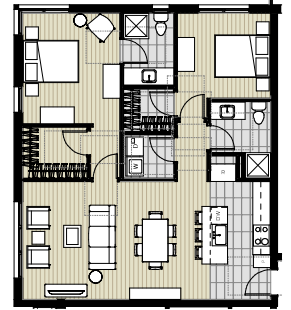
STUDIO
376' x 40' 3" | 400 SF AVG + 35 SF BALCONY



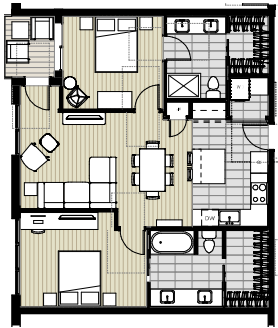
ONE BEDROOM
376' x 142' | 660 SF AVG + 60 SF BALCONY



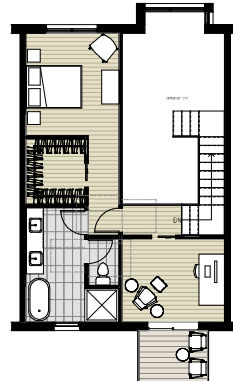
ONE BEDROOM WITH INSET BALCONY
376' x 142' | 660 SF AVG + 40 SF BALCONY



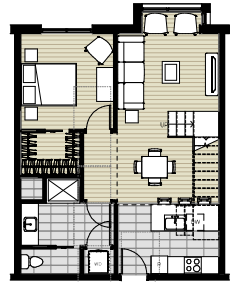
TWO BEDROOM CORNER UNIT
276' x 142' | 980 SF AVG



TWO BEDROOM
376' x 142' | 980 SF AVG + 40 SF BALCONY



TWO BEDROOM + DEN - LEVEL 2
376' x 142' | 525 SF AVG | 1,200 SF TOTAL + 50 SF BALCONY

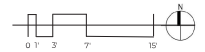


TWO BEDROOM + DEN - LEVEL 1
376' x 142' | 675 SF AVG | 1,200 SF TOTAL

UNIT PLANS

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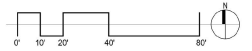
PLANNING AND ZONING 02.08.23



LANDSCAPE PLAN/ROOF PLAN



GROUND LEVEL LANDSCAPE AREA:	6,423 SF
SECOND LEVEL LANDSCAPE AREA:	3,813 SF
FIFTH LEVEL LANDSCAPE AREA:	1,057 SF
TOTAL	11,304 SF



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










SALEM PARTNERS

au|workshop

TOP REALTY

The World Famous DERBY

MATERIALS

	1. Three coat machine applied stucco (with projected imagery (night time only) at designated location)		5. Powder coated metal cornice with tongue and groove 'Kebony' wood soffit		9. New or re-used brick with gray mortar to match existing Derby		13. Brick veneer with matching mortar color to be determined
	2. Kynar finished steel board and batten system		6. Tongue and groove 'Kebony' wood panels		10. Standing seam metal roof		14. Back-lit water jet cut decorative metal screen
	3. Aluminum clad wood or fiberglass frames with dual glazed windows		7. Anodized aluminum greenhouse structure with glazed and metal panels, roll up doors and canvas curtains		11. Stained heavy timber post and beam on stone and brick base		15. Sacked concrete column
	4. Powder coated steel balconies and railings		8. Asphaltic shingles with contrasting asphaltic shingles at name area		12. Decorative translucent glass openings		16. New or re-used stained glass windows

SOUTH ELEVATION



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WEST ELEVATION



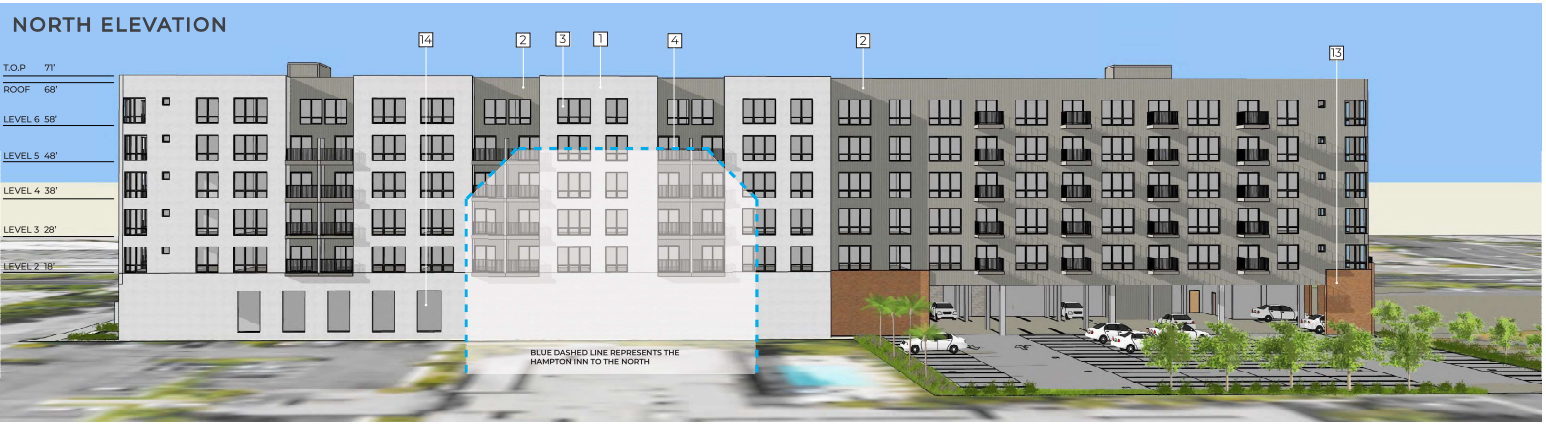
EAST ELEVATION



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PLANNING AND ZONING 07.25.22 SALEM PARTNERS auworkshop TOP REALTY The World Famous DERBY



17. Stained wood boards and battens



18. Pool



19. Ornamental Lawn Jockey



20. San Anita style wood fence



21. Bronze Statue



22. Original refurbished signage



23. Gas powered brick fireplace with window on both sides

DERBY COURTYARD SECTION



POOL SECTION



VIEW FROM NORTHWEST



VIEW FROM NORTHEAST



VIEW FROM SOUTHWEST



VIEW FROM SOUTHEAST



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OVERALL VIEW FROM SOUTHWEST



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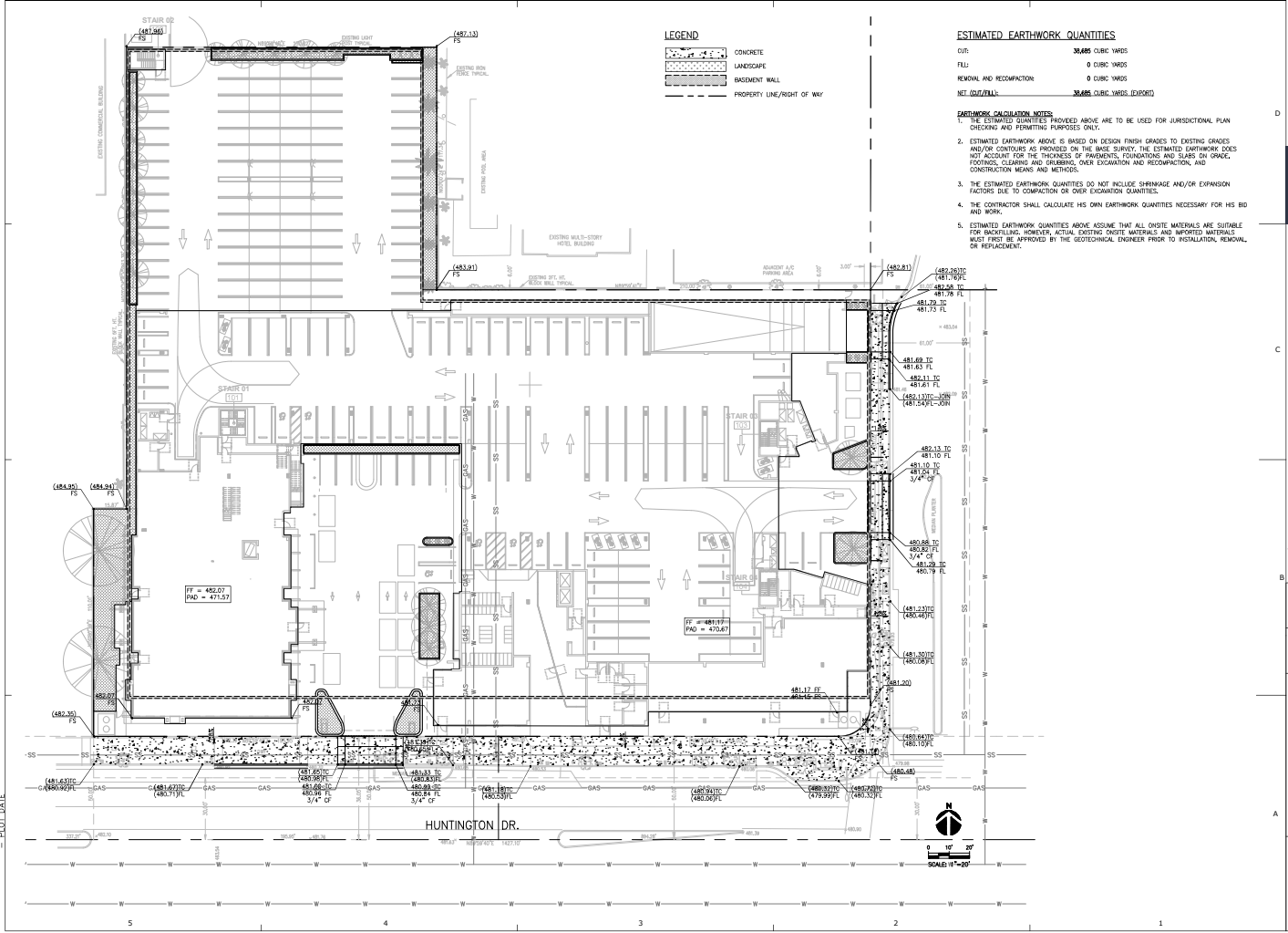




THE DERBY MIXED USE PROJECT • ARCADIA, CALIFORNIA

PLANNING AND ZONING 07.25.22





LFA
 Llobb Funk & Associates
 Structural & Civil Engineers
 Burnett & Young
 Design Engineers

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 D Stepmo, California 90245
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 LFA Job No: 22495

**PROGRESS SET
 NOT FOR CONSTRUCTION**

au|workshop
 ARCHITECTS-URBANISTS

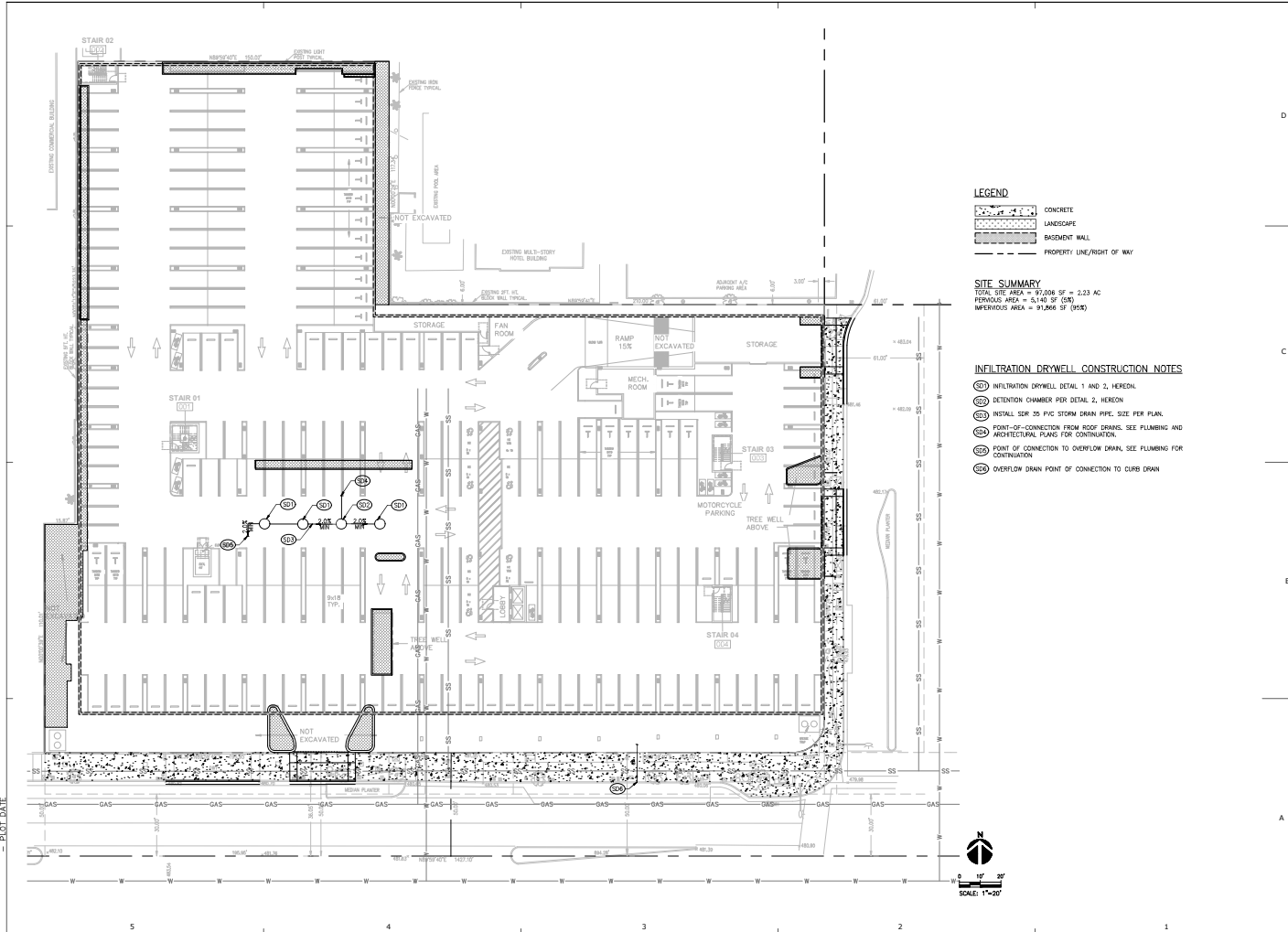
**THE DERBY
 MIXED-USE
 PROJECT**

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233 E HUNTINGTON DR.
 ARCADIA, CA 91006

PROJECT # 2113
 ISSUE DATE: 03.24.2022

PRELIMINARY
 GRADING PLAN
C210



LEGEND

- CONCRETE
- LANDSCAPE
- BASEMENT WALL
- PROPERTY LINE/RIGHT OF WAY

SITE SUMMARY
 TOTAL SITE AREA = 91,006 SF = 2.23 AC
 PERVIOUS AREA = 6,140 SF (6%)
 IMPERVIOUS AREA = 91,866 SF (94%)

INFILTRATION DRYWELL CONSTRUCTION NOTES

- 1. INFILTRATION DRYWELL DETAIL 1 AND 2, HEREON.
- 2. DETENTION CHAMBER PER DETAIL 2, HEREON.
- 3. INSTALL SDR 35 PVC STORM DRAIN PIPE, SIZE PER PLAN.
- 4. POINT-OF-CONNECTION FROM ROOF DRAINS. SEE PLUMBING AND ARCHITECTURAL PLANS FOR CONTINUATION.
- 5. POINT OF CONNECTION TO OVERFLOW DRAIN, SEE PLUMBING FOR CONTINUATION.
- 6. OVERFLOW DRAIN POINT OF CONNECTION TO CURB DRAIN.

LFA
 Labio Funk + Associates
 Structural Civil Engineers
 319 Main St.
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 f: 310/339 9099
 LFA Job #2022-005

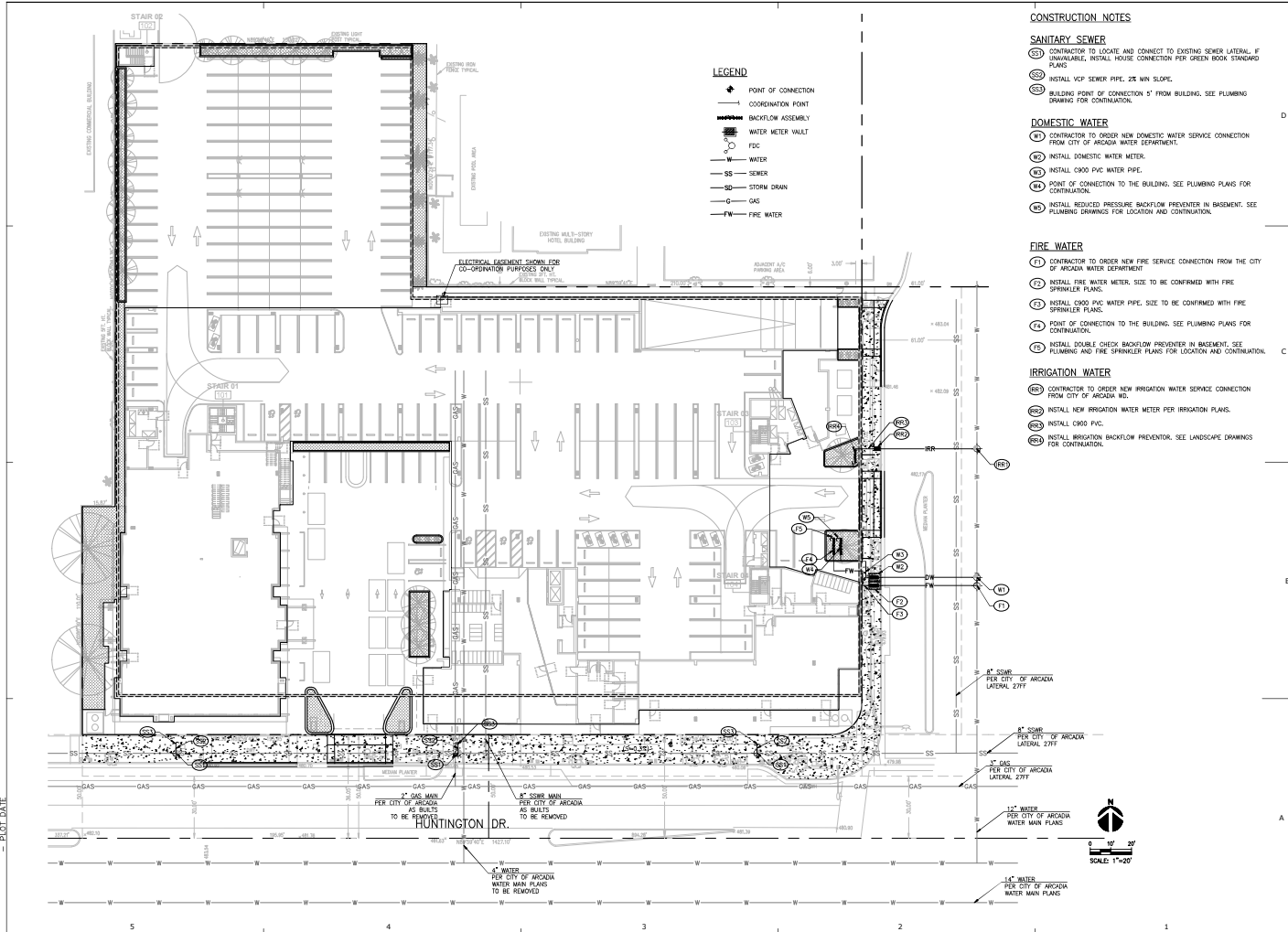


PROGRESS SET
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 www.aujworkshop.com
 2022

**THE DERBY
 MIXED-USE
 PROJECT**
 233 E HUNTINGTON DR.
 ARCADIA, CA. 91006

PROJECT # 2113
 ISSUE DATE: 03.24.2022
 PRELIMINARY LID
 PLAN
C300



CONSTRUCTION NOTES

SANITARY SEWER

(S1) CONTRACTOR TO LOCATE AND CONNECT TO EXISTING SEWER LATERAL. IF UNAVAILABLE, INSTALL HOUSE CONNECTION PER GREEN BOOK STANDARD PLANS

(S2) INSTALL VCP SEWER PIPE, 2% MIN SLOPE.

(S3) BUILDING POINT OF CONNECTION 5' FROM BUILDING. SEE PLUMBING DRAWINGS FOR CONTINUATION.

DOMESTIC WATER

(W1) CONTRACTOR TO ORDER NEW DOMESTIC WATER SERVICE CONNECTION FROM CITY OF ARCADIA WATER DEPARTMENT.

(W2) INSTALL DOMESTIC WATER METER.

(W3) INSTALL C900 PVC WATER PIPE.

(W4) POINT OF CONNECTION TO THE BUILDING. SEE PLUMBING PLANS FOR CONTINUATION.

(W5) INSTALL REDUCED PRESSURE BACKFLOW PREVENTER IN BASEMENT. SEE PLUMBING DRAWINGS FOR LOCATION AND CONTINUATION.

FIRE WATER

(F1) CONTRACTOR TO ORDER NEW FIRE SERVICE CONNECTION FROM THE CITY OF ARCADIA WATER DEPARTMENT.

(F2) INSTALL FIRE WATER METER. SIZE TO BE CONFIRMED WITH FIRE SPRINKLER PLANS.

(F3) INSTALL C900 PVC WATER PIPE. SIZE TO BE CONFIRMED WITH FIRE SPRINKLER PLANS.

(F4) POINT OF CONNECTION TO THE BUILDING. SEE PLUMBING PLANS FOR CONTINUATION.

(F5) INSTALL DOUBLE CHECK BACKFLOW PREVENTER IN BASEMENT. SEE PLUMBING AND FIRE SPRINKLER PLANS FOR LOCATION AND CONTINUATION.

IRRIGATION WATER

(I1) CONTRACTOR TO ORDER NEW IRRIGATION WATER SERVICE CONNECTION FROM CITY OF ARCADIA W.D.

(I2) INSTALL NEW IRRIGATION WATER METER PER IRRIGATION PLANS.

(I3) INSTALL C900 PVC.

(I4) INSTALL IRRIGATION BACKFLOW PREVENTOR. SEE LANDSCAPE DRAWINGS FOR CONTINUATION.

LFA
Ladd Funk & Associates
Structural/Civil Engineers

Burnett & Young
Design Engineers

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LFA Job # 24-05



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2-022

**THE DERBY
MIXED-USE
PROJECT**

233 E HUNTINGTON DR.
ARCADIA, CA 91006

PROJECT # 2113
ISSUE DATE: 03.24.2022

PRELIMINARY
UTILITY PLAN
C400

- PLOT DATE

Attachment No. 5

Derby Parking Management/Valet Parking
Operations Memo

MEMORANDUM

To: Fiona Graham, City of Arcadia
From: Lisa Valdez, Senior Transportation Planner
Amanda Meroux, EIT, Assistant Transportation Engineer
Subject: The Derby Parking Management/Valet Parking Operations Analysis
Date: July 2023
cc: Linda Vidov, Top Commercial Realty

Dudek has prepared the following Parking Management/Valet Parking Operations analysis for the proposed Derby Mixed-Use Project (proposed project or project) in the City of Arcadia (City). The project includes 214 multi-family units, modifications to the existing Derby Restaurant, plus additional restaurant square footage. The project is proposing surface parking and basement level parking, with a combination of self-parking and valet parking. The project is also seeking reductions in the City's parking standards (e.g. stall dimensions). The following analysis describes the City's Municipal Code requirements; describes how the proposed parking layout and valet operations would function; and provides recommendations to facilitate the proposed parking capacity and circulation.

Project Description

The project site is located on the northwest corner of Huntington Drive and Gateway Drive in Downtown Arcadia (Figure 1). The project's components are described below, and the site plan is shown in Figure 2.

Commercial

Two restaurants currently occupy the 2.23-acre site, including The Derby Restaurant and a closed Souplantation restaurant. Approximately 17,550 square feet (SF) of new space will be provided including:

1. The Derby, Derby Collection and second level indoor/outdoor bar: 12,850 SF
2. A new restaurant with the potential for sidewalk dining: 3,300 SF
3. A coffee shop/café, also with the potential for sidewalk and courtyard seating: 1,400 SF

Residential

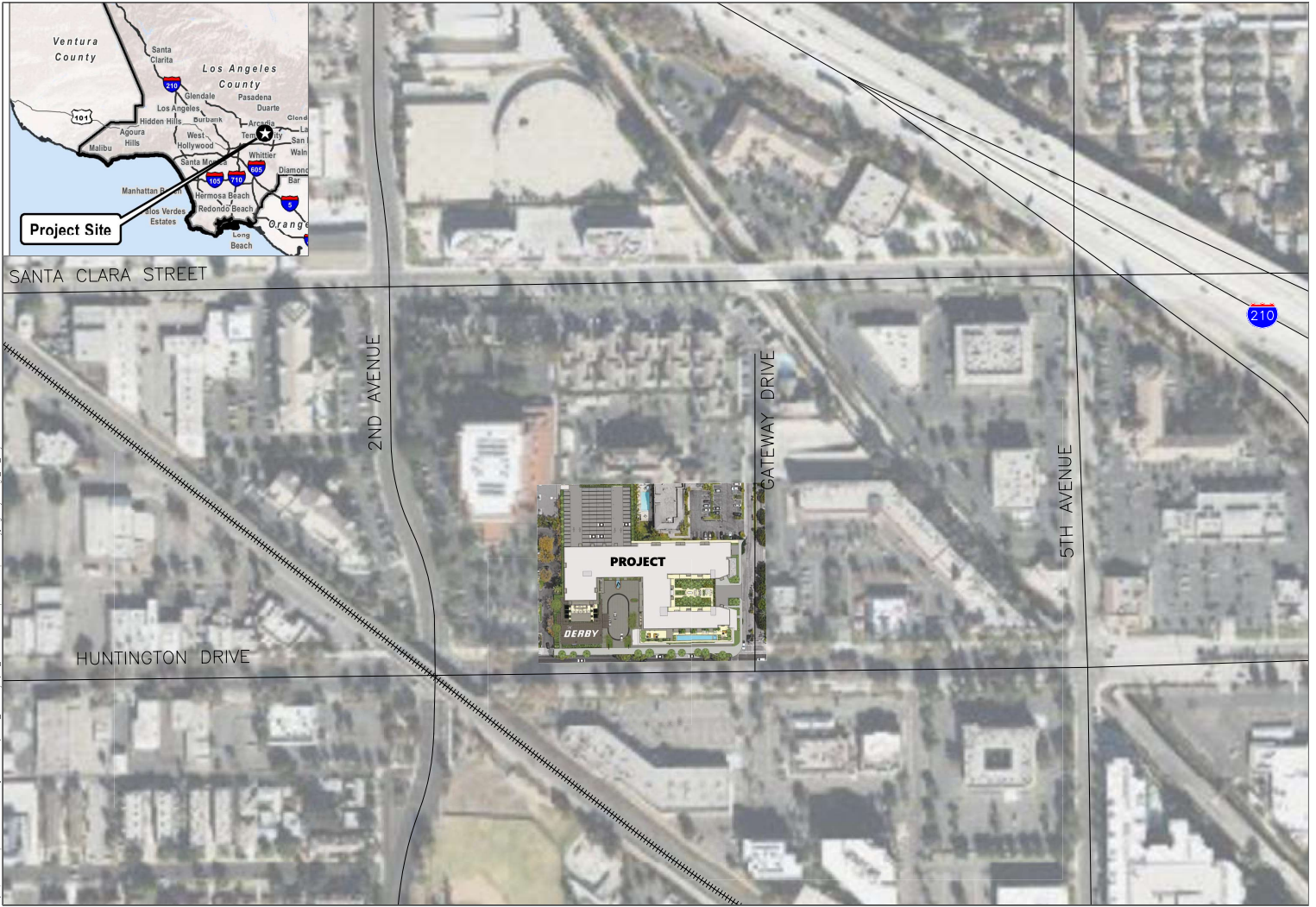
The project is proposing 214 for-rent units with a mix of studio, one-bedroom and two-bedroom units. The units will be situated on five stories above the restaurants (except that The Derby will have no residential units above any of the front-of-house areas). The total includes 9 affordable units targeted for seniors. A ground level street-fronting lobby and associated arrival, leasing and mailroom areas will be provided with pedestrian access directly from

Huntington Drive. Primary amenities include a pool and club areas at level five (with approximately 6,000 SF of exterior open space) and a garden with additional amenities at a 6,500 SF landscaped courtyard on the second level.

Access and Parking

Residential tenant parking will be provided at the basement level with a separate secure access from Gateway Drive. Ground floor parking areas will be predominately valet serviced and reserved for the restaurant uses and residential visitors.

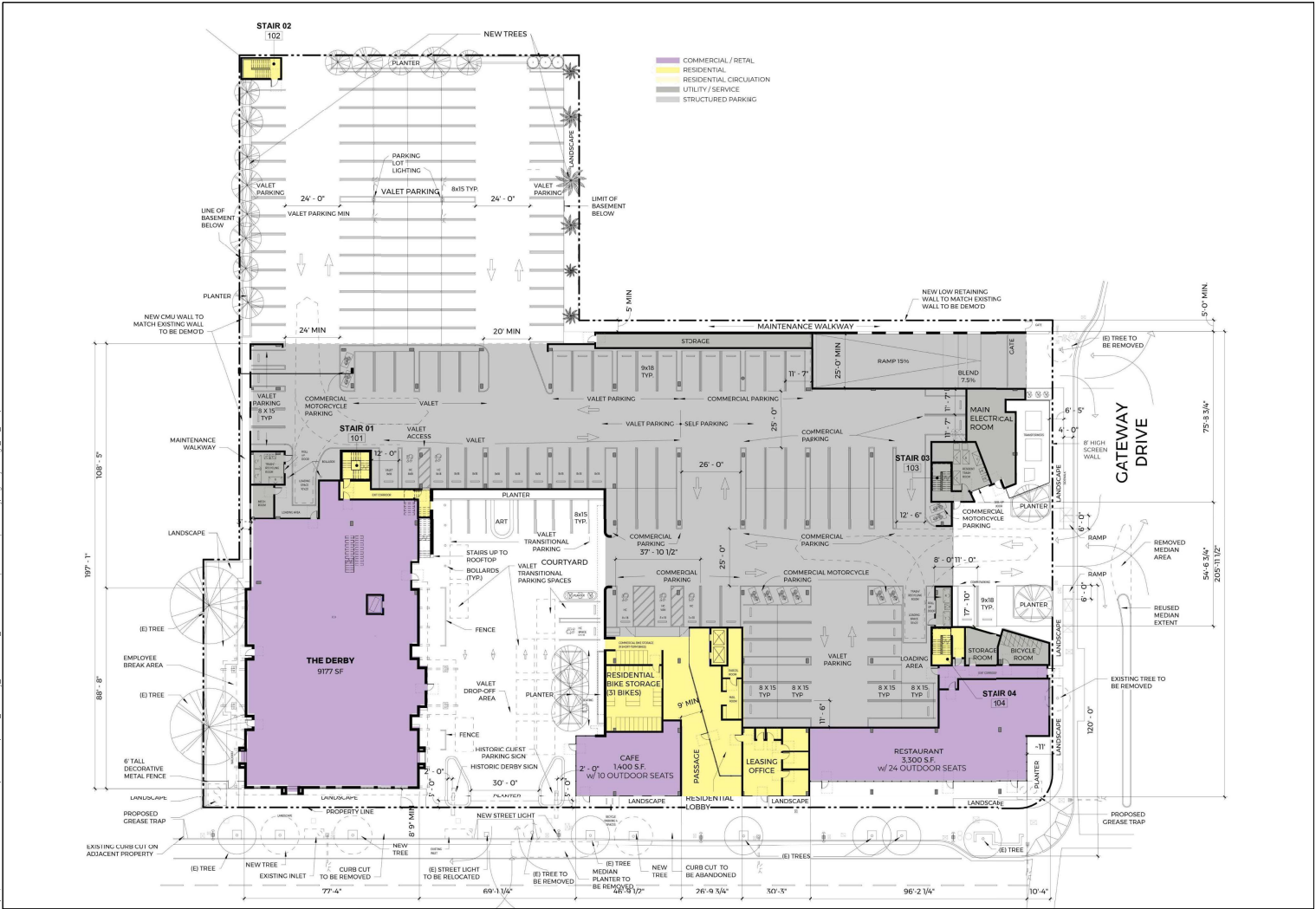
Primary access for the commercial parking will be from two points. The first access point is along Huntington Drive approximately 50 feet east of the curb cut for the existing Derby. This revised access point will enter an off-street valet drop-off and pick-up courtyard area. The second access point will be via a curb-cut that will also accommodate service uses from Gateway Drive that will be approximately 120 feet from the Huntington Drive intersection and approximately 60 feet from the residential basement parking access ramp. Further discussion of all valet operations and parking areas is provided later in this memorandum.



SOURCE: Bing Maps; [au]workshop 2022

DUDEK  NOT TO SCALE

Figure 1
Project Location
 Derby Mixed Use Project



SOURCE: [au]workshop 2023

DUDEK  NOT TO SCALE

Figure 2
Proposed Site Plan
 Derby Mixed Use Project

City Parking Requirements

Table 1 presents the City’s parking requirements for the existing and proposed land uses on-site per the City of Arcadia Municipal Code Section 9103.07 *Off-Street Parking and Loading*. Because of the project’s proximity to the Arcadia Metro L Line Station (within a half-mile) and the dedication of 9 units for senior affordable housing, the project qualifies for the parking reductions under the State Density Bonus program (Government Code 65915). Table 1 reflects these parking reductions.

Table 1. City of Arcadia Municipal Parking Code (With Density Bonus)

Land Use		Parking Spaces Required
Mixed-Use Residential ¹	Studio and One bedroom	1 space per unit
	Two and Three Bedrooms	1.5 spaces per unit
	Affordable units	1 space per unit
Restaurant	Small ²	1 space per 200 SF
	Large ³	1 space per 100 SF
	Outdoor ⁴	1 space per 6 seats

Source: [Section 9103.07 - Off-Street Parking and Loading | Code of Ordinances | Arcadia, CA | Municode Library](#).

Notes: SF = Square Feet

1. Guest parking requirements included in the parking rates above per the State Density Bonus.
2. Small restaurant: Establishments where food and beverages may be consumed on the premises, taken out, or delivered, where the total space dedicated to the use is 2,000 square feet or less.
3. Large restaurant: Establishments where food and beverages may be consumed on the premises, taken out, or delivered, where the total space dedicated to the use is greater than 2,000 square feet.
4. Incidental and Outdoor Dining on Public Property with more than 12 seats or a number of outdoor seats equivalent to 25% of the number of indoor seats, whichever is greater

Parking Provided

The proposed land uses, square footages, and number of units were reviewed to determine the number of spaces required per the City’s Municipal Code. The required number of parking spaces is summarized in Table 2.

Table 2. Required Parking Spaces by Use (With Density Bonus)

Use		Size (Units/SF/Seats)	Metric	Spaces Required	Spaces Provided
Residential	Studio	51 DU	1 space per unit	51	51
	1 bedroom apartment	105 DU	1 space per unit	105	105
	2-bedroom apartment	49 DU	1.5 space per unit	74	74
	Senior apartment (affordable)	9 DU	1 space per unit	9	9

Table 2. Required Parking Spaces by Use (With Density Bonus)

Use		Size (Units/SF/Seats)	Metric	Spaces Required	Spaces Provided
	Subtotal	214 DU		239	239¹
Eating Establishment	The Derby Restaurant	12,850 SF	1 space per 100 SF (large rest.)	129	129
	Complimentary Restaurant	3,300 SF	1 space per 100 SF (large rest.)	33	33
	Café	1,400 SF	1 space per 200 SF (small rest.)	7	7
	Outdoor seating	24 seats	1 space per 6 seats	4	4
	Subtotal	17,550 SF		173	173²
TOTAL REQUIRED				412 spaces	
SPACES PROVIDED				412 spaces³	

1. In addition to the 239 vehicular parking spaces, 11 motorcycle spaces will also be provided for residential uses.
2. In addition to the 173 vehicular parking spaces, 10 motorcycle spaces will also be provided for commercial uses, along with 10 on-street parallel parking and/or loading spaces along Huntington Drive.
3. Including additional motorcycle and transitional valet spaces, a total of 28 additional parking spaces are available across the project site.

As shown, the proposed project is required to provide 239 parking spaces per Code for the residential land uses and 173 spaces per code for the restaurant uses, for a total of 412 required spaces. The project is proposing 239 dedicated parking spaces for the residential uses at the basement level, and therefore meets the required residential parking. Additionally, the project is proposing 173 spaces for restaurant uses at the ground level, and therefore meets the required commercial parking per Code.

The proposed motorcycle parking (11 spaces for the residential uses and 10 spaces for the commercial uses) has not been included in the parking calculations as it cannot be applied towards the City’s parking requirements. Additionally, seven striped transitional valet parking spaces in the courtyard are also provided but are not considered towards the City’s parking requirements.

The Derby Restaurant currently operating on the project site has been using full valet service for years, establishing valet service as the expectation for the restaurant’s patrons. Of the 173 required commercial parking spaces, 33 spaces will be allotted to self-parking, and 140 spaces will be allotted to valet parking. The Derby Restaurant’s required parking totals 129 spaces, and the complementary restaurant and café uses have a parking requirement of 44 spaces. Although valet service was not provided for the previous Souplantation that existed on the site, the project is proposing availability of valet services to all restaurant patrons. As such, during peak operating times, up to 11 patrons (44 – 33 = 11) of the complementary restaurant and café uses may need to use valet parking services.

The restaurant parking will be managed through the valet parking plan, as described in the following section.

On-Site Parking Operations

Figure 3 illustrates the valet parking layout, drop-off areas, and on-site circulation, including the number of spaces within each area. As previously noted, residential tenant parking will be provided at the basement level with a separate secure access from Gateway Drive and meets the City's parking requirements. Therefore, this analysis focuses on the ground floor parking areas that will be predominately valet serviced and reserved for the restaurant uses and residential visitors. For the purposes of this analysis, the parking lot has been divided into separate areas to simplify the analysis. These areas are also identified on Figure 3.

Self-Parking

Self-parking requires a guest to find a place to park their own vehicle. Access to the self-parking area will be from a new driveway on Gateway Drive, located approximately 120 feet north of Huntington Drive. The driveway will provide access to the 32 self-parking spaces within the easternmost portion of the parking garage, with one (1) ADA compliant parking space provided in the courtyard. Self-parking will be available for both the café and complementary restaurant patrons and visitors to the residences.

Recommendations

The following recommendations are made to facilitate movement both within the parking structure and prior to entering the site, especially when self-parking areas are full. Patrons wanting to self-park should be made aware of parking conditions prior to entering the parking garage to minimize time driving within the garage to look for a space.

- Space counters are recommended to be installed for all self-park spaces, and dynamic parking displays should be placed at the Gateway Drive garage driveway entrance indicating the number of self-park spaces occupied and available within the garage.
- Signage directing patrons to the self-parking garage entrance on Gateway Driveway should be placed along Huntington Drive. In the event a patron turns into the parking garage from Gateway Drive when all self-parking spaces are full, signage should be placed within the central drive aisle directing drivers to valet parking in the courtyard such that vehicles limit the amount of time they are circulating through the parking garage trying to look for a space. Additional measures to mark each self-parking space (e.g., green/red overhead lights at each self-parking stall indicating whether it is free/occupied) would also be recommended.
- To reduce conflict between self-parking patrons and valet operations within the courtyard, signage should be placed within the parking garage directing vehicles to exit to Gateway Drive.
- All self-parking stalls should be clearly marked. It is also recommended that signage should be placed at each self-parking stall, and visible along Huntington Drive, indicating that self-parking is not available for the Derby Restaurant customers. All Derby patrons will be instructed to use valet parking.

Valet Operations

Existing Operations

The Derby Restaurant has been operating with all valet parking for several years and serves as the standard their patrons expect. Currently, valet drop-off/pick-up is located at one position in the middle of The Derby parking lot drive aisle, approximately 100 feet from the existing curb cut on Huntington Drive. An historic “Guest Parking” sign directs patrons into the valet drop-off area. The number of valet attendants working at one time varies depending on the time of year and day of the week. Typical valet operations throughout the year are summarized below:

- Monday – closed
- Tuesday, Thursday, Sunday
 - Summer (June to September) – Two valets
 - Fall, Winter, Spring (September to June) – Three valets
- Friday, Saturday
 - Summer (June to September) – Three valets
 - Fall, Winter, Spring (September to June) – Four valets

In addition, during the month of December, The Derby Restaurant is typically only open for lunch, with three to four valet attendants working during that time. Depending on the number of reservations, one extra valet might be added to Friday, Saturday, and Sunday December operations.

Proposed Operations

Drop-off/Pick-up

Based on the increase in square footage of The Derby and new restaurant and café uses, valet operations will be expanded to meet proposed demand. Final valet operations, including the exact number of valet attendants working throughout the year, will be ultimately determined by the valet company hired to work the site. However, based on the layout of the site and proposed project characteristics, proposed valet operation assumptions are described below. Valet attendants will be working when any restaurant or café uses are open.

During peak operations when all restaurant and café uses are operating on-site, it is assumed that at least four to five valets may be working at one time, with one valet always stationed at the main courtyard valet booth to operate drop-off and pick-up activities, and three to four valets parking/retrieving vehicles within the parking garage.

Valet parking will be facilitated by a single drop-off and pick-up point conveniently located outside the main Derby entrance. Guests hand off their keys to a professional parking assistant who secures their vehicle for them and retrieves it before their departure. The valet service will not park any vehicles for other adjacent, off-site uses, and its operations will be kept hidden from adjacent streets. Restaurant patrons will enter from the relocated driveway on Huntington Drive (approximately 50 feet east of the existing curb cut for The Derby) and enter an off-street valet drop-off and pick-up courtyard area. The historic Derby Guest Parking sign will be retained from the existing site and placed at the courtyard entrance.

During peak operating times, the courtyard area will be able to accommodate up to approximately 20 active and parked vehicles simultaneously. As shown on the site plan in Figure 3, Commercial Parking Areas, seven striped transitional parking spaces are labeled in the courtyard, with additional space for at least 10 more vehicles to circulate through the courtyard while vehicles are being dropped-off or picked-up.

After a patron drops off their vehicle, the valet operators will then either place the vehicle in a transitional space while attending to other patrons prior to moving the vehicle into the parking garage, or immediately relocate the vehicle into the garage, as described below. All vehicles driven by valets into and out of the parking garage will utilize the internal parking garage entrance located on the eastern side of the courtyard.

Valet Parking Areas

Within the northwestern portion of the parking lot, 14 (8'x15') standard spaces will be provided along the western edge of the parking area and 15 (8'x15') standard spaces will be provided along the eastern edge of the parking area. Within the center of this area, 60 (8'x15') spaces will be designated as tandem spaces, oriented in rows of four spaces. Two, 24-foot driveway aisles will serve the tandem spaces, one on each side of the row, allowing valets to access vehicles from either side. For these tandem spaces, only one vehicle (maximum) would need to be moved (by the valet) to access another vehicle. South of this area, an additional five (8'x15') standard valet spaces will be provided along the western wall, 14 (9'x18' or 8'x18') standard spaces along the southern garage wall, and 12 (9'x18') standard spaces opposite this wall. Figure 3 identifies these valet parking areas.

An additional 20 valet parking spaces will be provided in the southeastern corner of the parking garage, including four (8'x15') standard spaces, and 16 (8'x15') tandem spaces. As with the tandem parking spaces in the northern area of the garage, only one vehicle would need to be moved by the valet to access another vehicle.

Recommendations

The following recommendations are made to facilitate valet operations, and maximize the on-site parking efficiency for all users:

- In addition to the historic Guest Parking sign located at the primary courtyard entrance, additional signage indicating “Valet Parking Only” should be provided at the courtyard entrance.
- A temporary valet parking booth should be situated within the courtyard area (similar to that used under existing operations). Valet attendants and signage would be used to urge vehicles to pull forward fully towards the valet booth at the entrance of the drop-off area, and into any transitional spaces within the courtyard if needed.
- Overhead signage indicating “Valet Parking Only” is recommended to be installed in the parking garage at the locations separating the southeastern valet parking area, as well as the northwestern valet parking area to reduce the mixing of self-parking vehicles and valet operations throughout the site.
- When valet operations are completed for the day, permanent valet signs should be covered by the valets, and the temporary signs and valet kiosk/umbrella should be stored in a designated lockable storage room on site.

Parking Site Layout

This section discusses the City's parking standards and dimensions per the City of Arcadia Municipal Code Section 9103.07 *Off-Street Parking and Loading* and compares them with the proposed parking site layout.

City Code Parking Dimension Requirements

The following standards are reviewed in this analysis:

- Per Development Code Section 9103.07.050.I.3, tandem spaces are required to be a minimum of 10 feet by 19 feet with sufficient space for maneuvering.
- Per Development Code Section 9103.07.060.J, Table 3-10 (Standard Vehicle Space Requirements—Commercial, Industrial, and Mixed Use Zones), vehicle aisles are required to be a minimum of 25-foot wide throughout parking areas.
- Per Development Code Section 9103.07.060.L.1, Figure 3-15 (Parking Stall Standards) each parking stall (including valet spaces) must be double striped with 4-inch striping, with a length of 18 feet and a width of nine feet, measured to the center of the lines or 11'-6" if adjacent to a wall, fence, and structure.

The City has indicated that in any situation where reductions in parking space dimensions are sought, the reduction should be reviewed and described in detail in a parking analysis. All locations where reductions from the City's Code parking standards are reviewed in the following section.

Proposed Parking Standards Review

Residential (Basement Level)

All basement level parking stalls and drive aisles are parked to code, with exception of the 24-foot ramped drive aisle from Gateway Drive down to the basement level, and the tandem spaces.

As noted above, per Development Code Section 9103.07.050.I.3, tandem spaces are required to be a minimum of 10 feet by 19 feet with sufficient space for maneuvering. The proposed project residential tandem spaces are striped to 9'x19' for the inner space, and 9'x18' for the outer space. Although these spaces would be one foot shorter in width, and one foot shorter in length for the outer spaces than Code requirements, similar projects have utilized these dimensions for tandem spaces. For example, the nearby Huntington Plaza Mixed Use Project, approved at the August 18, 2020 City Council Meeting, includes similar dimensions (9'x19'6" for the inner spaces and 9'x18' for the outer spaces).

Additionally, AutoTurn passenger vehicle design templates were overlaid onto these parking spaces to illustrate how vehicles may park within these spaces. It must be noted that the passenger design vehicle (P) utilized in this analysis is consistent with current AASHTO (2018) standards. However, the design vehicle is a large vehicle at 7'x19', and is not representative of smaller or average passenger vehicles. Where utilized, the AASHTO (P) design vehicle provides a highly conservative analysis. For comparison, the current Ford F-150 pickup truck measures approximately 6.7'x19.3', while the current Honda Accord sedan measures approximately 6.1'x16.3'. A review of the top five most commonly owned vehicles in California as summarized in Table 3, shows these vehicles and most current model year dimensions.

Table 3. Summary of Vehicle Dimensions

Vehicle	Dimensions		
	Length	Width	Wheelbase
Toyota Camry	16'	6'	9.3'
Honda Civic	14.9'	5.9'	9.0'
Toyota Prius	15'	5.8'	8.6'
Toyota Corolla	15.2'	5.8'	8.6'
Honda Accord	16.3'	6.1'	9.3'
Average	15.5'	5.9'	9.0'

Source: EverQuote 2018; Toyota 2022, Honda 2022

As dimensions average approximately 6'x15', an additional custom AutoTurn design vehicle template was also developed and overlaid onto the parking spaces. As it is unlikely that tenants would own multiple vehicles sized larger than the larger AASHTO (P) design vehicle, the turn template illustrates how the smaller design vehicle would be parked in the reduced size tandem spaces. It must be noted that a standard crossover vehicle (e.g. Toyota Rav4) is also not much larger than the averages shown in Table 3 above, at approximately 6'x15'-16'. Additionally, if two larger vehicles were to park in two tandem spaces, sufficient room within the 25-foot drive aisles would still be available to maneuver through the parking garage. All illustrations are shown in Figure 4a, Passenger Vehicle AutoTurn Templates (Basement – Residential).

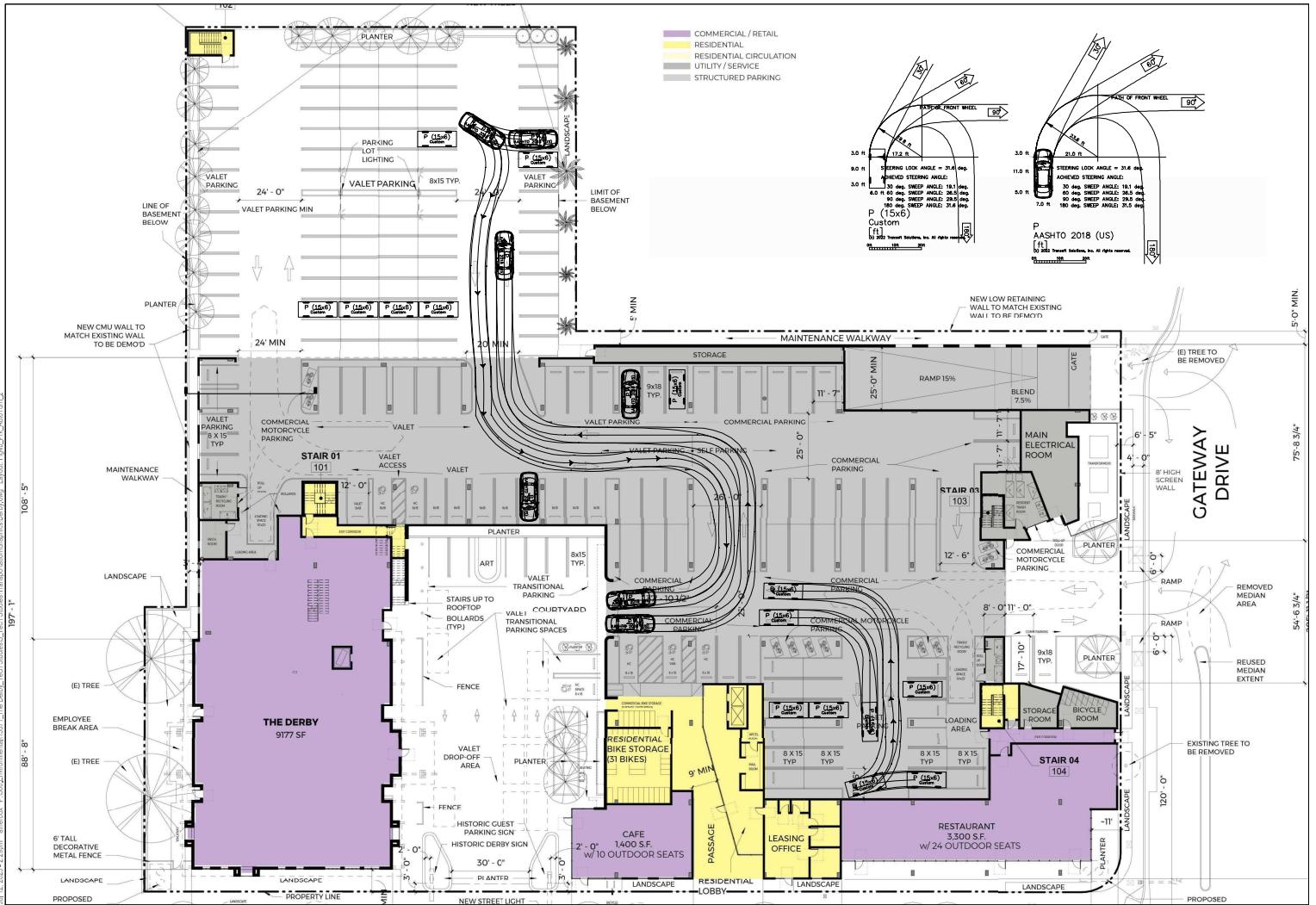
Additionally, the AASHTO (P) design vehicle turning template was overlaid within the proposed 24-foot driveway ramp from Gateway Drive. Both inbound and outbound vehicles would be able to maneuver through this drive aisle with the one-foot reduction from City standards per Development Code Section 9103.07.060.J, Table 3-10.

Commercial (Ground Level)

All ground level commercial self-parking spaces are striped to City Code; however, the majority of valet spaces and some drive aisles (within valet operating areas) have smaller dimensions than required per Development Code Sections 9103.07.050.I.3, 9103.07.060.J, and 9103.07.060.L.1.

Valet operators are skilled drivers and can operate within much smaller constraints compared to the average driver. As such, the majority of valet parking spaces are striped to 8'x15', consistent with the average lengths of the most common vehicles in California as discussed above (see Table 3). Additionally, valets can make real-time decisions as to where to park vehicles. For example, a driver may decide to utilize the 8'x15' tandem spaces for smaller vehicles first, leaving the 9'x18' spaces open for larger vehicles. In the case that some larger vehicles must be parked such that they spill into the drive aisles, attendants would still be able to maneuver through the tighter drive aisle.

As shown in Figure 4b, Passenger Vehicle AutoTurn Templates (Ground Level – Commercial), both the larger AASHTO (P) design vehicles and the smaller 6'x15' custom design vehicles are overlaid onto the site plan, showing examples of parked vehicles and vehicles maneuvering through the 20- to 24-foot drive aisles.



SOURCE: [au]workshop 2023

Figure 4b
 Passenger Vehicle AutoTurn Templates (Ground Level - Commercial)

Derby Mixed Use Project

Summary

On-Site Parking Operations

Both self-parking and valet parking operations are proposed at the project site. As the existing Derby Restaurant currently operates with all valet parking spaces, valet operations will continue to be utilized for the proposed project to meet existing customers' standards for service, and expanded to meet proposed demand of the larger Derby Restaurant, as well as the additional café and restaurant uses. Recommendations are provided in this analysis, and included below, to maximize the on-site parking efficiency for all users, and reduce conflict between valet operations and patrons wishing to self-park.

Self-Parking

- Space counters should be installed for all self-park spaces, and dynamic parking displays should be placed at the Gateway Drive garage driveway entrance indicating the number of self-park spaces occupied and available within the garage.
- It is also recommended that the dynamic sign counter is visible from Huntington Drive so that patrons can determine whether to turn onto Gateway Drive or go directly to a valet drop-off location. In the event a patron turns into the parking garage from Gateway Drive when all self-parking spaces are full, signage should be placed within the central drive aisle directing drivers to valet parking in the courtyard such that vehicles limit the amount of time they are circulating through the parking garage trying to look for a space. Additional measures to mark each self-parking space (e.g. green/red overhead lights at each self-parking stall indicating whether it is free/occupied) would also be recommended.
- To reduce conflict between self-parking patrons and valet operations within the courtyard, signage should be placed within the parking garage directing vehicles to exit to Gateway Drive.
- All self-parking stalls should be clearly marked. It is also recommended that signage should be placed at each self-parking stall, and visible along Huntington Drive, indicating that self-parking is not available for The Derby Restaurant customers. All Derby patrons will be instructed to use valet parking.

Valet

- In addition to the historic Guest Parking sign located at the primary courtyard entrance, additional signage indicating "Valet Parking Only" should be provided at the courtyard entrance.
- A temporary valet parking booth should be situated within the courtyard area (similar to that used under existing operations). Valet attendants and signage would be used to urge vehicles to pull forward fully towards the valet booth at the entrance of the drop-off area, and into any transitional spaces within the courtyard if needed.
- Overhead signage indicating "Valet Parking Only" is recommended to be installed in the parking garage at the locations separating the southeastern valet parking area, as well as the northwestern valet parking area to reduce the mixing of self-parking vehicles and valet operations throughout the site.
- When valet operations are completed for the day, permanent valet signs should be covered by the valets, and the temporary signs and valet kiosk/umbrella should be stored in a designated lockable storage room on site.

Parking Site Layout

Although the site plan identifies locations where the parking stall and/or drive aisle dimensions do not meet City Code standards, the review provided in this memorandum describes these variations, and describes how the reductions can be supported through both precedent and analysis of parking stalls and drive aisles using AutoTurn software.