CITY OF ARCADIA

CITY COUNCIL REGULAR MEETING AGENDA

Tuesday, December 16, 2025, 7:00 P.M.

Location: City Council Chambers, 240 W. Huntington Drive

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 the City Clerk at (626) 574-5455. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to assure accessibility to the meeting.

根据《美国残障人法案》，需要调整或提供便利设施才能参加会议的残障人士（包括辅助器材或服务）可与市书记官办公室联系（电话：(626) 574-5455）。请在会前 48 小时通知市书记官办公室，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。

How to Submit Public Comment:
Members of the Public who wish to submit public comment may do so using one of the following methods. Public comment is limited to the time and words allotted.

1. **In-Person:** Complete a Speaker Card, indicating the agenda item number and place it in the Public Comment Drop Box, or simply come to the podium when the Mayor asks for those who wish to speak. Generally, the allotted time is determined by the number of speakers, in accordance with the following format: **5** speakers or less – **5 minutes each**; between **6** and **20** speakers – **3 minutes each**; between **21** and **50** speakers – **2 minutes each**; and more than **50** speakers – **1 minute each**. Comments on all non-public hearing items will generally be taken at the Public Comment portion of the agenda.

2. **Website:** Please submit your comments using our online public comment form at ArcadiaCA.gov/comment. Your comments must be received at least 30 minutes prior to the posted meeting time.

3. **Email:** Please submit your comments via email to CityClerk@ArcadiaCA.gov. Your comments must be received at least 30 minutes prior to the posted meeting time.

Electronic submission of Public Comment is also available via the City's website or by email as noted above. Public Comment submitted electronically will not be read into the record at the posted meeting time but are forwarded to the City Council prior to the meeting for consideration.

如何提交公众评论意见：
公众成员可以使用以下任何一种方法提交公众评论意见。请在时间和字数的限制范围内提交公众评论意见

1. **现场发言：**填写发言卡，注明议程项目编号并投入公众意见投递箱；或在市长邀请发言者上前时，直接上前至讲台。发言时间通常根据发言人数确定，具体如下：**5** 人及以下，**每人 5 分钟**；**6** 至 **20** 人，**每人 3 分钟**；**21** 至 **50** 人，**每人 2 分钟**；超过 **50** 人，**每人 1 分钟**。所有非公开听证事项的意见通常在议程中的公众意见环节听取。

2. **网站：**请使用以下网站中刊载的在线公众评论意见表提交您的评论意见：ArcadiaCA.gov/comment。必须在公布的会议时间前至少提前 30 分钟提交评论意见。

3. **电子邮件：**请将您的评论意见通过电子邮件发送至：CityClerk@ArcadiaCA.gov。必须在公布的会议时间前至少提前 30 分钟提交评论意见。

亦可按照以下方法在本市网站上或通过电子邮件以电子方式提交公众评论意见。以电子方式提交的公众评论意见不会在公布的会议期间读入记录，但会在会议开始前转交给市议会，供市议会考虑。

1. CALL TO ORDER

2. INVOCATION

Reverend Gina Milligan, Santa Anita Church

3. PLEDGE OF ALLEGIANCE

Reverend Gina Milligan, Santa Anita Church

4. ROLL CALL OF CITY COUNCIL MEMBERS

Sharon Kwan, Mayor
Eileen Wang, Mayor Pro Tem
Dr. Michael Cao, Council Member
Paul P. Cheng, Council Member
David Fu, Council Member

5. REPORT FROM CITY ATTORNEY REGARDING CLOSED/STUDY SESSION ITEMS

6. SUPPLEMENTAL INFORMATION FROM CITY MANAGER REGARDING AGENDA ITEMS

7. PRESENTATIONS

a. Presentation of Mayor's Certificates of Commendation to the Pasadena Tournament of Roses Royal Court.

8. PUBLIC HEARING

Any person wishing to speak before the City Council on a public hearing item is asked to complete a Speaker Card, noting the agenda item number and placing it in the Public Comment Drop Box, prior to the start of the public hearing. Separate and apart from the applicant (who may speak longer in the discretion of the City Council), the allotted time is determined by the number of speakers, in accordance with the following format: **5** speakers or less – **5 minutes each**; between **6** and **20** speakers – **3 minutes each**; between **21** and **50** speakers – **2 minutes each**; and more than **50** speakers – **1 minute each**. Under the Brown Act, the City Council is prohibited from discussing or acting on any item not listed on the posted agenda. The applicant may additionally submit rebuttal comments, at the discretion of the City Council.

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.

a. Resolution No. 7669 approving Architectural Design Review No. ADR 24-10 with a Density Bonus, Tentative Tract Map No. TTM 24-02 (84530), and Protected Healthy Tree Removal Permit No. TRH 25-01 for a new four-story, 34 unit, multi-family residential condominium development located at 101 W. Huntington Drive.
   CEQA: Exempt
   Recommended Action: Adopt

b. Resolution No. 7666 authorizing the allocation of Community Development Block Grant ("CDBG") funds for Fiscal Year 2026-27, and approving a Statement of Objectives and Projects for use of CDBG funds.
   CEQA: Not a Project
   Recommended Action: Adopt and Approve

c. Temporary Use Permit No. TUP 25-22 to allow the 2026 Pasadena Showcase House of Design event from April 19, 2026, to May 17, 2026, at 291 W. Foothill Boulevard.
   CEQA: Exempt
   Recommended Action: Approve

9. PUBLIC COMMENTS (5-minute time limit each speaker)

Any person wishing to speak before the City Council is asked to complete a Speaker Card and place it in the Public Comment Drop Box prior to the time the Mayor calls for Public Comments. Generally, the allotted time is determined by the number of speakers, in accordance with the following format: **5** speakers or less – **5 minutes each**; between **6** and **20** speakers – **3 minutes each**; between **21** and **50** speakers – **2 minutes each**; and more

than **50** speakers – **1 minute each**. Comments on all non-public hearing items will generally be taken at the Public Comment portion of the agenda. Under the Brown Act, the City Council is prohibited from discussing or taking action on any item not listed on the posted agenda.

10. CONSENT CALENDAR

a. Regular Meeting Minutes of December 2, 2025.
CEQA: Not a Project
Recommended Action: Approve

b. Resolution No. 7670 amending Resolution No. 7598 establishing compensation and related benefits for City Council, Executive Management, Management, and Unrepresented Confidential Employees for July 1, 2024, through June 30, 2027 (Human Resources Assistant/Senior Human Resources Assistant).
CEQA: Not a Project
Recommended Action: Adopt

c. Memorandum of Understanding with the City of Temple City regarding the sharing of costs and responsibilities for the Flaherty Storm Drain improvements.
CEQA: Exempt
Recommended Action: Approve

d. Professional Services Agreement with Evan Brooks Associates, Inc. for interim transportation services support, in an amount not to exceed $77,200.
CEQA: Not a Project
Recommended Action: Approve

e. Approve the Annual Development Impact Fee Report for Fiscal Year 2024-25 pursuant to Government Code Section 66006.
CEQA: Not a Project
Recommended Action: Approve

f. Purchase Order with Motorola Solutions, Inc. for the purchase of mobile radios in the amount of $33,546; and accept the grant award from the U.S. Department of Homeland Security – State Homeland Security Program ("SHSP") for reimbursement of the mobile radio costs.
CEQA: Not a Project
Recommended Action: Approve and Accept

11. AB 1234 REPORTS FROM MAYOR AND CITY COUNCIL *(limited to legally required reports).*

12. REQUEST FOR FUTURE ITEMS

13. ADJOURNMENT

The City Council will adjourn this meeting in memory of longtime residents Donald Fandry, Janalee Shimmin, and former Mayor Jim Helms to Tuesday, January 20, 2026, at 6:00 p.m. in the City Council Conference Room.

Welcome to the Arcadia City Council Meeting!

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

MEETINGS: Regular Meetings of the City Council are held on the first and third Tuesday of each month at 7:00 p.m. in City Council Chambers. A full City Council agenda packet with all backup information is available at City Hall and on the City's website at www.ArcadiaCA.gov. Copies of individual Agenda Reports are available via email upon request (CityClerk@ArcadiaCA.gov). Documents distributed to a majority of the City Council after the posting of this agenda will be available for review at the Office of the City Clerk, 240 W. Huntington Drive, Arcadia, California. Live broadcasts and replays of the City Council Meetings are on cable television. Your attendance at this public meeting may result in the recording and broadcast of your image and/or voice as previously described.

PUBLIC PARTICIPATION: Your participation is welcomed and invited at all City Council meetings. Time is reserved at each regular meeting for those in the audience who wish to address the City Council. The City requests that persons addressing the City Council refrain from making personal, slanderous, profane, or disruptive remarks. Where possible, please place a ***Speaker Card*** in the Public Comment Drop Box, or simply come to the podium when the Mayor asks for those who wish to speak, and state your name and address (optional) for the record.

PUBLIC COMMENTS: Should be presented during the time designated as "PUBLIC COMMENTS", for all matters on the agenda or not on the agenda. **By State law, the City Council may not discuss or vote on items not on the agenda. The matter may be referred to staff for appropriate action or response or will be placed on the agenda of a future meeting except for public hearing items.**

PUBLIC HEARINGS AND APPEALS: Are items scheduled for which public input is either required or desired. Separate and apart from the applicant (who may speak longer in the discretion of the City Council), the allotted speaking time is generally determined by the number of speakers, in accordance with the following format: **5** speakers or less – **5 minutes each**; between **6** and **20** speakers – **3 minutes each**; between **21** and **50** speakers – **2 minutes each**; and more than **50** speakers – **1 minute each**. The applicant may additionally submit rebuttal comments.

AGENDA ITEMS: The Agenda contains the regular order of business of the City Council. Items on the Agenda have generally been reviewed and investigated by the City Staff in advance of the meeting so that the City Council 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 City Council and will be acted upon by one motion. There will be no separate discussion on these items unless a member of the City Council, 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 City Council 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, shall serve as the Sergeant-at-Arms of the City Council meeting. The Sergeant-at-Arms shall carry out all orders and instructions given by the presiding official or a majority of the Councilmembers, 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.

欢迎参加阿凯迪亚市议会会议！

市议会鼓励公众参与，欢迎您就市政事务分享观点。

会议： 市议会例行会议于每月第一个和第三个星期二晚 7:00 在市议会议事厅举行。 完整的市议会议程资料包（含所有背景信息）可在市政厅和市网站 www.ArcadiaCA.gov 获取。 如有需要，可通过电子邮件 (CityClerk@ArcadiaCA.gov) 索取单项议程报告副本。本议程公布后分发给多数市议会成员的文件，可在市书记官办公室查阅，地址为 240 W. Huntington Drive, Arcadia, California。 市议会会议将通过有线电视直播和重播。 您出席本次公开会议，您的影像和/或声音可能如前所述被录制和播放。

公众参与：欢迎您参加所有市议会会议。每次例行会议均为希望在市议会发言的与会者预留时间。 市府要求在市议会发言的人士避免发表人身攻击、诽谤、亵渎或扰乱秩序的言论。请尽可能将***发言卡***投入公众意见投递箱，或在市长邀请发言者上前时直接上前至讲台，并报上姓名和地址（可选）以供记录。

公众意见：所有关于议程内或议程外事项的意见，均应在指定的“公众意见”环节提出。**根据州法律，对于未列入议程的项目，市议会不得予以讨论或投票表决。相关事宜可转交工作人员采取适当行动或做出回应，或列入未来会议议程，公开听证事项除外。**

公开听证和上诉：这些是已列入议程、需要或希望听取公众意见的项目。 除申请人外（市议会可酌情允许其发言更长时间），发言时间通常根据人数确定，具体如下：**5** 人及以下，**每人 5 分钟**；**6** 至 **20** 人，**每人 3 分钟**；**21** 至 **50** 人，**每人 2 分钟**；超过 **50** 人，**每人 1 分钟**。 申请人可另外提交反驳意见。

议程项目： 议程包含市议会的常规议事顺序。 议程上的项目通常已由市府工作人员在会前进行审查和调查，以便市议会在决策前充分了解相关事项。

同意议程： 同意议程上的项目被市议会视为常规事项，将通过一次动议进行表决。 除非市议会成员、工作人员或公众提出要求，否则不会对这些项目单独讨论。 若有此要求，该项目将从同意议程中移除，并另行审议和表决。

会场秩序： 公众可自由批评市政政策以及市议会或其成员的行动或拟议行动，但不得有扰乱会议正常进行的行为，包括但不限于：妨碍其他与会者在发言时被听见，或妨碍其他与会者听见或看见会议进程。 公众不得以人身伤害威胁任何人，或以任何可合理解读为迫在眉睫的人身伤害威胁的方式行事。 所有与会者均须遵守市府禁止基于种族、宗教信仰、肤色、国籍、血统、身体残疾、健康状况、婚姻状况、性别、性取向或年龄进行骚扰的政策。 警察局长或其指定的警局成员担任市议会会议的秩序官。 秩序官须执行会议主持官员或多数议员下达的命令和指示，以维持会场秩序和礼仪。任何违反会场秩序和礼仪的人员可能被逮捕，并根据《刑法》第 403 节或适用的《Arcadia 市政法典》条款被起诉。

CITY OF ARCADIA

STAFF REPORT

DEVELOPMENT SERVICES DEPARTMENT

DATE: December 16, 2025

TO: Honorable Mayor and City Council

FROM: Jason Kruckeberg, Assistant City Manager/Development Services Director
Lisa L. Flores, Deputy Development Services Director
By: Edwin Arreola, Senior Planner

SUBJECT: RESOLUTION NO. 7669 APPROVING ARCHITECTURAL DESIGN REVIEW NO. ADR 24-10 WITH A DENSITY BONUS, TENTATIVE TRACT MAP NO. TTM 24-02 (84530), AND PROTECTED HEALTHY TREE REMOVAL PERMIT NO. TRH 25-01 FOR A NEW FOUR-STORY, 34 UNIT, MULTI-FAMILY RESIDENTIAL CONDOMINIUM DEVELOPMENT LOCATED AT 101 W. HUNTINGTON DRIVE
CEQA: Exempt
Recommendation: Adopt

SUMMARY

The Applicant, Nick Patterson, on behalf of City Ventures, is requesting approval of Architectural Design Review No. ADR 24-10 with a Density Bonus, Tentative Tract Map No. TTM 24-02 (84530), and Protected Healthy Tree Removal Permit No. TRH 25-01 for a new 54,724 square foot, contemporary style, multi-family residential condominium development with 34, four-story units at 101 W. Huntington Drive ("Project").

The proposed Project includes two affordable units at the Very Low Income level which, under the State's Density Bonus Law, entitles the Project to waivers against development standards that could otherwise make the Project's construction infeasible. In addition, the Applicant has pursued a Preliminary Senate Bill ("SB") 330 Application, in which the Project has been determined to comply with. Therefore, the Project is subject only to objective development and design standards, and may only

be denied if clear and specific health and safety impacts may occur. Furthermore, the proposed Project also includes the removal of two protected Coast Live Oak trees.

It is recommended that the City Council find that the Project is Categorically Exempt under the California Environmental Quality Act ("CEQA"), under Section 15332 as a Class 32 infill development, and approve Architectural Design Review No. ADR 24-10 with a Density Bonus, Tentative Tract Map No. TTM 24-02 (84530), and Protected Healthy Tree Removal Permit No. TRH 25-01, subject to the conditions listed in this staff report, and adopt Resolution No. 7669 – refer to Attachment No. 1.

BACKGROUND

The subject property is located on the northwest corner of W. Huntington Drive and Santa Clara Street. The property has a total area of approximately 1.08 acres and is zoned General Commercial (C-G), with both Residential Flex (R-F) and Downtown (D) Overlays. The property is identified in the City's Housing Element Residential Sites Inventory as an eligible site to accommodate future housing growth. The General Plan's land use designation of the site is Commercial.

Surrounding land uses include single family homes on properties zoned R-1 Single-Family Residential to the north, a car dealership to the east across Santa Clara Street on property zoned C-G, the Arcadia Regional Park to the southeast on property zoned OS-OR Open Space – Outdoor Recreation, a hotel to the southwest on property zoned SP-SP Seabiscuit Pacifica Specific Plan, and commercial space to the west on property zoned C-G. The Project site is currently improved with a 4,686 square foot commercial building and a drive-through canopy structure, which was previously occupied by a bank – refer to Figure 1 below and Attachment No. 3 for an Aerial Photo with Zoning Information and Photos of the Subject Property and Vicinity.

Figure 1 – Aerial of the Subject Site

A Certificate of Demolition ("COD") for the property has been filed for the demolition of the existing structures on site. The building has been vacant for the past several years, and based on the historical evaluation, the property does not meet any of the requirements for designation as a historical resource under federal, state and local criteria - refer to Attachment No. 8 for the Certificate of Demolition Application. The structures have not yet been demolished due to the City's replacement policy for residential projects, which requires approval of a new project prior to the demolition of existing structures on site.

DISCUSSION

The Applicant is proposing to develop 34, four-story condominium units within three separate buildings. Building 1 will consist of 18 units and will be located along the northern property line. Building 2 will consist of 10 units and will be located at the center of the property. Building 3 will consist of six units and will be located at the south of the property. Each unit will have an attached two-car tandem garage and

private open space in the form of a balcony. The Applicant is also proposing to subdivide the airspace to allow for the sale of each residential condominium unit – refer to Attachment No. 5 for the Tentative Tract Map and Attachment No. 6 for the proposed Architectural Plans. The proposed development consists of the following unit sizes:

Number of Units	Square Feet	Bedrooms	Bathrooms
15	1,404	3	2
15	1,722	3	2.5
2	1,500	3	2.5
2	2,417	4	3.5

The Project includes two deed restricted affordable units for sale at the Very Low Income level. The percentage of affordable units (5.9%) allows the Project to qualify for a Density Bonus under State law. While State Density Bonus Law allows for residential density beyond the maximums specified in the Development Code, the Applicant is not proposing to include additional density. Therefore, the Project complies with the allowable density, which is a minimum of 32 units and a maximum of 54 units. The two affordable units must be dispersed throughout the Project site. Because the vast majority of the proposed units are three-bedroom homes of comparable size, any two units within the Project may be designated as an affordable unit. As for-sale condominiums, the affordable units will be required to remain affordable for a minimum of 45 years.

The Applicant originally proposed four Moderate Income units to meet the Density Bonus threshold; however, on November 25, 2025, the Applicant requested that the proposal be changed to include two Very Low Income units instead. Staff reviewed the requested change and determined that the Project would still qualify for a Density Bonus, that all waivers requested would still be applicable, and that no physical alterations to the Project would be required.

Although the Applicant is not proposing additional density, which Density Bonus Law allows for, the Project does include five (5) waivers from certain development standards that would make Project construction infeasible should they not be granted. This is an allowance developers can utilize when a Project includes affordable units that meet the minimum thresholds of State Density Bonus Law. The

City must grant the waivers, provided they do not result in a specific health and safety impacts. The Project includes the following waivers from certain development standards:

1. A 1’-1” street side yard setback in lieu of the required 10’-0”.
2. A 9’-6” interior side yard setback in lieu of the required 10’-0”.
3. A 9’-8” rear yard setback in lieu of the required 10’-0”.
4. Parking areas located within 20’-0” of the front and street side property lines.
5. Mechanical equipment located within the 10’-0” front and street side setbacks.

The three proposed buildings will each have a maximum height of 45’-4”, while the maximum allowed height is 60’-0”. The Project will provide a front yard setback along W. Huntington Drive of 11’-4”, which will meet the minimum setback requirement of 10’-0” – see Figure 2 below for a site plan.

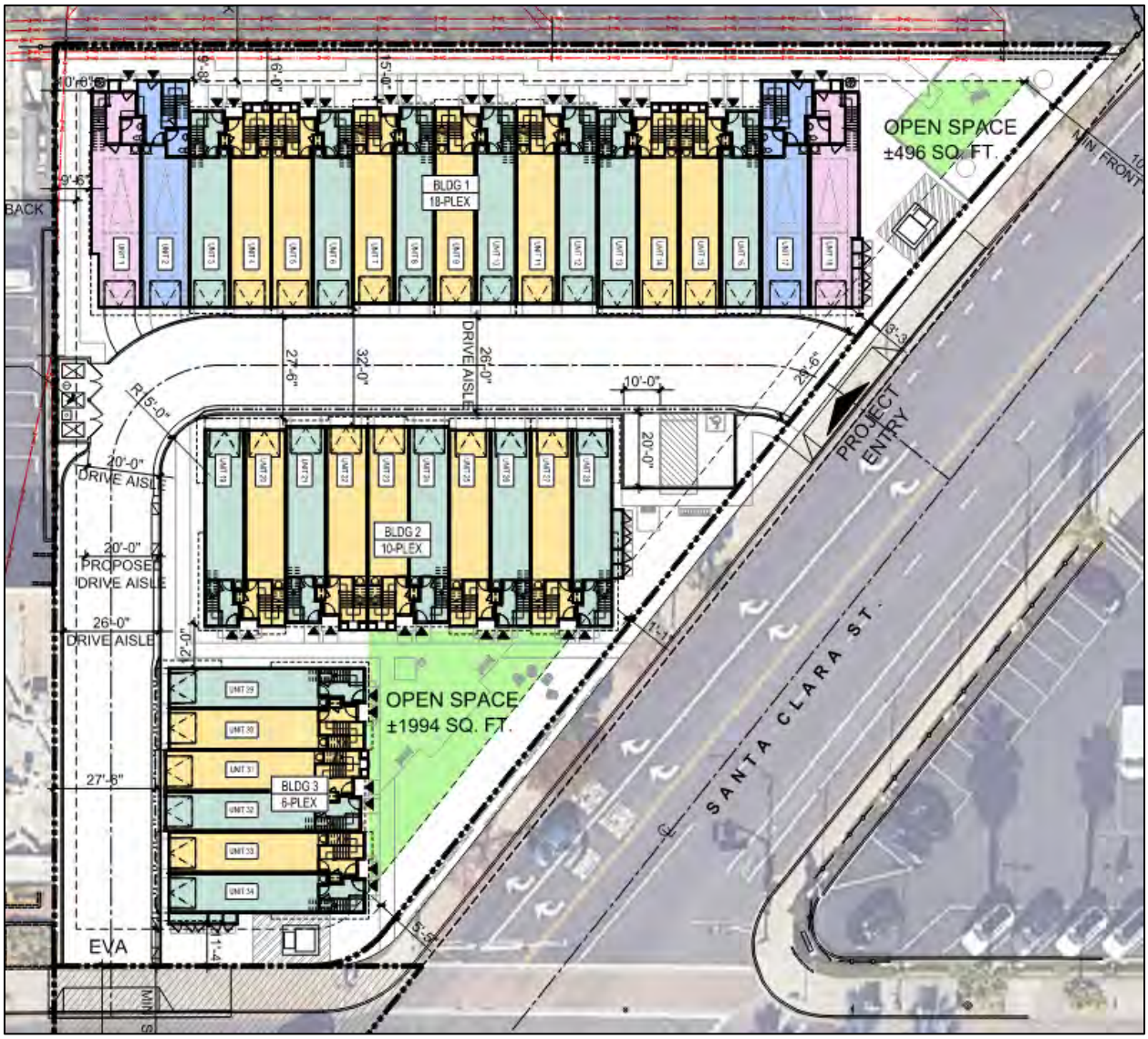


Figure 2 – Site Plan

The Applicant is also using Senate Bill ("SB") 330 for the proposed Project. Following the submittal of the Architectural Design Review application, a Preliminary SB 330 application was filed on January 15, 2025. To be eligible for SB 330, the Project must be a multi-family residential project and consist of two or more units. Under SB 330, the Project is vested with the standards in effect at the time of preliminary application submittal, is limited to no more than five public hearings, and is subject only to objective development and design standards. Since the Project is vested to the standards in effect at the time the SB 330 preliminary application was submitted, it is not subject to the City's recently adopted Inclusionary Housing Ordinance ("IHO"),

which took effect on July 1, 2025. Nevertheless, the Project meets the IHO's minimum density requirement by providing at least five percent of the units as for-sale homes to lower-income households.

As such, and in accordance with SB 330, the Project has not been analyzed against the City's Multi-Family Residential Design Guidelines, as they are not applicable to the Project. The design is subject to review only against the City's Multi-Family Objective Design Standards. Staff have confirmed that the design complies with all objective design standards except the three described below. The City's objective design standards allow for a waiver of up to three design standards to offer flexibility and achieve better architectural outcomes. Therefore, the Applicant is proposing to waive the following design standards:

1. Massing - For projects over two stories in height, portions of the upper stories shall be recessed at least two feet from the front façade to reduce the overall massing of the building at the pedestrian level.
2. Wall Plane Variation - All exterior walls must have a minimum two-foot variation in depth at least every 40 feet of wall length to provide relief along the wall plane. In addition, all walls must include at least two of the following features: windows, trellises, arcades, balconies, different exterior material, or awnings.
3. Parking Orientation - Parking structure and garage entries shall face away from the primary street where possible. Where a parking garage is proposed, it shall be wrapped with residential units along street frontages to allow for continuation of the street scene. No garage shall face the primary street, unless it is the only point of access or a secondary access is necessary.

Staff reviewed the Project and determined that it was eligible for, and in conformance with, the SB 330 requirements.

The buildings are designed in a Contemporary architectural style – as shown in Figure 3 below. The exterior walls of the buildings will be finished with light sand stucco, smooth nickel gap vertical siding, stone veneer, metal railings and awnings, and the buildings colors will consist of neutral tones such as white, beige, and gray. The buildings will have a flat roof with mechanical equipment screened by parapets and will incorporate articulation in the form of steps back and cantilevers between the different levels of the building.

Figure 3 – Rendering of the design of the units

One hundred square feet of open space is required per unit, which is satisfied through the provision of private balconies - located in each unit - and additional communal open space consisting of one 1,994 square foot common recreation area and one 496 square foot dog park area, provided along the street side portion of the development fronting Santa Clara Street.

Access to the site will be provided from the east side from Santa Clara Street and from the south from W. Huntington Drive. Due to the existing configuration of these streets along the property line, these driveways will be limited to right-in and right-out only. In terms of parking, each unit will have a two-car tandem garage. Two guest parking spaces will be located off the driveway from Santa Clara Street, with one of the spaces being accessible. Additionally, a bicycle rack with seven spaces will be provided by the guest parking.

The proposal also includes the removal of two protected Coast Live Oak trees along the rear and interior side yard area of the property – refer to Figure 4 below. One of the oak trees, a 24-inch wide Coast Live Oak, has continuously been topped due to its location under Southern California Edison power lines. As a result, the tree is in

poor form and has been deemed underperforming by the Arborist who evaluated the site. The other Oak Tree, a 14-inch Coast Live Oak, is in good health and in proximity to the northwest boundary of the Project – refer to Attachment No. 7 for the Arborist Report. Both trees are subject to removal due to their proximity to the main driveway and the footprint of one of the buildings, respectively. The replacement of the protected trees will consist of four, 24-inch box Coast Live Oak trees to be planted on site. Landscaping is proposed along the street frontages of the site, along the driveway, in the open space areas, and along the northern property line adjacent to the single-family residential properties. Approximately 35 trees will be located throughout the property with additional shrubs, groundcovers, and grass planted throughout. In addition, a screening vine will be planted along the northern property wall.

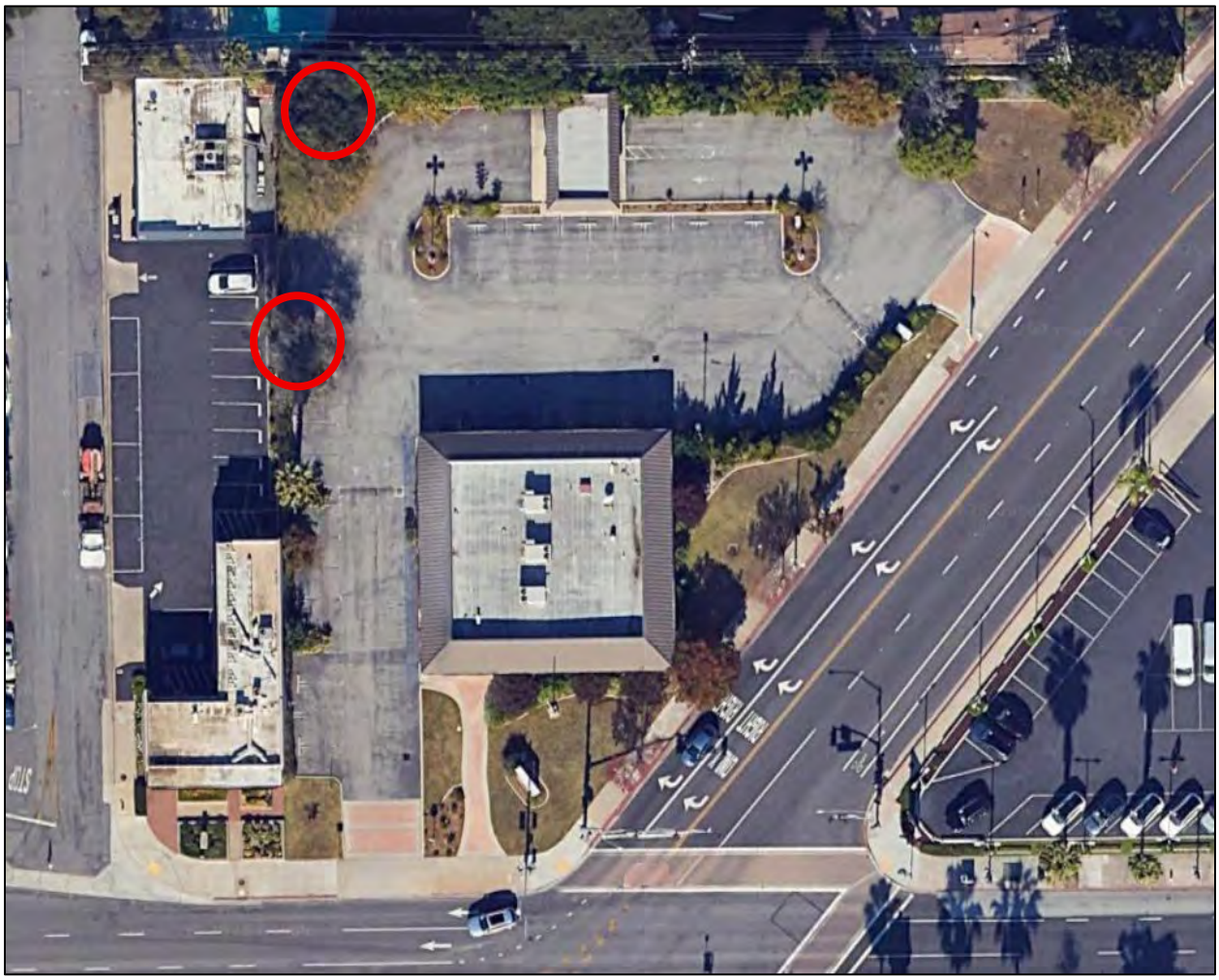


Figure 4 – Location of the protected trees to be removed

The Development Code allows multi-family residential use in the C-G Zone when the property is overlaid with the R-F Overlay Zone and is included within the City's Housing Element Residential Sites Inventory list. The site was included on the list as it was deemed to be suitable for flexibility in land use to provide housing, including affordable units.

During the initial review, prior to the submittal of the SB 330 Preliminary Application, issues were identified with the design and layout of the proposed development, as it did not meet the objectives and standards of the Multi-Family Residential Design Guidelines. The subject site is located on a prominent street corner, and the development would ideally have been oriented to the street by locating buildings along the street frontages and incorporating additional design elements to create an attractive focal point for this significant intersection. The resulting architecture and layout focus on functionality, with portions of the buildings facing away from the street and the buildings presenting a generic, boxy appearance with no clear focal point or entry feature. Greater articulation and segmentation would have reduced the massing of the building, as the buildings are quite long and horizontal, and utilize a repetitive row-style box design.

Concerns were also expressed over the following components of the Project:

- Reduced privacy for the adjacent single-family residential properties to the north, due to the minimal step back on the upper levels;
- The exclusive use of tandem parking, which is not otherwise allowed in projects throughout the City;
- Limited driveway and backup space;
- Minimal guest parking spaces; and
- The proximity of parking spaces to the driveway entrances/exits, which creates suboptimal access and circulation on the site.

Several of these design choices comply with the applicable Development Standards and others are being requested as waivers pursuant to Density Bonus law, which is allowed, provided the non-compliance will not cause a specific health and safety issue.

The Applicant is requesting waivers for reduced street side yard, interior side yard, and rear yard setbacks; locating parking areas within 20'-0" from the front and street

side property lines; and locating mechanical equipment within the 10’-0” setback from the front and street side property line. The Applicant is requesting these waivers because strict compliance with the development standards would limit the buildable area, making the development physically infeasible. The City can only deny a waiver request if there is a demonstrable health and safety impact.

To review the potential health and safety impacts of the project, which include the access and egress concerns, the waiver request for the reduced setback at the Santa Clara Street driveway, and vehicle backup space, the City hired a third-party engineering consultant. The main access and egress concern is that parking spaces within 20 feet of the Santa Clara Street driveway could lead to queueing into the public right-of-way. Additionally, the proximity of the residential building adjacent to the driveway raised concerns around visibility for vehicles accessing the site. Furthermore, there was concern that the proposed tandem parking could cause on-site circulation issues, with cars potentially idling on the driveway, creating on and off-site vehicle queueing and congestion. However, after reviewing the Project layout, the engineering consultant determined that the design did not pose any serious health and safety issues regarding traffic and circulation. As a residential development, the Project is expected to create minimal vehicle trips during peak hours and throughout the day, and as such, the potential for queuing onto Santa Clara Street was determined to be low. The proposed residential use would create fewer turning motions, especially during peak hours, than almost any commercial use that could be located on this site. As such, the proposed site layout would not create a health and safety concern. Therefore, the City is obligated to approve the waivers under State law.

Aside from the SB 330 and State Density Bonus Law waivers and exemptions, the Project will comply with the underlying R-F Overlay Zone minimum density of 30 units per acre (32 units) and maximum density of 50 units per acre (54 units) by providing a total of 34 units. Additionally, the Project will comply with other applicable development standards such as the front setback, height, and open space requirements. In terms of parking, the Development Code requires 1.5 spaces per unit and each unit is provided with two tandem spaces within a garage. Although the Applicant has provided two spaces on site, guest parking is not required. While the Project is not subject to review for privacy, the Applicant has provided trees and a privacy vine along the north property line, where there are single-family residential homes.

The proposed multi-family development also requires approval of a Tentative Tract Map to subdivide the airspace for the condominiums. The proposed subdivision for condominium purposes will be consistent with the City's General Plan, the Development Code, the State Subdivision Map Act, and will not violate any requirements of the California Regional Water Quality Control Board.

The removal of the two protected Coast Live Oak trees on site is warranted, as the trees are located within proximity to the main driveway and the footprint of one of the buildings. Additionally, one of the protected trees is located under an existing electrical easement and has consistently been topped to stay clear of electrical lines, which has damaged the health of the tree. An Arborist analyzed the potential for relocating the trees on site, but due to their proximity to property line boundary walls and location under the electrical easement, it was determined that relocation would be too difficult. The cuts needed to the roots of the trees in order to move them could shock the trees' health and it is likely that they would not survive a move. Therefore, the Applicant will be required to plant a minimum of four new 24-inch box trees for the removal of the protected trees. A condition has been added to ensure replacement trees are planted and that a follow up Arborist Report is done to confirm the planting prior to issuance of a Certificate of Occupancy.

An environmental review was initiated by the Applicant's environmental consultant, which analyzed potential issues regarding noise, traffic, air quality, and water quality. The consultant's review and analyses were peer reviewed by the City's contracted environmental consultant. Both consultants ultimately determined that the Project did not pose a risk to the public's health and safety, and that the Project would be categorically exempt from the California Environmental Quality Act ("CEQA").

The proposed development complies with all applicable standards in the Development Code and the Subdivision Map Act. It complies with State Density Bonus Law and SB 330, and no specific significant adverse impacts are identified for this Project.

FINDINGS

Sections 9103.15.040 and 9105.03.060(A)(1) of the Development Code require that for a Density Bonus and Tentative Tract Map to be granted, it must be found that all of the following prerequisite findings can be satisfied:

Tentative Tract Map

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

Facts to Support This Finding: The Project is in compliance with all of the provisions of the City's General Plan, Subdivisions Division of the Development Code, and the State Subdivision Map Act. The Commercial General Plan designation intends to provide a residential population that is required to support the uses in the downtown area and allows dense residential development, which is intended to encourage a strong pedestrian-oriented environment. The General Commercial (C-G) with a Residential Flex Overlay (R-F) Zone is intended to provide for greater flexibility to maximize the housing types and styles at a more affordable price range by allowing the option to build a residential project in a commercial zone. The site is physically suitable for this type of development, and the Project is in compliance with the requirements of SB 330. The Project will not adversely affect the comprehensive General Plan and is consistent with the following General Plan goals and policies:

Land Use and Community Design Element

- Policy LU-1.1: Promote new infill and redevelopment projects that are consistent with the City's land use and compatible with surrounding existing uses.

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

Facts to Support This Finding: The C-G Zone with an R-F Overlay has a minimum density of 30 units per acre and a maximum density of 50 units per acre. Based on the total lot area of 1.08 acres, a minimum of 32 units and a maximum of 54 units, are allowed on this site. The Project, with 34 units proposed, complies with the density requirements and all other applicable zoning requirements that are not included as waivers under the State Density Bonus Law. Therefore, the site is physically suitable for the Project.

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

Facts to Support This Finding: The Project is a subdivision of an infill site within an urbanized area and does not serve as a habitat for endangered or rare species. The Project will not cause substantial environmental damage or impact wildlife.

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

Facts to Support This Finding: The Project is to subdivide the airspace of the proposed multi-family development. The Project will be in compliance with all applicable Building and Fire Codes to ensure public health and safety. The proposed density will be below the maximum allowed by the C-G Zone and R-F Overlay, and the City's existing infrastructure will adequately serve the Project. Therefore, the Project will not cause any public health or safety problems.

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

Facts to Support This Finding: The Project does not conflict with easements acquired by the public at large for access through or use of the property within the proposed subdivision. The Project is maintaining a Southern California Edison easement for power utilities, clear of any construction. Additionally, an existing easement for street and incidental purposes will be dedicated to the City and will remain clear of any construction. Therefore, the Project will not conflict with any such easements.

6. **The discharge of sewage from the proposed subdivision into the community sewer system will not result in violation of existing**

requirements specified by the California Regional Water Quality Control Board.

Facts to Support This Finding: The Public Works Services Department determined that the City's existing infrastructure will adequately serve the Project. The discharge of sewage from the Project into the community sewer system will not result in violation of existing requirements specified by the California Regional Water Quality Control Board.

7. **The proposed subdivision, its design, density, and type of development and improvements conform to the regulation of the Development Code and the regulations of any public agency having jurisdiction by law.**

Facts to Support This Finding: The Project, as conditioned, complies with the density requirements of the City's Development Code, and all the improvements required for the site and each unit will comply with the regulations in the City's Development Code. The removal of the two protected Coast Live Oak trees is warranted in order to accommodate this development.

Architectural Design Review

The Architectural Design Review component of the Project was submitted along with an SB 330 Preliminary Application, pursuant to Government Code Section 65941.1, which has vesting rights for the Project established on January 15, 2025, the date the SB 330 Preliminary Application was submitted. The Project has satisfied the procedural requirements of SB 330 and the design component has been determined to comply with all the applicable provisions of SB 330, including the objective zoning and design standards. Therefore, the design of the Project is not subject to discretionary review.

Density Bonus

8. **The project will be consistent with the General Plan, except as provided by the Density Bonus Section of the Development Code with regard to maximum density, density bonuses, and other incentives and concessions.**

Facts to Support This Finding: The Project is consistent with the Commercial General Plan land use designation, which intends to provide dense residential development to encourage a strong pedestrian-oriented environment that supports the commercial uses, such as the ones downtown. The Project will provide 5.9% of the for-sale units for Very Low Income residents, which allows for a Density Bonus. However, the Project will not be implementing excess density but is requesting waivers on development standards that otherwise would limit the feasibility of the Project.

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

Facts to Support This Finding: The Project has been reviewed by the Public Works Services Department and Engineering Division. Both determined that the City's existing infrastructure, including sewer, water, and public roadways, will adequately serve the Project.

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

Facts to Support This Finding: The Applicant has indicated that two of the 34 residential units (5.9%) within the Project will be restricted to Very Low Income residents. Government Code Section 65915(b)(1) outlines that in order to be eligible for a Density Bonus, at least 5% of the units in a for-sale development must be restricted to Very Low Income residents. Therefore, the Project is eligible under the requirements.

11. **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 Section 65915(c).**

Facts to Support This Finding: The Applicant is requesting that the Project be granted waivers for having parking areas within 20 feet of the front and street

side property lines, a 1'-1" setback in lieu of the required 10 foot street side setback, a 9'-8" rear yard setback in lieu of the required 10 foot setback, a 9'-6" interior side yard setback in lieu of the required 10 foot setback, and mechanical equipment within the 10 foot front and street side setbacks. Each request has been reviewed for its potential health and safety impact on persons or property, on or within the vicinity of the Project. It was determined that none of the requests present a substantial health and safety impact. Therefore, all of the requested waivers can be granted.

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

Facts to Support This Finding: Condition No. 2 has been added to the Conditions of Approval to ensure that the Project maintains the two proposed Very Low Income affordable units and remain in compliance with State Density Bonus Law. The Conditions will be required to be recorded and will run with the land to ensure that the units remain affordable over time.

Removal of a Healthy Protected Tree

The removal of the two protected Coast Live Oak trees is required since their locations on the Project site may limit their growth or health, with one tree being located within proximity to the driveway area and under an existing electrical easement, and the other tree being close to the footprint of one of the residential buildings. Furthermore, the tree under the existing electrical lines had been consistently topped to stay clear of the lines, which has negatively affected the tree's health. An Arborist analyzed the potential for saving or relocating the protected trees, but due to their proximity to property line boundary walls and proposed structures and paving, it was determined that the trees could not be saved. The cuts needed to the roots of the trees in order to move them could shock the trees' health, and it is likely that they would not survive a move. The Applicant will be required to plant a minimum of four new 24-inch box trees for the removal of the two protected oak trees. Therefore, the removal of the healthy protected trees is warranted to accommodate the proposed development.

As detailed above and in the attached documents, all required findings can be met.

PLANNING COMMISSION MEETING

At the November 25, 2025, Planning Commission meeting, the Commission reviewed the proposed Project. One resident, who lives to the immediate north of the Project site, spoke in opposition. Her primary concern was for her property and potential impacts from construction – refer to Attachment No. 2 (Planning Commission Minutes).

Chair Tallerico expressed concerns about site access, circulation and traffic generation, and the site design and layout. City Engineer Merrill and the City's contracted Traffic Engineering consultant stated that the traffic volume generated by the Project is anticipated to be low, and that the site layout is not expected to create safety issues for traffic in the vicinity. Vice Chair Tsoi had concerns regarding the requested waivers under the State Density Bonus Law and thought that the Project could be redesigned to comply with most of the applicable setbacks while still achieving the same density. However, Assistant City Attorney Martz stated that under Density Bonus Law, the City cannot deny a waiver unless a specific health and safety concern is created. Furthermore, the City cannot request changes to comply with certain Development Standards, rather it must review the Project as proposed by the Applicant. Commissioners Arvizu, Hui, and Wilander expressed some concerns about the requested waivers to the setbacks, the impact to traffic, and the size of the replacement trees.

After a discussion, the Commissioners voted 3-2, with Chair Tallerico and Vice Chair Tsoi dissenting, to recommend the City Council approve the Project.

ENVIRONMENTAL ANALYSIS

Pursuant to the provisions of the California Environmental Quality Act ("CEQA"), the Project is Categorically Exempt under CEQA Section 15332, Class 32, "In-Fill Development Projects" – refer to Attachment No. 9. A Categorical Exemption Memorandum was prepared by an environmental consultant analyzing the potential environmental impacts of the Project, in accordance with the requirements of CEQA. It was determined that the Project would not result in significant impacts to traffic, noise, air quality, or water quality.

PUBLIC COMMENTS/NOTICE

In advance of the Planning Commission public hearing, notice for this item was published in the Arcadia Weekly, at City facilities, and on the City's website. The notice was also mailed to the property owners located within 300 feet of the subject property. Prior to the Planning Commission meeting, one comment was received requesting additional restrictions on the Project construction, including a 24-month binding completion deadline, submittal of a staging and haul route plan, and restricted construction hours that prevent major noise activity after 4:00 p.m. A staging and haul route plan is required per Condition No. 9 and is typically required for construction of this size to ensure that impacts are minimized to surrounding properties. Binding completion dates for projects are not permitted to be conditioned by the City. In accordance with the State Building Code, permits will be issued with one year's validity and will be automatically renewed every year an inspection is passed. As for construction hours, the hours permitted by the City of Arcadia are standard for all projects and are limited to 7:00 a.m. to 6:00 p.m., Monday through Friday, and 8:00 a.m. to 5:00 p.m. on Saturdays. The City will ensure that all construction related regulations are followed by the Applicant/Property Owner.

On December 3, 2025, the public hearing notice for the City Council meeting was mailed to residents within 300 feet of the property and posted at the City Clerk's Office, City Council Chambers, at the Arcadia Library, and on the City's website. As of the writing of this staff report, no comments have been received. Refer to Attachment No. 4 for the written comments received on the Project.

FISCAL IMPACT

The Project is expected to generate minimal long-term revenue to the City. As a privately owned residential development, the future condominium owners will pay property taxes and utility user taxes. One-time revenues will also be collected through building permit and plan check fees, impact fees, and sewer and water connection charges during construction.

There will be some additional demands for public services resulting from the additional residents on the property, including medical responses, police responses, and use of City facilities and programming. The development fees charged for this

Project will directly offset some of those costs incurred. Overall, the project is expected to provide limited to no net fiscal impact to City operations.

RECOMMENDATION

It is recommended that the City Council adopt Resolution No. 7669, find the project is categorically exempt from the California Environmental Quality Act ("CEQA") as a Class 32 Categorical Exemption pursuant to Section 15332 of the CEQA Guidelines, and approve Architectural Design Review No. ADR 24-10 with a Density Bonus under Senate Bill (SB) 330, Tentative Tract Map No. TTM 24-02 (84530), and Protected Healthy Tree Removal Permit No. TRH 25-01, subject to the following Conditions of Approval:

Planning

1. The Project shall be developed and maintained by the Property Owner/Applicant in a manner that is consistent with the plans submitted and conditionally approved for Architectural Design Review No. ADR 24-10 with a Density Bonus and under SB 330, Tentative Tract Map No. TTM 24-02 (84530), and Protected Healthy Tree Removal Permit No. TRH 25-01, subject to the satisfaction of the Deputy Development Services Director or designee.
2. The Property Owner/Applicant shall execute and record a Density Bonus Housing Agreement with the City that ensures two (2) of the residential units are restricted to sale at a Very Low Income affordable level. The agreement shall specify the exact location of the units and the initial sales price of the units. The term of affordability shall be for a minimum of 45 years, in compliance with the State Density Bonus Law, and shall require an Equity Sharing Agreement with the City. The Agreement shall be binding of all future owners and successors in interest. The Density Bonus Housing Agreement must be recorded in the Office of the Los Angeles County Recorder prior to the issuance of a Certificate of Occupancy for the project. Prior to the 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.
3. Prior to final inspection, at least four (4) 24-inch box protected trees shall be planted on the subject site as replacement trees. A Landscape Plan in compliance with the City's Water Efficient Landscape Ordinance shall be

prepared and provided with the building plan-check submittal. Said replacement trees must be shown on the Landscape Plan and is subject to review and approval by the Planning Division. A follow-up report by a certified arborist confirming the replacement trees have been planted shall be submitted to the City prior to issuance of a Certificate of Occupancy.

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

5. During all Project site construction, all construction-related activities, including maintenance of construction equipment and the staging of haul trucks, shall not take place between the hours of 6:00 p.m. and 7:00 a.m., Monday through Friday, between 5:00 p.m. and 8:00 a.m. on Saturday or at any time on Sundays and holidays specified in the City's Municipal Code.

Building

6. The plans that are submitted to Building Services for plan-check shall comply with the latest adopted edition of the following codes as applicable:

    a. California Building Code ("CBC")
    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

7. Grading plans shall be submitted with the building plan-check submittal, and are to be approved by Engineering, Planning and Building Services prior to the issuance of building permits. The grading plans shall indicate all site improvements and shall indicate complete drainage paths of all drainage water run-off.

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

Engineering

9. The Applicant/Property Owner shall submit a haul route map and staging plan to Planning Services, prior to issuance of a Demolition and a Grading Permit.
10. The Property Owner/Applicant shall be responsible for the repair of all damage to public improvements in the public right-of-way resulting from construction related activities, including, but not limited to, the movement and/or delivery of equipment, materials, and soils to and/or from the site. The need for such repair shall be determined by the Deputy Development Services Director, the Public Works Services Director, City Engineer, or designees, during construction and up until issuance of a Certificate of Occupancy.
11. The proposed development will be required to adhere to Los Angeles County Low Impact Development ("LID") requirements. Ensure that all LID measures can be implemented within the property. The LID plan is to be provided along with the selected measures shown on the grading and drainage plan. A Master Covenant of the LID and Maintenance Plan shall be recorded with the Los Angeles County Recorder before occupancy.
12. A hydrology report and a soils/geotechnical report shall be submitted with building plan check to Building Services.
13. Prior to the issuance of a Building Permit from Building Services, the Property Owner/Applicant shall irrevocably dedicate to the City approximately 4'-0" along the frontage of Santa Clara Street for a total parkway width of 12'-0", as measured from curb to property line. The dedication shall be subject to review and approval by the City Engineer.
14. Prior to recordation of the final tract map, the Property Owner/Applicant shall complete the construction of or execute and provide a Subdivision Map Agreement and bond to the City for the following off-site improvements:
    a. Remove the existing driveway approaches and construct new driveway approaches per the City Standard. Ensure Americans with Disabilities Act ("ADA") access is provided around all driveway approaches within City right-of-way and development property lines. Improvements shall not encroach into neighboring properties/frontages.

b. Remove and replace new sidewalk per City Standard providing adequate path of travel in compliance with ADA. Ensure locations around obstructions provide necessary clearances.
c. Remove and replace the curb and gutter with a two foot asphalt slot cut and repaint the curb red along the property frontage on both Huntington Drive and Santa Clara Street.

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

Fire Department

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

17. The required fire lane shall be marked with red curbing/stencils, signage or both, at approved locations.

Public Works

18. The Property Owner/Applicant shall coordinate with the Public Works Services Department on the replacement and/or protection of street trees prior to issuance of a grading permit from Building Services.

19. The Property Owner/Applicant shall utilize the existing sewer lateral(s), if possible. If any drainage fixture elevation is lower than the elevation of the next upstream manhole cover, an approved backwater valve will be required.

20. In order to verify the required water service size for the Project, the Property Owner/Applicant shall submit to the Public Works Services Department calculations for the maximum domestic use demand and maximum fire demand prior to the issuance of a Building Permit. Fire protection requirements shall be as stipulated by the Arcadia Fire Department and shall conform to the Arcadia Standard Plan.

21. Prior to the issuance of a building permit, the Property Owner/Applicant shall submit a Water Meter Permit Application to the Public Works Services Department.

22. The Property Owner/Applicant shall provide a new water service installation. Installation shall be according to the specifications of the Public Works Services Department, Engineering Division. Abandonment of existing water services, if necessary, shall be completed by the Property Owner/Applicant, according to Public Works Services Department, Engineering Section specifications.

23. The Property Owner/Applicant shall provide the total number of trash and recycling enclosures that will be constructed for the property, including the measurements and dimensions allotted for each enclosure. Adequate space shall be provided to accommodate the refuse and recycling needs of the property.

24. The Applicant/Property Owner shall comply with the General Construction National Pollutant Discharge Elimination System ("NPDES") Permit, submit a Notice of Intent (NOI), and pay applicable fees to the State Water Resources Control Board, and prepare a Storm Water Pollution Prevention Plan ("SWPPP").

General

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

26. To the maximum extent permitted by law, Applicant 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 ADR 24-10 with a Density Bonus and under SB 330, TTM 24-02, and TRH 25-01 ("Project") on the Project site, and which may arise from the direct or indirect

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

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

27. Approval of Architectural Design Review No. ADR 24-10 with a Density Bonus and under SB 330, Tentative Tract Map No. TTM 24-02 (84530), and Protected Healthy Tree Removal Permit No. TRH 25-01 shall not be in effect unless the Property Owner and Applicant have executed and filed the Acceptance Form with the City on or before 30 calendar days after the Planning Commission has

adopted the Resolution. The Acceptance Form to the Development Services Department is to indicate awareness and acceptance of the conditions of approval.

Approved:

Dominic Lazzaretto
City Manager

Attachment No. 1: Resolution No. 7669
Attachment No. 2: Planning Commission Minutes and Staff Report, dated November 25, 2025, without attachments
Attachment No. 3: Aerial Photo with Zoning Information and Photos of the Project Site
Attachment No. 4: Comments Received
Attachment No. 5: Tentative Tract Map
Attachment No. 6: Architectural Plans and Renderings
Attachment No. 7: Arborist Report
Attachment No. 8: Certificate of Demolition Application
Attachment No. 9: Categorical Exemption Memorandum

Attachment No. 1

Resolution No. 7669

RESOLUTION NO. 7669

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ARCADIA, CALIFORNIA, APPROVING ARCHITECTURAL DESIGN REVIEW NO. ADR 24-10 WITH A DENSITY BONUS, TENTATIVE TRACT MAP NO. TTM 24-02 (84530), AND PROTECTED HEALTHY TREE REMOVAL PERMIT NO. TRH 25-01 FOR A NEW FOUR-STORY, 34 UNIT, MULTI-FAMILY RESIDENTIAL CONDOMINIUM DEVELOPMENT LOCATED AT 101 W. HUNTINGTON DRIVE

WHEREAS, on June 6, 2024, the Applicant, Nick Patterson on behalf of City Ventures, submitted applications for Architectural Design Review No. ADR 24-10 with a density bonus and Tentative Tract Map No. TTM 24-02 (84530), and on February 4, 2025, submitted Protected Healthy Tree Removal Permit No. TRH 25-01, collectively requesting approval for a new 54,724-square-foot, multi-family residential condominium development consisting of 34 four-story units and the removal of two protected Coast Live Oak trees at 101 W. Huntington Drive (the "Project"). The Project also includes two affordable units at the very low-income level which, under the State's Density Bonus Law, entitles the Project to waivers against the development standards which could make the construction of the Project physically infeasible. Therefore, the Applicant is requesting that the Project be granted waivers for having parking areas within 20 feet of the front and street side property lines, a 1'-1" setback in lieu of the required 10 foot street side setback, a 9'-8" rear yard setback in lieu of the required 10 foot setback, a 9'-6" interior side yard setback in lieu of the required

10 foot setback, and mechanical equipment within the 10 foot front and street side setbacks; and

WHEREAS, on October 15, 2025, Planning Services completed an environmental assessment for the Project in accordance with the California Environmental Quality Act ("CEQA") and recommends that the Planning Commission determine that the Project qualifies as a Class 32 Categorical Exemption under CEQA pursuant to Section 15332 of the CEQA Guidelines because the Project is considered an in-fill development project; and

WHEREAS, on November 25, 2025, a duly noticed public hearing was held before the Planning Commission on said Project, at which time all interested persons were given full opportunity to be heard and to present evidence; and

WHEREAS, on November 25, 2025, the Planning Commission reviewed the Project, heard the public testimonies, and voted 3-2 to recommend approval of the Project with Chair Tallerico and Vice-Chair Tsoi dissenting; and

WHEREAS, on December 16, 2025, a duly noticed public hearing was held before the City Council on said application, at which time all interested persons were given full opportunity to be heard and to present evidence.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF ARCADIA, CALIFORNIA, DOES HEREBY FIND, DETERMINE AND RESOLVE AS FOLLOWS:

SECTION 1. The factual data submitted by the Development Services Department in the staff report dated December 16, 2025, are true and correct.

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

Tentative Tract Map

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

FACT: The Project is in compliance with all of the provisions of the City's General Plan, Subdivisions Division of the Development Code, and the State Subdivision Map Act. The Commercial General Plan designation intends to provide a residential population that is required to support the uses in downtown and allows dense residential development which is intended to encourage a strong pedestrian-oriented environment. The General Commercial (C-G) with a Residential Flex Overlay (R-F) zone is intended to provide for greater flexibility to maximize the housing types and styles at a more affordable price range by allowing the option to build a residential project in a commercial zone. The site is physically suitable for this type of development and the Project is in compliance with the requirements of SB 330. The Project will not adversely affect the comprehensive General Plan and is consistent with the following General Plan goals and policies:

Land Use and Community Design Element

- Policy LU-1.1: Promote new infill and redevelopment projects that are consistent with the City's land use and compatible with surrounding existing uses.

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

FACT: The C-G zone with an R-F overlay has a minimum density of 30 units per acre and a maximum density of 50 units per acre. Based on the total lot area of 1.08 acres, a minimum of 32 units and a maximum of 54 units are allowed on this site. The Project, with 34 units proposed, complies with the density requirements and all other applicable zoning requirements which are not included as waivers under the State Density Bonus Law. Therefore, the site is physically suitable for the Project.

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

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

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

FACT: The Project is to subdivide the airspace of the proposed multi-family development. The Project will be in compliance with all applicable Building and Fire Codes to ensure public health and safety. The proposed density will be below the maximum allowed by the C-G zone and R-F overlay and the City's existing infrastructure will adequately serve the Project. Therefore, the Project will not cause any public health or safety problems.

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

FACT: The Project does not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision. The Project is maintaining a Southern California Edison easement for power utilities clear of any construction. Additionally, an existing easement for street and incidental purposes will be dedicated to City and will remain clear of any construction. Therefore, the Project will not conflict with any such easements.

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

FACT: The Arcadia Public Works Services Department determined that the City's existing infrastructure will adequately serve the Project. The discharge of sewage from the Project into the community sewer system will not result in violation of existing requirements specified by the California Regional Water Quality Control Board.

7. The proposed subdivision, its design, density, and type of development and improvements conforms to the regulation of the Development Code and the regulations of any public agency having jurisdiction by law:

FACT: The Project as conditioned complies with the density requirements of the City's Development Code, and all the improvements required for the site and each unit will comply with the regulations in the City's Development Code. The removal of the two protected Coast Live oak trees is warranted in order to accommodate this development.

Architectural Design Review

The Architectural Design Review component of the Project was submitted along with an SB 330 Preliminary Application pursuant to Government Code Section 65941.1 which has vesting rights for the Project established on January 15, 2025, the

date the SB 330 Preliminary Application was submitted. The Project has satisfied the procedural requirements of SB 330 and the design component has been determined to be in compliance with all the applicable provisions of SB 330, including the objective zoning and design standards. Therefore, the design of the Project is not subject to discretionary review.

Density Bonus

8. The project will be consistent with the General Plan, except as provided by the Density Bonus Section of the Development Code with regard to maximum density, density bonuses, and other incentives and concessions.

FACT: The Project is consistent with the Commercial General Plan land use designation, which intends to provide dense residential development to encourage a strong pedestrian-oriented environment that supports the commercial uses such as the ones in downtown. The Project will provide 5.9% of the for-sale units for very low-income residents, which allows for a density bonus. However, the Project will not be implementing a density bonus but is requesting waivers on development standards which limit the feasibility of the Project.

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

FACT: The Project has been reviewed by the Public Works Department and Engineering Division. Both determined that the City's existing infrastructure, including sewer, water, and public roadways, will adequately serve the Project.

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

FACT: The Applicant has indicated that two of the 34 residential units (5.9%) within the Project will be restricted to very low-income residents. Government Code Section 65915(b)(1) outlines that in order to be eligible for a density bonus, at least 5% of the units in a for-sale development must be restricted to very low-income residents. Therefore, the Project is eligible under the requirements.

11. 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 Section 65915(c).

FACT: The Applicant is requesting that the Project be granted waivers for having parking areas within 20 feet of the front and street side property lines, a 1'-1" setback in lieu of the required 10 foot street side setback, a 9'-8" rear yard setback in

lieu of the required 10 foot setback, a 9'-6" interior side yard setback in lieu of the required 10 foot setback, and mechanical equipment within the 10 foot front and street side setbacks. Each request has been reviewed for its potential health and safety impact on the persons or property on or within the vicinity of the Project. It was determined that none of the requests have the potential to be a substantial health and safety impact. Therefore, all of the requested waivers will be granted.

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

FACT: Condition No. 2 has been added to the conditions of approval to ensure that the Project maintains the two proposed very low-income affordable units and remain in compliance with State Density Bonus Law.

Removal of a Healthy Protected Tree

FACT: The removal of the two protected Coast Live Oak trees is required since their locations on the Project site may limit their growth or health, with one tree being located within proximity to the driveway area and under an existing electrical easement and the other tree being close to the footprint of one of the residential buildings. Furthermore, the tree under the existing electrical lines had been consistently topped to stay clear of the lines, which has negatively affected the tree's health. An Arborist analyzed the potential for saving or relocating the protected trees but due to their proximity to property line boundary walls and proposed structures

and paving, it was determined that the trees could not be saved. The cuts needed to be made to the roots of the trees in their current locations in order to move them could shock the trees' health and it is likely that they would not survive a move. The Applicant will be required to plant a minimum of four new 24-inch box trees for the removal of the two protected oak trees. Therefore, the removal of the healthy protected trees is warranted to accommodate the proposed development.

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

SECTION 4. For the foregoing reasons, the City Council determines that the Project is Categorically Exempt under the California Environmental Quality Act ("CEQA") Section 15332, Class 32, and approves Architectural Design Review No. ADR 24-10 with a density bonus, Tentative Tract Map No. TTM 24-02 (84530), and Protected Healthy Tree Removal Permit No. TRH 25-01 for a new 54,724 square foot multi-family residential condominium development with 34 four-story units and the removal of two protected Coast Live Oak trees at 101 W. Huntington Drive, subject to the conditions of approval attached hereto.

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

Passed, approved and adopted this 16th day of December, 2025.

Mayor of the City of Arcadia

ATTEST:

City Clerk

APPROVED AS TO FORM:

Michael J. Maurer
City Attorney

Page Intentionally Left Blank

RESOLUTION NO. 7669

Conditions of Approval

Planning

1. The Project shall be developed and maintained by the Property Owner/Applicant in a manner that is consistent with the plans submitted and conditionally approved for Architectural Design Review No. ADR 24-10 with a density bonus and under SB 330, Tentative Tract Map No. TTM 24-02 (84530), and Protected Healthy Tree Removal Permit No. TRH 25-01, subject to the satisfaction of the Deputy Development Services Director or designee.

2. The Property Owner/Applicant shall execute and record a Density Bonus Housing Agreement with the City that ensures two (2) of the residential units are restricted to sale at a very low-income affordable level. The agreement shall specify the exact location of the unit and the initial sales price of the unit. The term of affordability shall be for a minimum of 45 years, in compliance with the State Density Bonus Law, and shall require an equity sharing agreement with the City. The agreement shall be binding of all future owners and successors in interest. The Density Bonus Housing Agreement must be recorded in the Office of the Los Angeles County Recorder prior to the issuance of a Certificate of Occupancy for the Project. Prior to the 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.

3. Prior to final inspection, at least four (4) 24-inch box protected trees shall be planted on the subject site as replacement trees. A Landscape Plan in compliance with the City's Water Efficient Landscape Ordinance shall be prepared and provided with the building plan-check submittal. Said replacement trees must be shown on the Landscape Plan, and is subject to review and approval by the Planning Division. A follow-up report by a certified arborist confirming the replacement trees have been planted shall be submitted to the City prior to issuance of a Certificate of Occupancy.

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

5. During all Project site construction, all construction-related activities, including maintenance of construction equipment and the staging of haul trucks, shall not take place between the hours of 6:00 p.m. and 7:00 a.m., Monday through Friday, between 5:00 p.m. and 8:00 a.m. on Saturday or at any time on Sundays and holidays specified in the City's Municipal Code.

Building

6. The plans that are submitted to Building Services for plan-check shall comply with the latest adopted edition of the following codes as applicable:

    a. California Building Code (CBC)
    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

7. Grading plans shall be submitted with the building plan-check submittal, and are to be approved by Engineering, Planning and Building Services prior to the issuance of building permits. The grading plans shall indicate all site improvements and shall indicate complete drainage paths of all drainage water run-off.

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

Engineering

9. The Applicant/Property Owner shall submit a haul route map and staging plan to Planning Services prior to issuance of a demolition and a grading permit.

10. The Property Owner/Applicant shall be responsible for the repair of all damage to public improvements in the public right-of-way resulting from construction related activities, including, but not limited to, the movement and/or delivery of equipment, materials, and soils to and/or from the site. The need for such repair shall be determined by the Deputy Development Services Director, the Public Works Services Director, City Engineer, or designees, during construction and up until issuance of a Certificate of Occupancy.

11. The proposed development will be required to adhere to Los Angeles County Low Impact Development (LID) requirements. Ensure that all LID measures can be implemented within the property. The LID plan is to be provided along with the selected measures shown on the grading and drainage plan. A Master Covenant of the LID and Maintenance Plan shall be recorded with the Los Angeles County Recorder before occupancy.

12. A hydrology report and a soils/geotechnical report shall be submitted with building plan check to Building Services.

13. Prior to the issuance of a building permit from Building Services, the Property Owner/Applicant shall irrevocably dedicate to the City approximately 4'-0" along the frontage of Santa Clara Street for a total parkway width of 12'-0", as measured from curb to property line. The dedication shall be subject to review and approval by the City Engineer.

14. Prior to recordation of the final tract map, the Property Owner/Applicant shall complete the construction of or execute and provide a Subdivision Map Agreement and bond to the City for the following off-site improvements:

    a. Remove the existing driveway approaches and construct new driveway approaches per the City Standard. Ensure Americans with Disabilities Act (ADA) access is provided around all driveway approaches within City right-of-way and development property lines. Improvements shall not encroach into neighboring properties/frontages.

    b. Remove and replace new sidewalk per City Standard providing adequate path of travel in compliance with ADA. Ensure locations around obstructions provide necessary clearances.

    c. Remove and replace the curb and gutter with a two foot asphalt slot cut and repaint the curb red along the property frontage on both Huntington Drive and Santa Clara Street.

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

Fire Department

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

17. The required fire lane shall be marked with red curbing/stencils, signage or both at approved locations.

Public Works

18. The Property Owner/Applicant shall coordinate with the Public Works Services Department on the replacement and/or protection of street trees prior to issuance of a grading permit from Building Services.

19. The Property Owner/Applicant shall utilize the existing sewer lateral(s) if possible. If any drainage fixture elevation is lower than the elevation of the next upstream manhole cover, an approved backwater valve will be required.

20. In order to verify the required water service size for the Project, the Property Owner/Applicant shall submit to the Public Works Services Department calculations for the maximum domestic use demand and maximum fire demand prior to the issuance of a building permit. Fire protection requirements shall be as stipulated by the Arcadia Fire Department and shall conform to the Arcadia Standard Plan.

21. Prior to the issuance of a building permit, the Property Owner/Applicant shall submit a Water Meter Permit Application to the Public Works Services Department.

22. The Property Owner/Applicant shall provide a new water service installation. Installation shall be according to the specifications of the Public Works Services Department, Engineering Division. Abandonment of existing water services, if necessary, shall be completed by the Property Owner/Applicant, according to Public Works Services Department, Engineering Section specifications.

23. The Property Owner/Applicant shall provide the total number of trash and recycling enclosures that will be constructed for the property, including the measurements and dimensions allotted for each enclosure. Adequate space shall be provided to accommodate the refuse and recycling needs of the property.

24. The Applicant/Property Owner shall comply with the General Construction National Pollutant Discharge Elimination System (NPDES) Permit, submit a Notice of Intent (NOI) and pay applicable fees to the State Water Resources Control Board, and prepare a Storm Water Pollution Prevention Plan (SWPPP).

General

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

26. To the maximum extent permitted by law, Applicant 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 ADR 24-10 with a density bonus and under SB 330, TTM 24-02, and TRH 25-01 ("Project") on the Project site, and which may arise from the direct or indirect operations of the Applicant or those of the Applicant's contractors, agents, tenants, employees or any other persons acting on Applicant's behalf, which relate to the development and/or construction of the Project. This indemnity provision applies to all damages and claims, actions, or proceedings for damages, as described above, regardless of whether the City prepared, supplied, or approved the plans, specifications, or other documents for the Project.

    In the event of any legal action challenging the validity, applicability, or interpretation of any provision of this approval, or any other supporting document relating to the Project, the City will notify the Applicant of the claim, action, or proceedings and will cooperate in the defense of the matter. The Applicant must indemnify, defend and hold harmless the Indemnitees, and each of them, with respect to all liability, costs and expenses incurred by, and/or awarded against, the City or any of the Indemnitees in relation to such action. Within 15 days' notice from the City of any such action, the Applicant shall provide to the City a cash deposit to cover legal fees, costs, and expenses incurred by City in connection with defense of any legal action in an initial amount to be reasonably determined by the City Attorney. The City may draw funds from the deposit for such fees, costs, and expenses. Within 5 business

days of each and every notice from the City that the deposit has fallen below the initial amount, Applicant/Property Owner 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 Applicant/Property Owner any unexpended funds from the deposit within 30 days of: (i) a final, non-appealable decision by a court of competent jurisdiction resolving the legal action; or (ii) full and complete settlement of legal action. The City shall have the right to select legal counsel of its choice. The parties hereby agree to cooperate in defending such action. The City will not voluntarily assist in any such third-party challenge(s). In consideration for approval of the Project, this condition shall remain in effect if the entitlement(s) related to this Project is rescinded or revoked, at the request of the Applicant or not.

27. Approval of Architectural Design Review No. ADR 24-10 with a density bonus, Tentative Tract Map No. TTM 24-02 (84530), and Protected Healthy Tree Removal Permit No. TRH 25-01 shall not be in effect unless the Property Owner and Applicant have executed and filed the Acceptance Form with the City on or before 30 calendar days after the City Council has adopted the Resolution. The Acceptance Form submitted to the Development Services Department is to indicate awareness and acceptance of the conditions of approval.

Attachment No. 2

Planning Commission Minutes and Staff Report, dated November 25, 2025, without attachments

ARCADIA PLANNING COMMISSION
REGULAR MEETING MINUTES
TUESDAY, NOVEMBER 25, 2025

CALL TO ORDER Chair Tallerico called the meeting to order at 7:00 p.m.

ROLL CALL

PRESENT: Chair Tallerico, Vice Chair Tsoi, Commissioners Arvizu, Hui (arrived at 7:03 p.m.), and Wilander

ABSENT: None

SUPPLEMENTAL INFORMATION FROM STAFF REGARDING AGENDA ITEMS

Planning Services Manager Fiona Graham reported that a Memorandum by Staff was issued last minute memorializing changes made by the Applicant regarding the number of affordable units in the Project. A letter from the Arcadia Chamber of Commerce was also received in support of Item No. 1. Both documents were forwarded to the Commissioners, and hard copies were provided on the dais.

PUBLIC COMMENTS (5 minute time limit per person)

There were none.

PUBLIC HEARING

Resolution No. 2181– A recommendation to the City Council to approve Architectural Design Review No. ADR 24-10 with a density bonus, Tentative Tract Map No. TTM 24-02 (84530), and Protected Healthy Tree Removal Permit No. TRH 25-01 for a new four-story, 34 unit, multi-family residential condominium development located at 101 W. Huntington Drive
CEQA: Categorically Exempt
Recommendation: Adopt

Applicant: Nick Patterson on behalf of City Ventures

MOTION - PUBLIC HEARING

Chair Tallerico introduced the item and Senior Planner Edwin Arreola presented the staff report.

Commissioner Wilander asked if the City has a solution to resolve potential future intersection congestion.

Mr. Arreola said that issue was considered but deferred to the City Engineer to explain the methodology for the traffic evaluation.

City Engineer Kevin Merrill confirmed that all scenarios had been considered, however, a residential project of the Project's size generates less traffic than a commercial building. Once constructed the City would reevaluate if a problem arose.

Commissioner Hui asked how traffic will be managed with the construction of the many new multi-unit buildings in the area.

Mr. Merrill explained that the "level of service" of both Santa Anita Avenue and Santa Clara Street is already very good and therefore traffic signal improvements are not warranted.

Commissioner Hui said she does not understand how the development having more parking spaces would be less traffic than a commercial use which has less parking spaces.

Mr. Merrill explained that the in and out traffic of a residential development is much less than a commercial building due to the nature of the use.

Commissioner Arvizu asked for confirmation that under Senate Bill (SB) 330 a project can only be reviewed for objective standards and not subjective standards.

Assistant City Attorney Kellan Martz confirmed that it was correct.

Commissioner Arvizu asked how many waivers a developer gets and if there is a formula.

Mr. Arreola said that they may request as many as they need to build the development proposed.

Mr. Martz confirmed there is no limit.

Commissioner Arvizu asked about the side yard setback off Santa Clara Street and how many buildings encroach upon that setback.

Mr. Arreola identified the two buildings which have reduced street side yard setbacks from Santa Clara Street, being the north and middle buildings.

Commissioner Arvizu asked if the setbacks of the current building are within 10 feet.

Mr. Arreola said it is within 10 feet.

Commissioner Arvizu asked what type of mechanical equipment will be utilized in the building and if it will be shielded from public view.

Mr. Arreola said electrical transformers will be installed to provide electricity to the site and it will be landscaped to provide shielding.

Commissioner Arvizu asked about the concerns staff brought up to the Applicant regarding the setbacks and asked if any recommendations were made to them.

Mr. Arreola stated that the Project was first submitted without SB 330 and Staff provided design review corrections including setbacks and vehicular visibility. The Applicant then applied for SB 330 preliminary review and Staff was no longer able to utilize the Residential Design Guidelines.

Commissioner Arvizu asked about the waivers from the massing standard, wall plane variation, and the requirement that garages face away from a street, he also asked if there is a limit of waivers.

Mr. Arreola confirmed those are SB 330 objective design standards waivers, and the Applicant can be granted maximum (3) three waivers.

Chair Tallerico expressed concerns about health and safety issues regarding the traffic flow in and out of the development and idling cars.

Mr. Merrill addressed his concerns and explained that in anticipation of new development along the Huntington Drive and Santa Anita Avenue corridors, street improvements were made to Huntington Drive back in 2014.

Commissioner Wilander said that the "no right on red" on the southbound lanes on Huntington Drive most likely contribute to the idling cars.

Mr. Merrill stated that improvements were made to protect pedestrians crossing the intersection.

Rich Gibson introduced himself as the engineer who reviewed the traffic study, and he addressed the concerns pointed out by the Commissioners. He explained that the traffic analysis accounts for background regional traffic growth in addition to traffic that will be generated by all current and known future projects.

Vice Chair Tsoi asked for clarification about the setback reduction and if it is a waiver or concession.

Mr. Arreola clarified that waivers will be granted to make the project physically feasible unless there is a health and safety issue. In this case, the waiver allows setback encroachment as the Project would not be possible to construct otherwise.

Mr. Martz defined both waivers and incentives. He stated that waivers apply to the physical aspect of construction while concessions are for the financial aspects that would hinder a project's feasibility.

Vice Chair Tsoi asked if parking was required for this Project.

Mr. Arreola stated that parking is required by the Residential Flex Overlay.

The public hearing was opened.

The Applicant, Nick Patterson, spoke on behalf of City Ventures and gave a presentation about the proposed multi-family residential Project. He also explained that they changed the number of affordable units to two (2) very low-income units from the proposed four (4) moderate-income units to allow an opportunity for people at the lowest income level to purchase homes.

Vice Chair Tsoi asked about the design of building no. 1 and why the two units at the end are longer and wider than the rest of the units.

Mr. Patterson stated they wanted to diversify the unit layouts.

Commissioner Wilander asked the Applicant if they would consider making the replacement trees 36-inch boxes instead of 24-inch boxes.

Mr. Patterson said he would relay the suggestion to the landscape architect but stated there will be enough landscaping for the Project and sufficient screening between the subject site and adjacent properties.

Commissioner Arvizu asked if they reached out to or had a town hall meeting with the homeowners adjacent to the project site.

Mr. Patterson said they mailed letters to adjacent property owners but did not receive any response.

Commissioner Arvizu asked the Applicant how he would feel as a homeowner if a development was being built about 10 feet from their property and if that is a reason for concern about his privacy.

Mr. Patterson said he would not mind it because there is a big enough setback and there is already enough landscaping screening his view.

Commissioner Hui asked what the development timeline will be.

Mr. Patterson said once they've obtained building permits, it will be about two years of construction.

Paulina Hwa, a property owner adjacent to the project site, spoke in opposition to the Project stated concerns about safety including soil conditions, asbestos, dust and debris. She also stated that she communicated with Mr. Patterson earlier in the year and he had told her the construction timeline would only be one year.

Mr. Patterson responded and apologized for not remembering about his communication with Ms. Hwa. He clarified that construction can be done in two years but, if possible, they will attempt to reduce the construction timeline. He stated they will do their best to keep construction parking onsite, there will be an asbestos survey before demolition, and there will be extensive dust control during construction. He said they will be conducting an environmental survey to ensure the soil is not contaminated.

Commissioner Arvizu made a motion to close the public hearing.

Commissioner Hui seconded the motion.

Without objection, the motion was approved.

DISCUSSION

Commissioner Wilander said that residential use may be more suited for the site and that any improvement is better than what is currently there.

Commissioner Hui asked if Arcadia is the only city in the area approving SB 330 projects.

Chair Tallerico said he understands SB 330 is State-wide and other cities around the State have SB 330 projects.

Mr. Martz confirmed this is State-wide and developers in other cities are using SB 330.

Vice Chair Tsoi asked for clarification about the SB 330 application process and if it means they must make a decision that night.

Mr. Martz said SB 330 is meant to streamline the review process for housing developments.

Vice Chair Tsoi said he understands but disagrees with the waiver of the setback reduction and the Project can still be modified to not encroach on the setback while achieving the same density.

Mr. Martz said the Planning Commission cannot redesign a project and that it must be considered as proposed. The Project is required to meet only objective standards and not subjective standards. Furthermore, there must be specific and sufficient evidence regarding a health and safety reason to deny the Project. The traffic experts have confirmed there are no safety concerns.

Chair Tallerico asked if the traffic analysis and other studies conducted by the engineers are not also subjective.

Mr. Martz said that is a philosophical question, but that expert opinion does hold up in court.

Commissioner Arvizu said that the design is nice and it meets height and mass standards which he often focuses on. Also, it is compatible with the neighborhood. However, he disagreed with the setback reduction. He addressed the neighbors in the audience and said that if they disagree with projects like these, they should direct their frustrations to State Senators and Representatives who approve these laws so that authority can be returned to local governments.

Chair Tallerico said he still has safety concerns about the traffic, and health concerns about idling cars. He said he is not convinced by the studies and analysis provided, as he is very familiar with the area in question.

MOTION

It was moved by Commissioner Wilander, seconded by Commissioner Arvizu to adopt Resolution No. 2181 as amended recommending that City Council approve Architectural Design Review No. ADR 24-10 with a density bonus, Tentative Tract Map No. TTM 24-02 (84530), and Protected Healthy Tree No. TRH 25-01 for a new four-story, 34 unit, multi-family residential condominium development located at 101 W. Huntington Drive in which the project is Categorically Exempt.

ROLL CALL

AYES:	Arvizu, Hui, and Wilander
NOES:	Tallerico and Tsoi
ABSENT:	None

CONSENT CALENDAR

1. Minutes of the October 28, 2025, Regular Meeting of the Planning Commission

Recommendation: Approve

Commissioner Arvizu motioned to approve the minutes and seconded by Chair Tallerico.

ROLL CALL

AYES: Tallerico, Tsoi, Arvizu, Hui, and Wilander
NOES: None
ABSENT: None

The motion was approved.

MATTERS FROM CITY COUNCIL LIAISON

Mayor Pro Tem Wang had nothing to report.

MATTERS FROM THE PLANNING COMMISSONERS

Commissioner Hui extended an invitation to the Letterman Christmas Concert on Sunday December 14, 2025, hosted by Arcadia Performing Arts Foundation.

MATTERS FROM ASSISTANT CITY ATTORNEY

Mr. Martz had nothing to report.

MATTERS FROM STAFF INCLUDING UPCOMING AGENDA ITEMS

Ms. Graham reported that the Business License Review Board will meet at 6:00 p.m. before the Planning Commission. She informed the Commission that there will be (4) four items on the agenda for the Planning Commission meeting including two maps, a conditional use permit, and the Appeal that continued from a previous meeting.

Commissioner Hui asked Mr. Martz to clarify the difference between objective and subjective standards.

Mr. Martz said there are various factors regarding subjective and objectives standards. However, when applying them to waivers it would mean only granting those that would otherwise make the project impossible to construct. While there is no limit to waivers, they must still have a justification for those requests and that is a conversation that is had with Staff during the review stage.

Commission Hui asked at what time can the City provide feedback or commentary on a project if the applicant can present a design and request potentially unlimited waivers.

Mr. Martz said the City has conversations with applicants about their projects and also requests documentation about the requested waivers and would question a project that requested a vast number of waivers.

Chair Tallerico asked if a waiver has ever been denied and affirmed under State law.

Mr. Martz not that he is aware of.

Commissioner Arvizu asked if setbacks can fall under waivers or concessions.

Mr. Martz confirmed it can be both and it is according to State law.

Mr. Martz also stated for the record that these are general questions and not about the project on the agenda.

Commissioner Arvizu asked if Staff can suggest designs that will meet the developer's goals while not having to ask for waivers about certain development standards.

Mr. Arreola stated that Staff made many suggestions but the Applicant chose not to follow them.

Mr. Martz said that Staff does work with Applicants and many discussions are had, however, State laws have made it more complicated to make suggestions.

ADJOURNMENT

The Planning Commission adjourned the meeting at 8:58 p.m., to Tuesday, December 9, 2025, at 7:00 p.m. in the City Council Chamber.

Chair Tallerico, Planning Commission

ATTEST: _____

Lisa L. Flores
Secretary, Planning Commission

CITY OF ARCADIA

STAFF REPORT

DEVELOPMENT SERVICES DEPARTMENT

DATE: November 25, 2025

TO: Honorable Chairperson and Planning Commission

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

SUBJECT: RESOLUTION NO. 2181 – A RECOMMENDATION TO THE CITY COUNCIL TO APPROVE ARCHITECTURAL DESIGN REVIEW NO. ADR 24-10 WITH A DENSITY BONUS, TENTATIVE TRACT MAP NO. TTM 24-02 (84530), AND PROTECTED HEALTHY TREE REMOVAL PERMIT NO. TRH 25-01 FOR A NEW FOUR-STORY, 34 UNIT, MULTI-FAMILY RESIDENTIAL CONDOMINIUM DEVELOPMENT LOCATED AT 101 W. HUNTINGTON DRIVE
CEQA: Categorically Exempt
Recommendation: Adopt

SUMMARY

The Applicant, Nick Patterson, on behalf of City Ventures, is requesting approval of Architectural Design Review No. ADR 24-10 with a density bonus, Tentative Tract Map No. TTM 24-02 (84530), and Protected Healthy Tree Removal Permit No. TRH 25-01 for a new 54,724 square foot, contemporary style, multi-family residential condominium development with 34, four-story units at 101 W. Huntington Drive ("Project").

The proposed Project also includes four affordable units at the moderate-income level which, under the State's Density Bonus Law, entitles the Project to waivers against the development standards which could make the construction of the Project physically infeasible. Therefore, the Applicant is also requesting that the Project be granted waivers for having parking areas within 20 feet of the front and street side property lines, a 1'-1" setback in lieu of the required 10 foot street side setback, a 9'-8" rear yard setback in lieu of the required 10 foot setback, a 9'-6" interior side yard setback in lieu of the required 10 foot setback, and mechanical equipment within the 10 foot front and street side setbacks. In addition, the Applicant has applied for a Preliminary Senate Bill ("SB") 330 Application and the Project has been deemed to be in compliance with SB 330. Therefore, the Project is vested with the standards in effect at the time of preliminary application submittal, is limited to no more than five public hearings, and is subject only to objective development and design

standards. Furthermore, the proposed Project also includes the removal of two protected Coast Live Oak trees.

The proposed development and subdivision are consistent with the City's General Plan, Development Code, and Subdivision Code. It is recommended that the Planning Commission find that the Project is Categorically Exempt under the California Environmental Quality Act (CEQA) under Section 15332 as a Class 32 infill development and recommend the City Council approve ADR 24-10 with a density bonus, Tentative Tract Map No. TTM 24-02 (84530), and Protected Healthy Tree Removal Permit No. TRH 25-01, subject to the conditions listed in this staff report, and adopt Resolution No. 2181 – refer to Attachment No. 1.

BACKGROUND

The subject property is located on the northwest corner of W. Huntington Drive and Santa Clara Street. The property has a total area of approximately 1.08 acres and is zoned General Commercial (C-G) with both Residential Flex (R-F) and Downtown (D) Overlays. The property is identified in the City's Housing Element Residential Sites Inventory as an eligible site to accommodate future housing growth. The General Plan Land Use Designation of the site is Commercial. Surrounding land uses include single family homes on properties zoned R-1, Single-Family Residential, to the north, a car dealership to the east across Santa Clara Street on property zoned C-G, the Arcadia Regional Park to the southeast on property zoned OS-OR, Open Space – Outdoor Recreation, a hotel to the southwest on property zoned SP-SP, Seabiscuit Pacifica Specific Plan, and commercial space to the west on property zoned C-G. The Project site is currently improved with a 4,686 square foot commercial building and a drive-through canopy structure which was previously occupied by a bank – refer to Figure 1 below and Attachment No. 2 for an Aerial Photo with Zoning Information and Photos of the Subject Property and Vicinity.

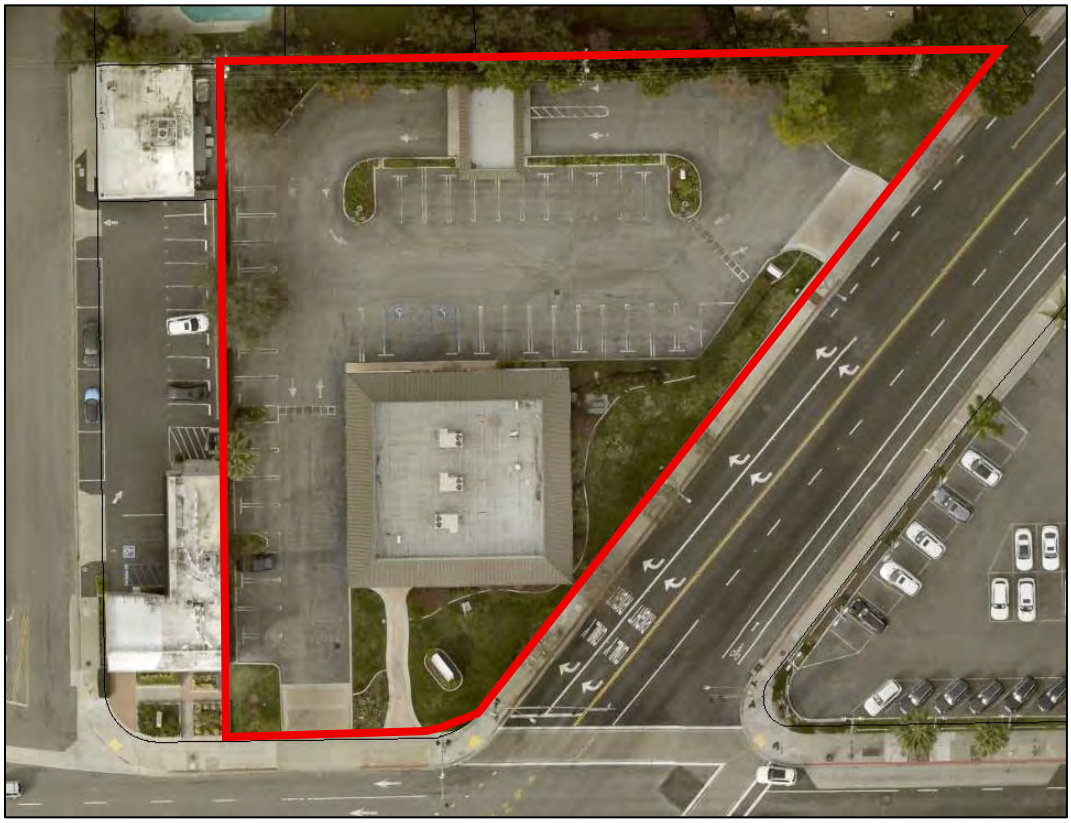


Figure 1 – Aerial of the Subject Site

A Certificate of Demolition (COD) for the subject property has been filed for the demolition of the existing structures on site. The building has been vacant for the past several years. Based on the historical evaluation, the property does not meet any of the minimum requirements for designation as a historical resource under federal, state and local criteria - refer to Attachment No. 3 for the Certificate of Demolition Application. The structures have not yet been demolished due to the City's replacement policy for residential projects, which requires approval of a new project prior to demolition of the structures on site.

PROPOSAL

The Applicant is proposing to develop 34 four-story, multi-family condominium units within three separate buildings. Building 1 will consist of 18 units and will be located along the northern property line. Building 2 will consist of 10 units and will be located at the center of the property. Building 3 will consist of six units and will be located at the south of the property. Each unit will have an attached two-car tandem garage and private open space in the form of a balcony. The Applicant is also proposing to subdivide the airspace to allow for the sale of each residential condominium unit – refer to Attachment No. 4 for the Tentative Tract Map and Attachment No. 5 for the proposed Architectural Plans. The proposed development consists of the following unit sizes:

Number of Units	Square Feet	Bedrooms	Bathrooms
15	1,404	3	2
15	1,722	3	2.5
2	1,500	3	2.5
2	2,417	3	3.5

The Project includes four deed restricted affordable units for sale at the moderate-income level. The percentage of affordable units (11.8%) allows the Project to qualify for a Density Bonus under State law. While State Density Bonus Law allows for residential density beyond the maximum allowed under the Development Code, the Applicant is not proposing to include additional density. Therefore, the Project complies with the allowable density which is a minimum of 32 units and a maximum of 54 units. The four affordable units must be dispersed throughout the Project site. Because all proposed units are three-bedroom homes of comparable size, any unit within the Project may be designated as an affordable unit. As for-sale condominiums, the affordable units will be required to remain affordable for a minimum of 45 years.

Although the Applicant is not proposing additional density, the Project includes five (5) waivers from certain development standards which could make the construction of the Project physically infeasible. This is an incentive for developers when a Project includes affordable units that meet the minimum thresholds of State Density Bonus Law. The City must grant the waivers, provided they do not result in a specific health and safety issue. The Project includes the following waivers from certain development standards:

1. A 1’-1” street side yard setback in lieu of the required 10’-0”.
2. A 9’-6” interior side yard setback in lieu of the required 10’-0”.
3. A 9’-8” rear yard setback in lieu of the required 10’-0”.
4. Parking areas located within 20’-0” of the front and street side property lines.
5. Mechanical equipment located within the 10’-0” front and street side setbacks.

The three proposed buildings will each have a maximum height of 45’-4” while the maximum allowed height is 60’-0”. The Project will provide a front yard setback along W. Huntington Drive of 11’-4” which will meet the minimum setback requirement of 10’-0” – see Figure 2 below for a site plan.

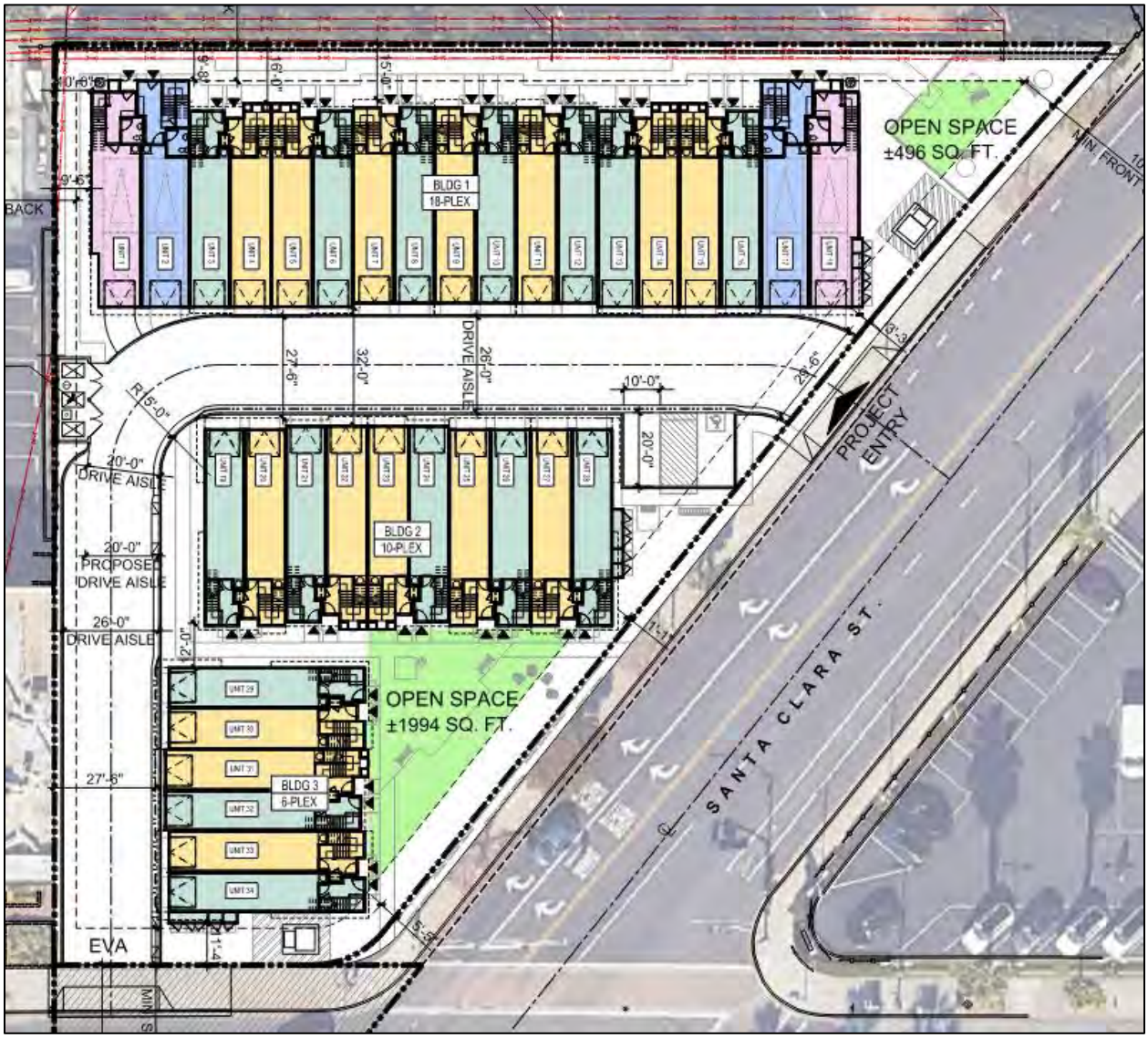


Figure 2 – Site Plan

The Applicant also is using Senate Bill (SB) 330 for the proposed Project. Following the submittal of the Architectural Design Review application, a Preliminary SB 330 application was filed on January 15, 2025. To be eligible for SB 330, the Project must be a multi-family residential project and consist of two or more units. Under SB 330, the Project is vested with the standards in effect at the time of preliminary application submittal, is limited to no more than five public hearings, and is subject only to objective development and design standards. Since the Project is vested to the standards in effect at the time the SB 330 preliminary application was submitted, it is not subject to the City's recently adopted Inclusionary Housing Ordinance (IHO), which took effect on July 1, 2025. Nevertheless, the Project meets the IHO's minimum density requirement by providing at least five percent of the units as for-sale homes affordable to Moderate-Income households.

As such, and in accordance with SB 330, the Project has not been analyzed against the City's Multi-Family Residential Design Guidelines, as they are not applicable to the Project. The design is subject to review only against the City's multi-family objective design standards. Staff have confirmed that the design complies with all objective design standards except the three described below. The City's objective design standards allow for a waiver from up to three design standards to offer some flexibility and to result in better architectural outcomes. Therefore, the Applicant is proposing to waive the following design standards:

1. Massing - For projects over two stories in height, portions of the upper stories shall be recessed at least two feet from the front façade to reduce the overall massing of the building at the pedestrian level.
2. Wall Plane Variation - All exterior walls must have a minimum two-foot variation in depth at least every 40 feet of wall length to provide relief along the wall plane. In addition, all walls must include at least two of the following features: windows, trellises, arcades, balconies, different exterior material, or awnings.
3. Parking Orientation - Orientation. Parking structure and garage entries shall face away from the primary street where possible. Where a parking garage is proposed, it shall be wrapped with residential units along street frontages to allow for continuation of the street scene. No garage shall face the primary street, unless it is the only point of access or a secondary access is necessary.

Staff reviewed the Project and determined that it was eligible for and in conformance with the SB 330 requirements.

The buildings are designed in a Contemporary architectural style – as shown in Figure 3 below. The exterior walls of the buildings will be finished with light sand stucco, smooth nickel gap vertical siding, stone veneer, and metal railings and awnings and the buildings colors will consist of neutral tones such as white, beige, and gray. The buildings will have a flat roof with mechanical equipment screened by parapets and will incorporate articulation in the form of steps back and cantilevers between the different levels of the building.

Figure 3 – Rendering of the design of the units

100 square feet of open space is required per unit and this is satisfied through the provision of private balconies - located in each unit - and additional communal open space areas consisting of one 1,994 square foot common recreation area and one 496 square foot dog park area provided along the street side portion of the development fronting Santa Clara Street.

Access to the site will be provided off the east side of the property from Santa Clara Street and the south side of the property from W. Huntington Drive. Due to the existing configuration of these streets along the property line, these driveways will be limited to right in and right out only. In terms of parking, each unit will have a two-car tandem garage. Two guest parking spaces will be located off the driveway from Santa Clara Street with one of the spaces being accessible. Additionally, a bike rack with seven bicycle parking spaces will be provided by the guest parking spaces.

The proposal also includes the removal of two protected Coast Live Oak trees along the rear and interior side yard area of the property – refer to Figure 4 below. One of the oak trees, a 24-inch wide Coast Live Oak, has continuously been topped due to its location under Southern California Edison power lines which has created a poor form for the tree and has been deemed as an under-performing tree by the Arborist who evaluated the site. The other oak tree, a 14-inch Coast Live Oak, is in good health and in proximity to the northwest boundary of the Project – refer to Attachment No. 6 for the Arborist Report. Both trees are

subject to removal due to proximity to the main driveway and the footprint of one of the buildings, respectively. The replacement of the protected trees will consist of four (4) 24-inch box Coast Live Oak trees to be planted on site. Landscaping is proposed along the street frontages of the site, along the driveway, in the open space areas, and along the northern property line adjacent to the single-family residential properties. Approximately 35 trees will be located throughout the property with additional shrubs, groundcovers, and grass planted throughout as well. In addition, a screening vine will be planted along the northern property wall.

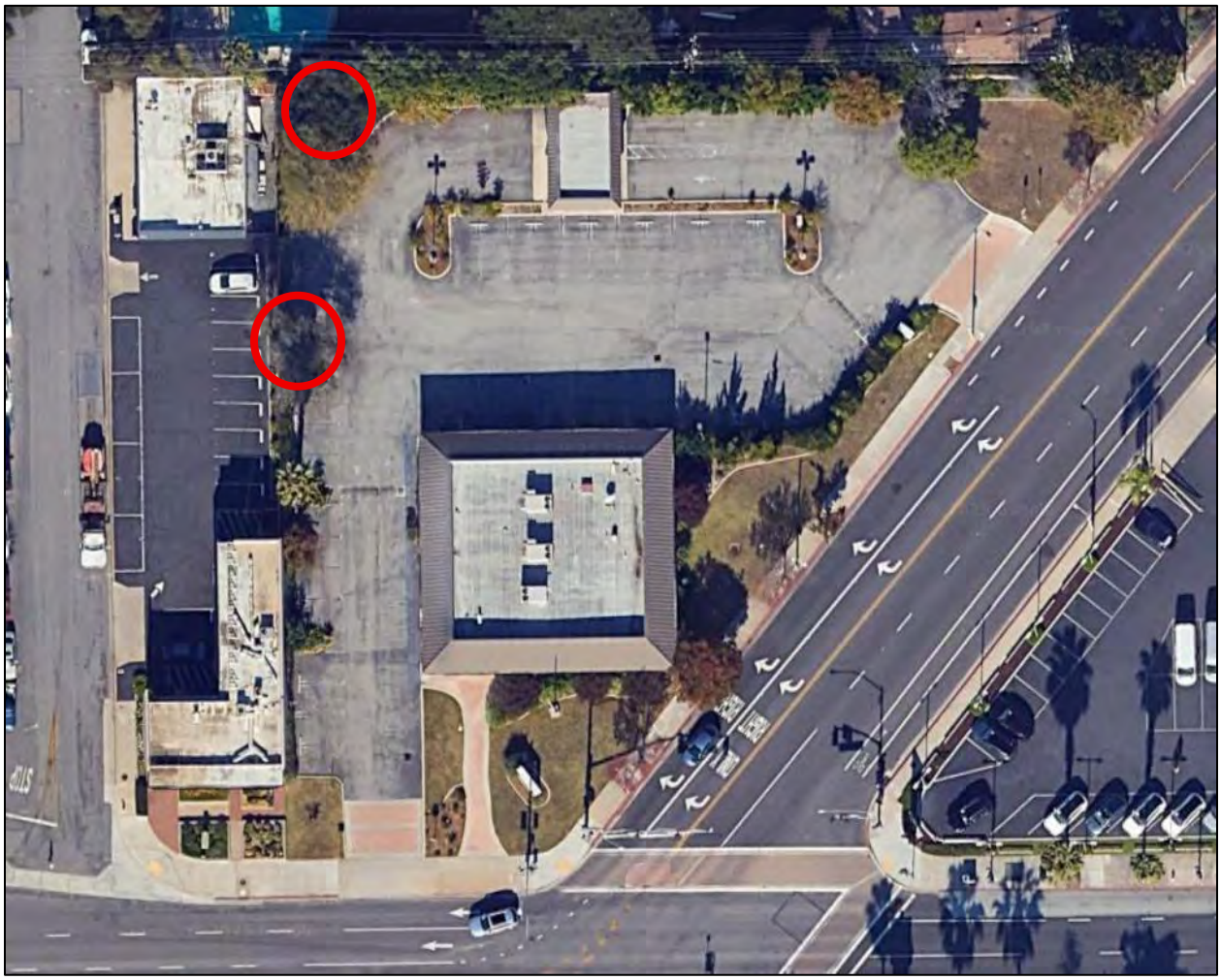


Figure 4 – Location of the protected trees to be removed

ANALYSIS

The Development Code allows multi-family residential uses in the C-G Zone when the property is both overlaid with the R-F Overlay Zone and is included within the City's Housing Element Residential Sites Inventory list. The site was included on the list as it was deemed to

be suitable for flexibility in land use to provide housing including affordable units. These sites were deemed to serve as a catalyst for other types of development in the surrounding area.

During the initial review, prior to the submittal of the SB 330 Preliminary application, Staff identified issues with the design and layout of the proposed development as it did not meet the objectives and standards of the Multi-Family Residential Design Guidelines. The subject site is located on a prominent street corner and the development would ideally have been oriented to the street by locating buildings along the street frontages and incorporating additional design elements to create an attractive focal point for this significant intersection. The resulting architecture and layout focus on functionality with portions of the buildings facing away from the streets and the buildings present a generic, boxy appearance with no clear focal point or entry feature. Greater articulation and segmentation would have reduced the massing of the building, as the buildings are quite long and horizontal and utilize a repetitive row-style box design.

Staff also expressed concerns over the following components of the Project: reduced privacy for the adjacent single-family residential properties to the north due to the minimal step back on the upper levels, the exclusive use of tandem parking which is not otherwise allowed in projects throughout the City, limited driveway and backup space, minimal guest parking spaces, and the proximity of parking spaces to the driveway entrances/exits which creates a suboptimal access and circulation situation on the site. Several of these design choices comply with the applicable Development Standards and others are being requested as waivers pursuant to Density Bonus law, which is allowed provided the non-compliance will not cause a specific health and safety issue.

The Applicant is requesting waivers for reduced street side yard, interior side yard, and rear yard setbacks, locating parking areas within 20’-0” from the front and street side property lines, and locating mechanical equipment within the 10’-0” setback requirement from the front and street side property line. The Applicant is requesting these waivers because strict compliance with the development standards would limit the buildable area, resulting in the removal of units and making the development economically infeasible. The City can only deny a waiver request if there is a demonstrable health and safety impact.

Staff looked at all the requested waivers and had concerns only with the request for a reduced setback and site layout at the Santa Clara Street driveway. The City hired a third-party engineering consultant to analyze the site layout and confirm whether the Project posed any health and safety risks regarding the access and circulation on the site. The main concern with access and egress was that having parking spaces closer to and within 25 feet of the Santa Clara Street driveway entrance which could lead to queueing into the public right-of-way. Additionally, the proximity of the residential building adjacent to the driveway raised concerns with visibility for vehicles accessing the site. Furthermore, there was concern that the proposed tandem parking could cause on-site circulation issues, with cars

potentially idling on the driveway creating on and off-site vehicle queueing. However, after reviewing the Project layout, the engineering consultant determined that the design did not pose any serious health and safety issues with regard to traffic and circulation. The consultant determined that the minimal number of trips generated by vehicles on site at the peak hour would not rise to the level of causing concern for health or safety. Therefore, the City is obligated to approve the waivers under State law.

Aside from the SB 330 and State Density Bonus Law waivers and exemptions, the Project will comply with the underlying R-F Overlay zone minimum density of 30 units per acre (32 units) and maximum density of 50 units per acre (54 units) by providing a total of 34 units. Additionally, the Project will comply with other applicable development standards such as the front setback, height, and open space requirements. In terms of parking, the Development Code requires 1.5 spaces per unit and each unit is provided with two tandem spaces within a garage. Guest parking is not required although the Applicant has provided two spaces on site. While the design of the building is not subject to review with regard to privacy, the Applicant has provided trees and a privacy vine along the adjacent property line to the north where there are single-family residential homes.

The proposed multi-family development also requires approval of a tentative tract map to subdivide the airspace for the condominiums. The proposed development and subdivision of condominiums will be consistent with the City's General Plan, Multi-Family Residential Design Guidelines, the Development Code, the State Subdivision Map Act, and will not violate any requirements of the California Regional Water Quality Control Board.

The removal of the two protected Coast Live Oak trees on site is warranted as the trees are located within proximity to the main driveway and the footprint of one of the buildings. Additionally, one of the protected trees is located under an existing electrical easement and has consistently been topped to stay clear of electrical lines, which has damaged the health of the tree. An Arborist analyzed the potential for relocating the trees on site but due to their proximity to property line boundary walls and location under the electrical easement, it was determined that relocation would be difficult. The cuts needed to be made to the roots of the trees in their current locations in order to move them could shock the trees' health and it is likely that they would not survive a move. Therefore, the Applicant will be required to plant a minimum of four new 24-inch box trees for the removal of the protected trees. A condition has been added to ensure that replacement trees are planted and that a follow up Arborist Report is required confirming the planting prior to issuance of a Certificate of Occupancy.

An environmental review was initiated by the Applicant's environmental consultant which included the review for potential issues including noise, traffic, air quality, and water quality. The consultant's review and analyses were peer reviewed by the City's contracted environmental consultant and both consultants ultimately determined that the Project did

not pose a risk to the public's health and safety and also determined that the development would be categorically exempt from the California Environmental Quality Act (CEQA). The proposed development is in compliance with State Density Bonus Law and SB 330 and no specific, significant adverse impacts are identified for this Project.

FINDINGS

Sections 9103.15.040 and 9105.03.060(A)(1) of the Development Code require that for a Density Bonus and Tentative Tract Map to be granted, it must be found that all of the following prerequisite findings can be satisfied:

Tentative Tract Map

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

Facts to Support This Finding:
The Project is in compliance with all of the provisions of the City's General Plan, Subdivisions Division of the Development Code, and the State Subdivision Map Act. The Commercial General Plan designation intends to provide a residential population that is required to support the uses in downtown and allows dense residential development which is intended to encourage a strong pedestrian-oriented environment. The General Commercial (C-G) with a Residential Flex Overlay (R-F) zone is intended to provide for greater flexibility to maximize the housing types and styles at a more affordable price range by allowing the option to build a residential project in a commercial zone. The site is physically suitable for this type of development and the Project is in compliance with the requirements of SB 330. The Project will not adversely affect the comprehensive General Plan and is consistent with the following General Plan goals and policies:

Land Use and Community Design Element
- Policy LU-1.1: Promote new infill and redevelopment projects that are consistent with the City's land use and compatible with surrounding existing uses.

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

Facts to Support This Finding:
The C-G zone with an R-F overlay has a minimum density of 30 units per acre and a maximum density of 50 units per acre. Based on the total lot area of 1.08 acres, a minimum of 32 units and a maximum of 54 units are allowed on this site. The Project, with 34 units proposed, complies with the density requirements and all other applicable

zoning requirements which are not included as waivers under the State Density Bonus Law. Therefore, the site is physically suitable for the Project.

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

Facts to Support This Finding:
The Project is a subdivision of an infill site within an urbanized area and does not serve as a habitat for endangered or rare species. The Project will not cause substantial environmental damage or impact wildlife.

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

Facts to Support This Finding:
The Project is to subdivide the airspace of the proposed multi-family development. The Project will be in compliance with all applicable Building and Fire Codes to ensure public health and safety. The proposed density will be below the maximum allowed by the C-G zone and R-F overlay and the City's existing infrastructure will adequately serve the Project. Therefore, the Project will not cause any public health or safety problems.

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

Facts to Support This Finding:
The Project does not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision. The Project is maintaining a Southern California Edison easement for power utilities clear of any construction. Additionally, an existing easement for street and incidental purposes will be dedicated to City and will remain clear of any construction. Therefore, the Project will not conflict with any such easements.

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

Facts to Support This Finding:
The Arcadia Public Works Services Department determined that the City's existing infrastructure will adequately serve the Project. The discharge of sewage from the Project into the community sewer system will not result in violation of existing requirements specified by the California Regional Water Quality Control Board.

7. The proposed subdivision, its design, density, and type of development and improvements conforms to the regulation of the Development Code and the regulations of any public agency having jurisdiction by law:

Facts to Support This Finding:
The Project as conditioned complies with the density requirements of the City's Development Code, and all the improvements required for the site and each unit will comply with the regulations in the City's Development Code. The removal of the two protected Coast Live oak trees is warranted in order to accommodate this development.

Architectural Design Review

The Architectural Design Review component of the Project was submitted along with an SB 330 Preliminary Application pursuant to Government Code Section 65941.1 which has vesting rights for the Project established on January 15, 2025, the date the SB 330 Preliminary Application was submitted. The Project has satisfied the procedural requirements of SB 330 and the design component has been determined to be in compliance with all the applicable provisions of SB 330, including the objective zoning and design standards. Therefore, the design of the Project is not subject to discretionary review.

Density Bonus

8. The project will be consistent with the General Plan, except as provided by the Density Bonus Section of the Development Code with regard to maximum density, density bonuses, and other incentives and concessions.

Facts to Support This Finding:
The Project is consistent with the Commercial General Plan land use designation, which intends to provide dense residential development to encourage a strong pedestrian-oriented environment that supports the commercial uses such as the ones in downtown. The Project will provide 11.8% of the for-sale units for moderate income residents, which allows for a density bonus. However, the Project will not be implementing a density bonus but is requesting waivers on development standards which limit the feasibility of the Project.

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

Facts to Support This Finding:
The Project has been reviewed by the Public Works Department and Engineering Division. Both determined that the City's existing infrastructure, including sewer, water, and public roadways, will adequately serve the Project.

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

Facts to Support This Finding:
The Applicant has indicated that four of the 34 residential units (11.8%) within the Project will be restricted to moderate income residents. Government Code Section 65915(b)(1) outlines that in order to be eligible for a density bonus, at least 10% of the units in a for-sale development must be restricted to moderate income residents. Therefore, the Project is eligible under the requirements.

11. **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 Section 65915(c).**

Facts to Support This Finding:
The Applicant is requesting that the Project be granted waivers for having parking areas within 20 feet of the front and street side property lines, a 1'-1" setback in lieu of the required 10 foot street side setback, a 9'-8" rear yard setback in lieu of the required 10 foot setback, a 9'-6" interior side yard setback in lieu of the required 10 foot setback, and mechanical equipment within the 10 foot front and street side setbacks. Each request has been reviewed for its potential health and safety impact on the persons or property on or within the vicinity of the Project. It was determined that none of the requests have the potential to be a substantial health and safety impact. Therefore, all of the requested waivers will be granted.

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

Facts to Support This Finding:

Condition No. 2 has been added to the conditions of approval to ensure that the Project maintains the four proposed moderate income affordable units and remain in compliance with State Density Bonus Law.

Removal of a Healthy Protected Tree

Facts to Support This Finding:
The removal of the two protected Coast Live Oak trees is required since their locations on the Project site may limit their growth or health, with one tree being located within proximity to the driveway area and under an existing electrical easement and the other tree being close to the footprint of one of the residential buildings. Furthermore, the tree under the existing electrical lines had been consistently topped to stay clear of the lines, which has negatively affected the tree's health. An Arborist analyzed the potential for saving or relocating the protected trees but due to their proximity to property line boundary walls and proposed structures and paving, it was determined that the trees could not be saved. The cuts needed to be made to the roots of the trees in their current locations in order to move them could shock the trees' health and it is likely that they would not survive a move. The Applicant will be required to plant a minimum of four new 24-inch box trees for the removal of the two protected oak trees. Therefore, the removal of the healthy protected trees is warranted to accommodate the proposed development.

ENVIRONMENTAL IMPACT

Pursuant to the provisions of the California Environmental Quality Act (CEQA), the City has determined that the Project is Categorically Exempt under CEQA Section 15332, Class 32, "In-Fill Development Projects" – refer to Attachment No. 7. A Categorical Exemption Memorandum was prepared by an environmental consultant analyzing the potential environmental impacts of the Project in accordance with the requirements of CEQA. It was determined that the Project would not result in significant impacts to traffic, noise, air quality, or water quality.

PUBLIC COMMENTS/NOTICE

A public hearing notice for this item was published in the Arcadia Weekly and posted at the City Clerk's Office, City Council Chambers, at the Arcadia Library, and on the City's website on November 12, 2025. It was also mailed to the property owners located within 300 feet of the subject property. As of November 21, 2025, one comment was received requesting additional restrictions on the Project construction, including a 24-month binding completion deadline, submittal of a staging and haul route plan, and restricted construction hours that prevent major noise activity after 4:00 p.m. – refer to Attachment No. 8. A staging and haul route plan is required per Condition No. 9 and is typically required for construction of this size to ensure that impacts are minimized to surrounding properties. Binding completion

dates for projects are not permitted to be conditioned by the City. In accordance with the State building code, permits will be issued with one year's validity and will be automatically renewed annually every year an inspection is passed. As for construction hours, the hours permitted by the City of Arcadia are standard for all projects and are limited to 7:00 a.m. to 6:00 p.m., Monday through Friday, and 8:00 a.m. to 5:00 p.m. on Saturdays. The City will ensure that all construction related regulations are followed by the Applicant/Property Owner.

RECOMMENDATION

It is recommended that the Planning Commission adopt Resolution No. 2181 recommending approval of Architectural Design Review No. ADR 24-10 with a density bonus and under Senate Bill (SB) 330, Tentative Tract Map No. TTM 24-02 (84530), and Protected Healthy Tree Removal Permit No. TRH 25-01 and find that the Project is Categorically Exempt from the California Environmental Quality Act (CEQA), subject to the following conditions of approval:

Planning

1. The Project shall be developed and maintained by the Property Owner/Applicant in a manner that is consistent with the plans submitted and conditionally approved for Architectural Design Review No. ADR 24-10 with a density bonus and under SB 330, Tentative Tract Map No. TTM 24-02 (84530), and Protected Healthy Tree Removal Permit No. TRH 25-01, subject to the satisfaction of the Deputy Development Services Director or designee.
2. The Property Owner/Applicant shall execute and record a Density Bonus Housing Agreement with the City that ensures four (4) of the residential units are restricted to sale at a moderate-income affordable level. The agreement shall specify the exact location of the unit and the initial sales price of the unit. The term of affordability shall be for a minimum of 45 years, in compliance with the State Density Bonus Law, and shall require an equity sharing agreement with the City. The agreement shall be binding of all future owners and successors in interest. The Density Bonus Housing Agreement must be recorded in the Office of the Los Angeles County Recorder prior to the issuance of a Certificate of Occupancy for the project. Prior to the 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.
3. Prior to final inspection, at least four (4) 24-inch box protected trees shall be planted on the subject site as replacement trees. A Landscape Plan in compliance with the City's Water Efficient Landscape Ordinance shall be prepared and provided with the building plan-check submittal. Said replacement trees must be shown on the Landscape Plan, and is subject to review and approval by the Planning Division. A follow-up report by a

certified arborist confirming the replacement trees have been planted shall be submitted to the City prior to issuance of a Certificate of Occupancy.

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

5. During all Project site construction, all construction-related activities, including maintenance of construction equipment and the staging of haul trucks, shall not take place between the hours of 6:00 p.m. and 7:00 a.m., Monday through Friday, between 5:00 p.m. and 8:00 a.m. on Saturday or at any time on Sundays and holidays specified in the City's Municipal Code.

Building

6. The plans that are submitted to Building Services for plan-check shall comply with the latest adopted edition of the following codes as applicable:

    a. California Building Code (CBC)
    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

7. Grading plans shall be submitted with the building plan-check submittal, and are to be approved by Engineering, Planning and Building Services prior to the issuance of building permits. The grading plans shall indicate all site improvements and shall indicate complete drainage paths of all drainage water run-off.

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

Engineering

9. The Applicant/Property Owner shall submit a haul route map and staging plan to Planning Services prior to issuance of a demolition and a grading permit.

10. The Property Owner/Applicant shall be responsible for the repair of all damage to public improvements in the public right-of-way resulting from construction related activities, including, but not limited to, the movement and/or delivery of equipment, materials, and soils to and/or from the site. The need for such repair shall be determined by the Deputy Development Services Director, the Public Works Services

Director, City Engineer, or designees, during construction and up until issuance of a Certificate of Occupancy.

11. The proposed development will be required to adhere to Los Angeles County Low Impact Development (LID) requirements. Ensure that all LID measures can be implemented within the property. The LID plan is to be provided along with the selected measures shown on the grading and drainage plan. A Master Covenant of the LID and Maintenance Plan shall be recorded with the Los Angeles County Recorder before occupancy.
12. A hydrology report and a soils/geotechnical report shall be submitted with building plan check to Building Services.
13. Prior to the issuance of a building permit from Building Services, the Property Owner/Applicant shall irrevocably dedicate to the City approximately 4'-0" along the frontage of Santa Clara Street for a total parkway width of 12'-0", as measured from curb to property line. The dedication shall be subject to review and approval by the City Engineer.
14. Prior to recordation of the final tract map, the Property Owner/Applicant shall complete the construction of or execute and provide a Subdivision Map Agreement and bond to the City for the following off-site improvements:
    a. Remove the existing driveway approaches and construct new driveway approaches per the City Standard. Ensure Americans with Disabilities Act (ADA) access is provided around all driveway approaches within City right-of-way and development property lines. Improvements shall not encroach into neighboring properties/frontages.
    b. Remove and replace new sidewalk per City Standard providing adequate path of travel in compliance with ADA. Ensure locations around obstructions provide necessary clearances.
    c. Remove and replace the curb and gutter with a two foot asphalt slot cut and repaint the curb red along the property frontage on both Huntington Drive and Santa Clara Street.
15. Prior to issuance of a certificate of occupancy, the Property Owner/Applicant shall repair any damages caused by the development to the asphalt street frontages from property line to property line including but not limited to trench cuts and construction traffic, per the direction of the City Engineer.

<u>Fire Department</u>

16. All structures shall be provided with an automatic fire sprinkler system per the City of Arcadia Fire Department's Single & Multi-Family Dwelling Sprinkler Standard.
17. The required fire lane shall be marked with red curbing/stencils, signage or both at approved locations.

Public Works

18. The Property Owner/Applicant shall coordinate with the Public Works Services Department on the replacement and/or protection of street trees prior to issuance of a grading permit from Building Services.

19. The Property Owner/Applicant shall utilize the existing sewer lateral(s) if possible. If any drainage fixture elevation is lower than the elevation of the next upstream manhole cover, an approved backwater valve will be required.

20. In order to verify the required water service size for the Project, the Property Owner/Applicant shall submit to the Public Works Services Department calculations for the maximum domestic use demand and maximum fire demand prior to the issuance of a building permit. Fire protection requirements shall be as stipulated by the Arcadia Fire Department and shall conform to the Arcadia Standard Plan.

21. Prior to the issuance of a building permit, the Property Owner/Applicant shall submit a Water Meter Permit Application to the Public Works Services Department.

22. The Property Owner/Applicant shall provide a new water service installation. Installation shall be according to the specifications of the Public Works Services Department, Engineering Division. Abandonment of existing water services, if necessary, shall be completed by the Property Owner/Applicant, according to Public Works Services Department, Engineering Section specifications.

23. The Property Owner/Applicant shall provide the total number of trash and recycling enclosures that will be constructed for the property, including the measurements and dimensions allotted for each enclosure. Adequate space shall be provided to accommodate the refuse and recycling needs of the property.

24. The Applicant/Property Owner shall comply with the General Construction National Pollutant Discharge Elimination System (NPDES) Permit, submit a Notice of Intent (NOI) and pay applicable fees to the State Water Resources Control Board, and prepare a Storm Water Pollution Prevention Plan (SWPPP).

General

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

26. To the maximum extent permitted by law, Applicant 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 ADR 24-10 with a density bonus and under SB 330, TTM 24-02, and TRH 25-01 ("Project") on the Project site, and which may arise from the direct or indirect operations of the Applicant or those of the Applicant's contractors, agents, tenants, employees or any other persons acting on Applicant's behalf, which relate to the development and/or construction of the Project. This indemnity provision applies to all damages and claims, actions, or proceedings for damages, as described above, regardless of whether the City prepared, supplied, or approved the plans, specifications, or other documents for the Project.

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

27. Approval of Architectural Design Review No. ADR 24-10 with a density bonus and under SB 330, Tentative Tract Map No. TTM 24-02 (84530), and Protected Healthy Tree Removal Permit No. TRH 25-01 shall not be in effect unless the Property Owner and Applicant have executed and filed the Acceptance Form with the City on or before 30

calendar days after the Planning Commission has adopted the Resolution. The Acceptance Form to the Development Services Department is to indicate awareness and acceptance of the conditions of approval.

PLANNING COMMISSION ACTION

Approval

If the Planning Commission intends to recommend approval of this Project, the Commission should move to adopt Resolution No. 2181 recommending that the City Council approve Architectural Design Review No. ADR 24-10 with a density bonus, Tentative Tract Map No. TTM 24-02 (84530), and Protected Healthy Tree Removal Permit No. TRH 25-01 and state that the proposal satisfies the requisite environmental and subdivision findings, and the conditions of approval as presented in this staff report, or as modified by the Commission.

Denial

If the Planning Commission intends to recommend denial of this Project, the Commission should state the specific findings that the proposal does not satisfy based on the evidence presented with specific reasons for denial, and move to direct staff to prepare a resolution for adoption that incorporates the Commission's decision and specific findings.

If any Planning Commissioner, or other interested party has any questions or comments regarding this matter prior to the November 25, 2025, Planning Commission Meeting, please contact Senior Planner, Edwin Arreola, at (626) 821-4334, or earreola@ArcadiaCA.com.

Approved:

Fiona Graham *for*
Lisa L. Flores
Deputy Development Services Director

Attachment No. 1: Resolution No. 2181
Attachment No. 2: Aerial Photo with Zoning Information and Photos of the Subject Property and Vicinity
Attachment No. 3: Certificate of Demolition Application
Attachment No. 4: Tentative Tract Map
Attachment No. 5: Architectural Plans

Attachment No. 6: Arborist Report
Attachment No. 7: Categorical Exemption Memorandum
Attachment No. 8: Public Comment

CITY OF ARCADIA

MEMORANDUM

DEVELOPMENT SERVICES DEPARTMENT

DATE: November 25, 2025

TO: Honorable Chairperson and Planning Commission

FROM: Lisa L. Flores, Deputy Development Services Director
Fiona Graham, Planning Services Manager
By: Edwin Arreola, Senior Planner

SUBJECT: ADDENDUM TO RESOLUTION NO. 2181 REQUESTING TO MODIFY THE AMOUNT OF AFFORDABLE UNITS FOR ARCHITECTURAL DESIGN REVIEW NO. ADR 24-10 WITH A DENSITY BONUS, TENTATIVE TRACT MAP NO. TTM 24-02 (84530), AND PROTECTED HEALTHY TREE REMOVAL PERMIT NO. TRH 25-01 FOR A NEW FOUR-STORY, 34 UNIT, MULTI-FAMILY RESIDENTIAL CONDOMINIUM DEVELOPMENT LOCATED AT 101 W. HUNTINGTON DRIVE FROM FOUR MODERATE INCOME UNITS TO TWO VERY LOW INCOME UNITS

SUMMARY

On November 25, 2025, the applicant, Nick Patterson on behalf of City Ventures, submitted a request to change the number and affordability level of the affordable units included as part of the multi-family residential condominium development at 101 W. Huntington Drive ("Project"). The Project previously included four affordable deed-restricted units at the moderate-income level. The applicant is now requesting to instead provide two affordable units at the very low-income level. Refer to Attachment No. 1 for the written request. The requested change still qualifies the Project for a Density Bonus under State law and does not alter the building or site layout in any way. Therefore, the Project remains entitled to the same concessions and waivers under State Density Bonus Law and will continue to be subject to the Class 32 Categorical Exemption under the California Environmental Quality Act (CEQA).

ANALYSIS

The proposed change would result in the Project providing 5.9% very low-income units, which qualifies the Project for a State Density Bonus since the minimum requirement is 5% very low-income units. The Project would still be allowed one concession, waivers from

applicable development standards, and all other Density Bonus protections and allowances that the previously proposed 11.8% moderate-income units were entitled to.

Although the Project is vested to the standards in effect at the time of the SB 330 preliminary application and is not subject to the City's Inclusionary Housing Ordinance (IHO), the revised proposal still meets the IHO's minimum density requirement by providing at least five percent of the units as for-sale homes affordable to very low-income households.

The two affordable units must be dispersed throughout the Project and must remain affordable for a minimum of 45 years. Because all proposed units are three-bedroom homes of comparable size, any two units may be designated as affordable. Therefore, Staff has no issues with the proposed change, as it complies with State Density Bonus Law.

To implement the requested change, Resolution No. 2181 has been revised to reflect the two very low-income affordable units. Refer to Attachment No. 2.

Findings number 8, 10, and 12, under the Density Bonus findings section, have been revised to state the following:

8. **The project will be consistent with the General Plan, except as provided by the Density Bonus Section of the Development Code with regard to maximum density, density bonuses, and other incentives and concessions.**

Facts to Support This Finding: The Project is consistent with the Commercial General Plan land use designation, which intends to provide dense residential development to encourage a strong pedestrian-oriented environment that supports the commercial uses such as the ones in downtown. The Project will provide 5.9% of the for-sale units for very low-income residents, which allows for a density bonus. However, the Project will not be implementing a density bonus but is requesting waivers on development standards which limit the feasibility of the Project.

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

Facts to Support This Finding: The Applicant has indicated that two of the 34 residential units (5.9%) within the Project will be restricted to very low income residents. Government Code Section 65915(b)(1) outlines that in order to be eligible for a density bonus, at least 5% of the units in a for-sale development must be restricted to very low income residents. Therefore, the Project is eligible under the requirements.

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

Facts to Support This Finding: Condition No. 2 has been added to the conditions of approval to ensure that the Project maintains the two proposed very low income affordable units and remain in compliance with State Density Bonus Law.

Condition No. 2 within the Conditions of Approval will be rewritten to state:

2. The Property Owner/Applicant shall execute and record a Density Bonus Housing Agreement with the City that ensures two (2) of the residential units are restricted to sale at a very low-income affordable level. The agreement shall specify the exact location of the unit and the initial sales price of the unit. The term of affordability shall be for a minimum of 45 years, in compliance with the State Density Bonus Law, and shall require an equity sharing agreement with the City. The agreement shall be binding of all future owners and successors in interest. The Density Bonus Housing Agreement must be recorded in the Office of the Los Angeles County Recorder prior to the issuance of a Certificate of Occupancy for the project. Prior to the 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.

Approved:

Fiona Graham *for*
Lisa L. Flores
Deputy Development Services Director

Attachment No. 1: Applicant Request to Amend Amount of Affordable Units
Attachment No. 2: Revised Resolution No. 2181

Attachment No. 3

Aerial Photo with Zoning Information and Photos of the Project Site

Parcel Number: 5775-023-015

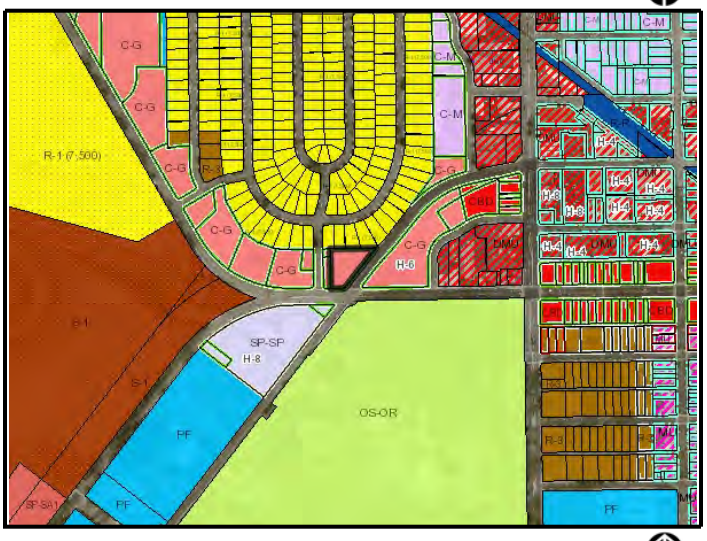
Site Address: 101 W HUNTINGTON DR

Property Owner(s): Property Owner

Property Characteristics	
Zoning:	C-G
General Plan:	C 1.0
Lot Area (sq ft):	
Main Structure / Unit (sq. ft.):	4,686
Year Built:	1977
Number of Units:	0

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

Selected parcel highlighted



Parcel location within City of Arcadia

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

Report generated 21-Nov-2025

For Lease

NO
TURN
ON RED

Attachment No. 4

Comments Received

From:	paulineh
To:	Edwin Arreola
Subject:	Formal Public Comment & Request for Mitigation: Type ADR 24-10 at 101 W. Huntington Dr. - Addressing Infrastructure Damage & Sequential Impact
Date:	Wednesday, October 22, 2025 2:54:46 PM

IRONSCALES couldn't recognize this email as this is the first time you received an email from this sender paulinehwa @ gmail.com

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Mr. Arreola and the Arcadia Planning Commission and Planning Staff,

Please accept this email as formal written public comment for the upcoming hearing regarding the proposed project at 101 W. Huntington Drive (34-unit condominium development). I request that this correspondence be included in the official staff report packet provided to all Planning Commissioners prior to the meeting.

As a resident, my primary concern with this project is the unacceptable burden of an extended, multi-year construction duration that will immediately follow another major project in the neighborhood, the Hilton Hotel construction at 123 W. Huntington Drive.

The Sequential Construction and Infrastructure Burden

For more than two years now, the neighborhood has been heavily impacted by the Hilton Hotel construction. The community is relieved that the major construction phase for that project is winding down, with the hotel anticipated to open shortly.

However, the impacts experienced during the Hilton construction must be directly addressed and mitigated for this new project:

* Public Safety and Infrastructure Damage: During the Hilton project, large construction vehicles and heavy machinery were routinely parked on or utilized along San Rafael Road and San Miguel Drive, resulting in frequent street closures on San Rafael Road (sometimes the entire street, sometimes partially/one-lane only). This resulted in traffic congestion, neighborhood access issues, and, critically, cracking and structural damage to our public streets due to excessive vehicle weight. The workers also parked along these streets almost daily, obstructing visibility of oncoming traffic and thus causing safety hazards for local drivers.

* The Burden of Back-to-Back Projects: Approving the new 101 W. Huntington project without strong controls means the neighborhood moves immediately into another estimated 18 to 24 months of intense construction, compounding the recent disruption and creating a four-year period of continuous construction-related blight and damage to the neighborhood.

Specific Requests for Mandatory Mitigation

To secure the welfare of residents and protect public assets during this prolonged period of development, I respectfully request that the Planning Commission approve the project only with the following mandatory and

strictly enforced conditions:

1. Binding Completion Deadline with Performance Guarantee: Require the applicant to submit a detailed, binding construction schedule to the city, with a completion deadline of no more than 24 months from the start of grading. To ensure compliance, the Commission must mandate a Construction Completion Performance Bond or Escrow Account to be held by the City, subject to incremental forfeiture for every month of delay beyond the 24-month limit.

2. Infrastructure Protection & Haul Route Plan: Mandate that the applicant submit a detailed Haul Route and Parking Plan for approval by the City Engineer prior to grading permit issuance. This plan must explicitly prohibit the parking and staging of all heavy equipment, large trucks, and construction vehicles on any local residential street, ensuring all activity is contained within the project site and primary arterial streets and for there to be consequences if they fail to do so. Throughout the Hilton Hotel construction, there has been no enforcement or accountability for the damages and congestion caused by their expansion of activities to our residential streets.

3. Strictly Restricted Hours: Restrict construction activity to hours less disruptive than the municipal maximum (e.g., stopping all major noise activity by 4:00 PM). This is a vital condition to grant the community a much-needed respite following two years of continuous disruption. In addition, we request beyond construction activity for their workers to be respectful about their personal noise pollution. During the Hilton Hotel construction, there were workers who arrived on scene in the morning (7:00 AM or earlier) were often blasting music and loudly socializing. While we are not able to mandate workers to respect our neighborhood, we do request a reasonable start time and so minimize disruptions.

I urge the Commission to apply these specific, mandatory conditions to protect the existing quality of life and public infrastructure in our neighborhood, which has already been under severe duress over the past two and a half years.

Sincerely,

Pauline Hwa
Resident of 102 San Miguel Drive

_____

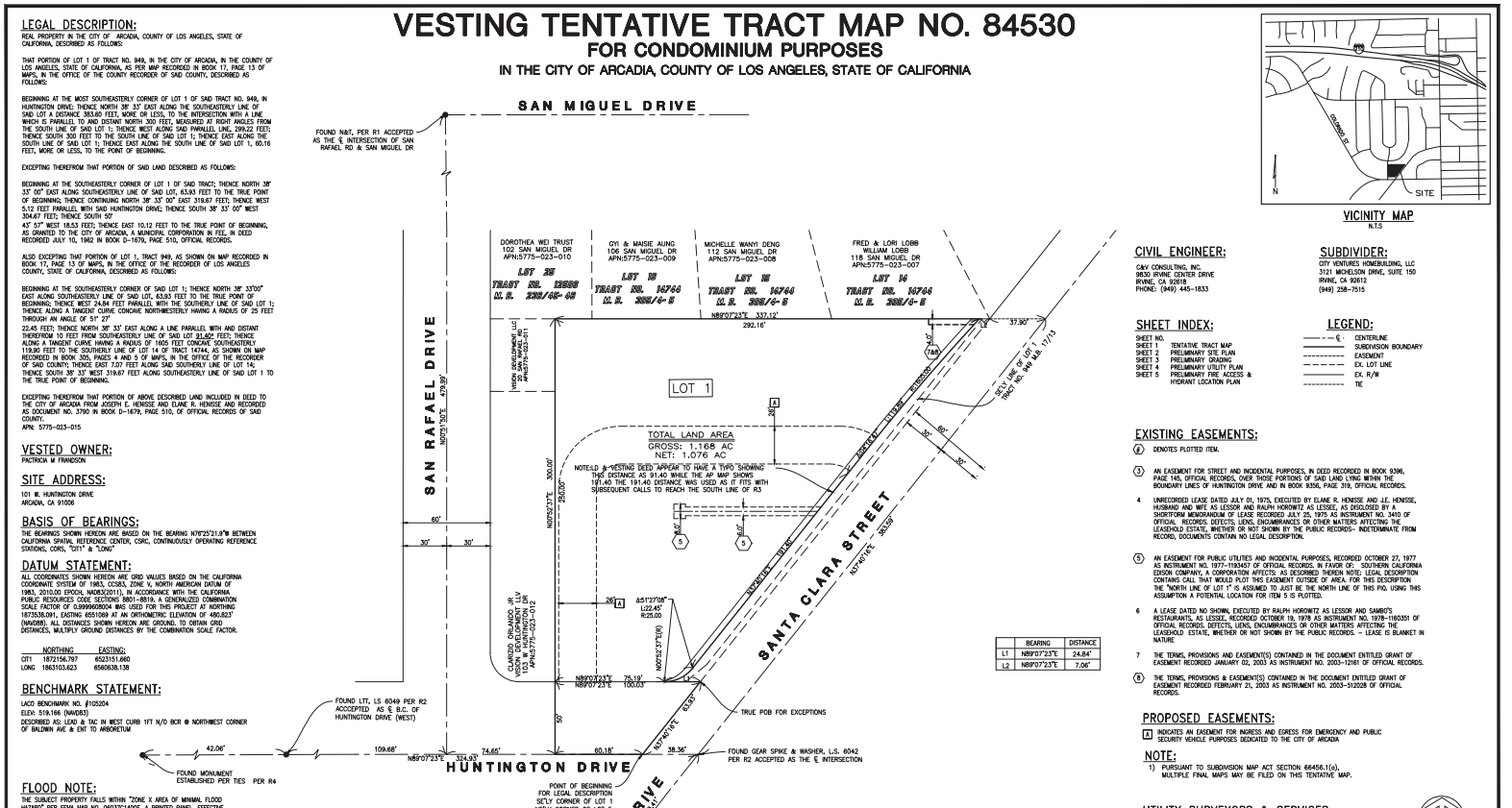
Attachment No. 5

Tentative Tract Map

VESTING TENTATIVE TRACT MAP NO. 84530

FOR CONDOMINIUM PURPOSES

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



	BEARING	DISTANCE
L1	N89°07'23"E	24.84'
L2	N89°07'23"E	7.06'

VICINITY MAP
N.T.S

LEGAL DESCRIPTION:

REAL PROPERTY IN THE CITY OF ARCADIA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

THAT PORTION OF LOT 1 OF TRACT NO. 949, IN THE CITY OF ARCADIA, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 17, PAGE 13 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST SOUTHEASTERLY CORNER OF LOT 1 OF SAID TRACT NO. 949, IN HUNTINGTON DRIVE; THENCE NORTH 38° 33' EAST ALONG THE SOUTHEASTERLY LINE OF SAID LOT A DISTANCE 383.00 FEET, MORE OR LESS, TO THE INTERSECTION WITH A LINE WHICH IS PARALLEL TO AND DISTANT NORTH 300 FEET, MEASURED AT RIGHT ANGLES FROM THE SOUTH LINE OF SAID LOT 1; THENCE WEST ALONG SAID PARALLEL LINE, 299.22 FEET; THENCE SOUTH 300 FEET TO THE SOUTH LINE OF SAID LOT 1; THENCE EAST ALONG THE SOUTH LINE OF SAID LOT 1; THENCE EAST ALONG THE SOUTH LINE OF SAID LOT 1, 60.16 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM THAT PORTION OF SAID LAND DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEASTERLY CORNER OF LOT 1 OF SAID TRACT; THENCE NORTH 38° 33' 00" EAST ALONG SOUTHEASTERLY LINE OF SAID LOT, 63.93 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING NORTH 38° 33' 00" EAST 319.67 FEET; THENCE WEST 5.12 FEET PARALLEL WITH SAID HUNTINGTON DRIVE; THENCE SOUTH 38° 33' 00" WEST 304.67 FEET; THENCE SOUTH 59° 43' 57" WEST 18.53 FEET; THENCE EAST 10.12 FEET TO THE TRUE POINT OF BEGINNING, AS GRANTED TO THE CITY OF ARCADIA, A MUNICIPAL CORPORATION IN FEE, IN DEED RECORDED JULY 10, 1962 IN BOOK D-1679, PAGE 510, OFFICIAL RECORDS.

ALSO EXCEPTING THAT PORTION OF LOT 1, TRACT 949, AS SHOWN ON MAP RECORDED IN BOOK 17, PAGE 13 OF MAPS, IN THE OFFICE OF THE RECORDER OF LOS ANGELES COUNTY, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEASTERLY CORNER OF SAID LOT 1; THENCE NORTH 38° 33'00" EAST ALONG SOUTHEASTERLY LINE OF SAID LOT, 63.93 FEET TO THE TRUE POINT OF BEGINNING; THENCE WEST 24.84 FEET PARALLEL WITH THE SOUTHERLY LINE OF SAID LOT 1; THENCE ALONG A TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 25 FEET THROUGH AN ANGLE OF 51° 27' 22.45 FEET; THENCE NORTH 38° 33' EAST ALONG A LINE PARALLEL WITH AND DISTANT THEREFROM 10 FEET FROM SOUTHEASTERLY LINE OF SAID LOT 91.40' FEET; THENCE ALONG A TANGENT CURVE HAVING A RADIUS OF 1605 FEET CONCAVE SOUTHEASTERLY, 119.90 FEET TO THE SOUTHERLY LINE OF LOT 14 OF TRACT 14744, AS SHOWN ON MAP RECORDED IN BOOK 305, PAGES 4 AND 5 OF MAPS, IN THE OFFICE OF THE RECORDER OF SAID COUNTY; THENCE EAST 7.07 FEET ALONG SAID SOUTHERLY LINE OF LOT 14; THENCE SOUTH 38° 33' WEST 319.67 FEET ALONG SOUTHEASTERLY LINE OF SAID LOT 1 TO THE TRUE POINT OF BEGINNING.

EXCEPTING THEREFROM THAT PORTION OF ABOVE DESCRIBED LAND INCLUDED IN DEED TO THE CITY OF ARCADIA FROM JOSEPH E. HENSSE AND ELANE R. HENSSE AND RECORDED AS DOCUMENT NO. 3790 IN BOOK D-1679, PAGE 510, OF OFFICIAL RECORDS OF SAID COUNTY.
APN: 5775-023-015

VESTED OWNER:

PATRICIA M FRANDSON

SITE ADDRESS:

101 W. HUNTINGTON DRIVE
ARCADIA, CA 91006

BASIS OF BEARINGS:

THE BEARINGS SHOWN HEREON ARE BASED ON THE BEARING N79°25'21.8"W BETWEEN CALIFORNIA SPATIAL REFERENCE CENTER, CSRC, CONTINUOUSLY OPERATING REFERENCE STATIONS, CORS, "CIT1" & "LONG"

DATUM STATEMENT:

ALL COORDINATES SHOWN HEREON ARE GRID VALUES BASED ON THE CALIFORNIA COORDINATE SYSTEM OF 1983, (CCS83), ZONE V, NORTH AMERICAN DATUM OF 1983, 2010.00 EPOCH, NAD83(2011), IN ACCORDANCE WITH THE CALIFORNIA PUBLIC RESOURCES CODE SECTIONS 8801-8819. A GENERALIZED COMBINATION SCALE FACTOR OF 0.99996080804 WAS USED FOR THIS PROJECT AT NORTHING 1873538.091, EASTING 6551069 AT AN ORTHOMETRIC ELEVATION OF 480.823' (NAVD88). ALL DISTANCES SHOWN HEREON ARE GROUND. TO OBTAIN GRID DISTANCES, MULTIPLY GROUND DISTANCES BY THE COMBINATION SCALE FACTOR.

	NORTHING	EASTING:
CIT1	1872156.797	6523151.660
LONG	1863103.623	6560638.138

BENCHMARK STATEMENT:

LACO BENCHMARK NO. #102004
ELEV: 519.166 (NAVD83)
DESCRIBED AS: LEAD & TAC IN WEST CURB 1FT N/O BCR @ NORTHWEST CORNER OF BALDWIN AVE & ENT TO ARBORETUM

FLOOD NOTE:

THE SUBJECT PROPERTY FALLS WITHIN "ZONE X AREA OF MINIMAL FLOOD HAZARD" PER FEMA MAP NO. 06037C1400F, A PRINTED PANEL, EFFECTIVE 9/26/2008

LAND USE SUMMARY:

GROSS AREA: 1.168
NET AREA: 1.076
TOTAL PROPOSED LOTS: 1
TOTAL PROPOSED DWELLING UNITS: 34

CIVIL ENGINEER:

C&V CONSULTING, INC.
9530 IRVINE CENTER DRIVE
IRVINE, CA 92618
PHONE: (949) 445-1833

SUBDIVIDER:

CITY VENTURES HOMEBUILDING, LLC
3121 MICHELSON DRIVE, SUITE 150
IRVINE, CA 92612
(949) 258-7515

SHEET INDEX:

SHEET NO.	
SHEET 1	TENTATIVE TRACT MAP
SHEET 2	PRELIMINARY SITE PLAN
SHEET 3	PRELIMINARY GRADING
SHEET 4	PRELIMINARY UTILITY PLAN
SHEET 5	PRELIMINARY FIRE ACCESS & HYDRANT LOCATION PLAN

LEGEND:

- ℄ CENTERLINE
- SUBDIVISION BOUNDARY
- EASEMENT
- EX. LOT LINE
- EX. R/W
- TIE

EXISTING EASEMENTS:

(E) DENOTES PLOTTED ITEM.

(3) AN EASEMENT FOR STREET AND INCIDENTAL PURPOSES, IN DEED RECORDED IN BOOK 9396, PAGE 145, OFFICIAL RECORDS, OVER THOSE PORTIONS OF SAID LAND LYING WITHIN THE BOUNDARY LINES OF HUNTINGTON DRIVE AND IN BOOK 9356, PAGE 319, OFFICIAL RECORDS.

4 UNRECORDED LEASE DATED JULY 01, 1975, EXECUTED BY ELANE R. HENSSE AND J.E. HENSSE, HUSBAND AND WIFE AS LESSOR AND RALPH HOROWITZ AS LESSEE, AS DISCLOSED BY A SHORTFORM MEMORANDUM OF LEASE RECORDED JULY 25, 1975 AS INSTRUMENT NO. 3410 OF OFFICIAL RECORDS. DEFECTS, LIENS, ENCUMBRANCES OR OTHER MATTERS AFFECTING THE LEASEHOLD ESTATE, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS- INDETERMINATE FROM RECORD, DOCUMENTS CONTAIN NO LEGAL DESCRIPTION.

(5) AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED OCTOBER 27, 1977 AS INSTRUMENT NO. 1977-1193457 OF OFFICIAL RECORDS. IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION AFFECTS: AS DESCRIBED THEREON NOTE: LEGAL DESCRIPTION CONTAINS CALL THAT WOULD PLOT THIS EASEMENT OUTSIDE OF AREA. FOR THIS DESCRIPTION THE "NORTH LINE OF LOT 1" IS ASSUMED TO JUST BE THE NORTH LINE OF THIS PIQ. USING THIS ASSUMPTION A POTENTIAL LOCATION FOR ITEM 5 IS PLOTTED.

6 A LEASE DATED NO SHOWN, EXECUTED BY RALPH HOROWITZ AS LESSOR AND SAMBO'S RESTAURANTS, AS LESSEE, RECORDED OCTOBER 19, 1978 AS INSTRUMENT NO. 1978-1160351 OF OFFICIAL RECORDS. DEFECTS, LIENS, ENCUMBRANCES OR OTHER MATTERS AFFECTING THE LEASEHOLD ESTATE, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS. – LEASE IS BLANKET IN NATURE.

7 THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED GRANT OF EASEMENT RECORDED JANUARY 02, 2003 AS INSTRUMENT NO. 2003-12161 OF OFFICIAL RECORDS.

(8) THE TERMS, PROVISIONS & EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED GRANT OF EASEMENT RECORDED FEBRUARY 21, 2003 AS INSTRUMENT NO. 2003-512028 OF OFFICIAL RECORDS.

PROPOSED EASEMENTS:

[A] INDICATES AN EASEMENT FOR INGRESS AND EGRESS FOR EMERGENCY AND PUBLIC SECURITY VEHICLE PURPOSES DEDICATED TO THE CITY OF ARCADIA

NOTE:

1) PURSUANT TO SUBDIVISION MAP ACT SECTION 66456.1(a), MULTIPLE FINAL MAPS MAY BE FILED ON THIS TENTATIVE MAP.

UTILITY PURVEYORS & SERVICES:

WATER & SEWER:	CITY OF ARCADIA UTILITIES DEPARTMENT	(626) 254-2700
ELECTRIC:	SOUTHERN CALIFORNIA EDISON	(800) 655-4555
GAS:	THE SOUTHERN CALIFORNIA GAS COMPANY	(800) 427-2200
TELEPHONE:	AT&T	(800) 255-5288
CABLE TV:	TIME WARNER CABLE	(800) 961-9941
TRASH/RECYCLING:	WASTE MANAGEMENT	(800) 266-7551

SCALE: 1" = 30'
0 15 30 60

SURVEYOR'S STATEMENT:

THE SURVEY ON WHICH THIS VESTING TENTATIVE MAP IS BASED WAS DONE BY ME, OR UNDER MY DIRECTION. FIELDWORK WAS COMPLETED ON DECEMBER 14, 2023.

DANE P. MCDOUGALL, L.S. 9297

ENGINEER'S STATEMENT:

THIS VESTING TENTATIVE MAP WAS PREPARED BY ME, OR UNDER MY DIRECTION ON JUNE 24, 2025.

RYAN J. BITTENER, R.C.E. 68167

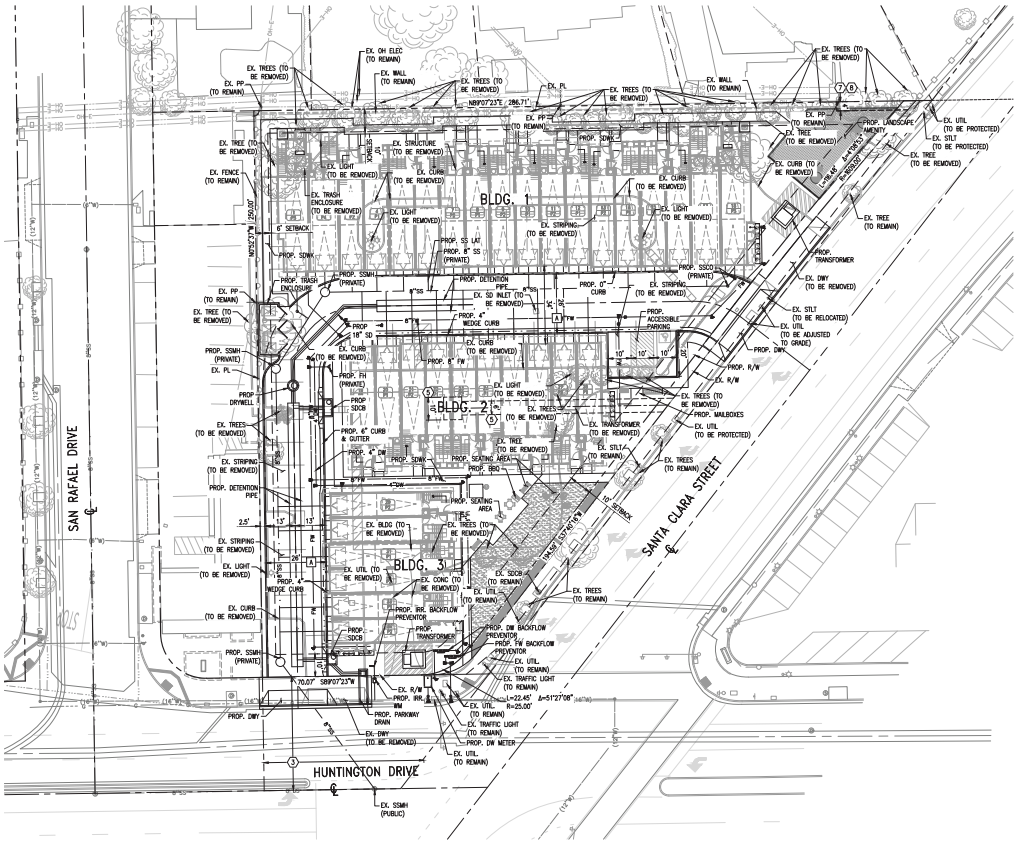
PREPARED BY:
C&V CONSULTING, INC.
CIVIL ENGINEERING
LAND PLANNING SURVEYING

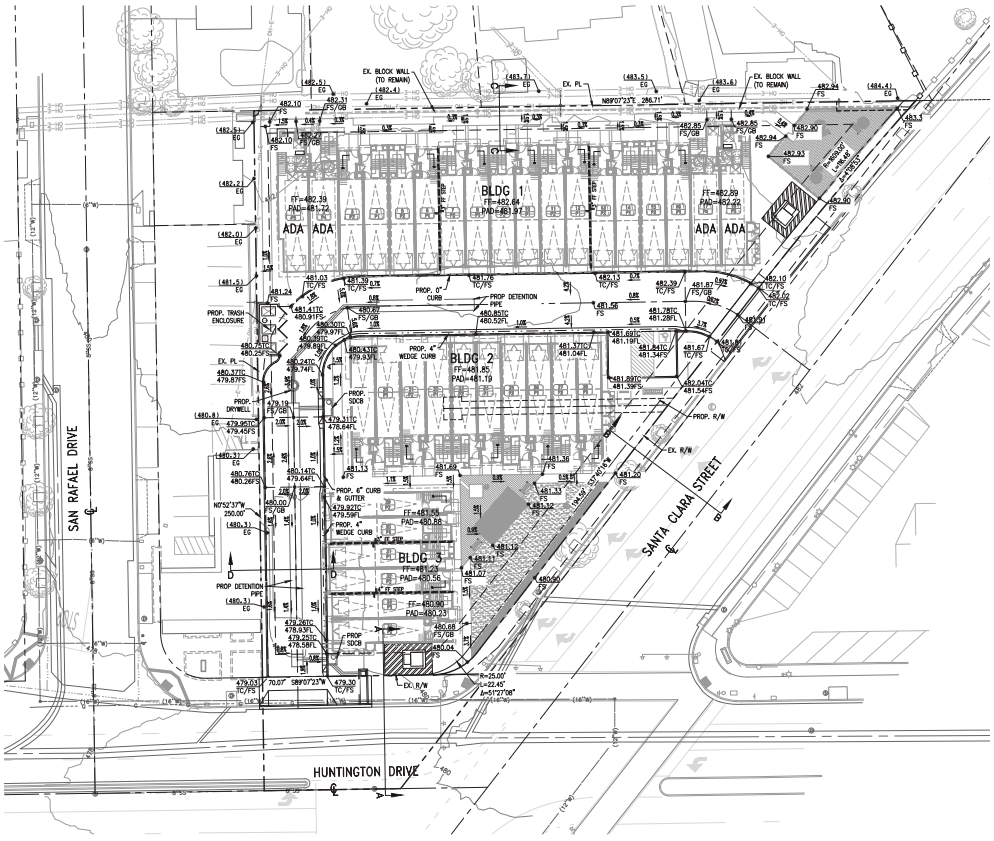
PREPARED FOR:
City Ventures
CITY VENTURES HOMEBUILDING, LLC
121 MICHELSON DRIVE, SUITE 150
IRVINE, CA 92612
(949) 258-7540

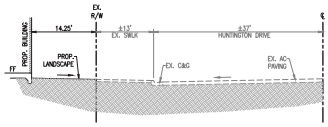
CITY OF ARCADIA
DEPARTMENT OF PLANNING AND DEVELOPMENT

VESTING TENTATIVE TRACT MAP NO. 84530
VESTING TENTATIVE TRACT MAP
101 W. HUNTINGTON DRIVE
ARCADIA, CALIFORNIA 91006

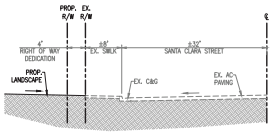
PROJECT NO. CVEN-176
SHEET 1 OF 5


BLDG. 1
BLDG. 2
BLDG. 3
SAN RAFAEL DRIVE
SANTA CLARA STREET
HUNTINGTON DRIVE
15' SETBACK
TRAFFIC DEDICATION
N89°07'23"E 286.71'
S89°07'23"W 76.07'
R=25.00'
L=22.45' Δ=51°27'08"
EX. TREES (TO BE REMOVED)
EX. TREES (TO REMAIN)
EX. WALL (TO REMAIN)
EX. OH ELEC (TO REMAIN)
EX. PP (TO REMAIN)
EX. PL
EX. STRUCTURE (TO BE REMOVED)
EX. LIGHT (TO BE REMOVED)
EX. CURB (TO BE REMOVED)
EX. FENCE (TO REMAIN)
EX. TRASH ENCLOSURE (TO BE REMOVED)
EX. STRIPING (TO BE REMOVED)
EX. SD INLET (TO BE REMOVED)
EX. SSCO (TO BE REMOVED)
EX. TRANSFORMER
EX. DWY (TO BE REMOVED)
EX. STLT (TO BE RELOCATED)
EX. UTIL (TO BE ADJUSTED TO GRADE)
EX. TREES (TO BE REMOVED)
EX. MAILBOXES
EX. UTIL (TO BE PROTECTED)
EX. STLT (TO REMAIN)
EX. TREES (TO REMAIN)
EX. BLDG (TO BE REMOVED)
EX. CONC (TO BE REMOVED)
EX. SCDB (TO REMAIN)
EX. UTIL (TO REMAIN)
EX. R/W
EX. TRAFFIC LIGHT (TO REMAIN)
EX. SSMH (PUBLIC)
EX. STLT (TO BE PROTECTED)
EX. UTIL (TO BE PROTECTED)
EX. LANDSCAPE AMENITY
EX. TREE (TO BE PROTECTED)
EX. TREE (TO REMAIN)
PROP. SDWK
PROP. SS LAT
PROP. 8" SS (PRIVATE)
PROP. SSMH (PRIVATE)
PROP. SSCO (PRIVATE)
PROP. TRASH ENCLOSURE
PROP. DETENTION PIPE
PROP. 0" CURB
PROP. 4" WEDGE CURB
PROP. 18" SD
PROP. 6" FW
PROP. FH (PRIVATE)
PROP. DRYWELL
PROP. SDCB
PROP. 6" CURB & GUTTER
PROP. 4" DW
PROP. SEATING AREA
PROP. BBQ
PROP. ACCESSIBLE PARKING
PROP. TRANSFORMER
PROP. DWY
PROP. R/W
PROP. MAILBOXES
PROP. LANDSCAPE AMENITY
PROP. RPZ. BACKFLOW PREVENTOR
PROP. DW BACKFLOW PREVENTOR
PROP. FW BACKFLOW PREVENTOR
PROP. WM
PROP. PARKWAY DRAIN
PROP. DW METER
EX. DWY (TO BE REMOVED)
EX. TRAFFIC LIGHT (TO REMAIN)
EX. UTIL (TO REMAIN)
EX. CURB (TO REMAIN)
EX. TREE (TO BE REMOVED)
EX. TREE (TO REMAIN)
EX. TREE (TO BE PROTECTED)
EX. PP (TO REMAIN)
EX. PP (TO BE REMOVED)
EX. WALL (TO BE REMOVED)
EX. CURB (TO BE REMOVED)
EX. LIGHT (TO BE REMOVED)
EX. STRIPING (TO BE REMOVED)
EX. TREE (TO BE REMOVED)
EX. STRIPING (TO BE REMOVED)
EX. LIGHT (TO BE REMOVED)
EX. CURB (TO BE REMOVED)
EX. STRIPING (TO BE REMOVED)
EX. DETENTION PIPE
EX. LIGHT (TO BE REMOVED)
EX. CURB (TO BE REMOVED)
EX. STRIPING (TO BE REMOVED)
EX. LIGHT (TO BE REMOVED)
EX. CURB (TO BE REMOVED)
EX. TREE (TO BE REMOVED)
EX. PP (TO BE REMOVED)
EX. TREE (TO BE REMOVED)
EX. FENCE (TO REMAIN)
EX. TREE (TO BE REMOVED)
EX. PP (TO REMAIN)
EX. TREE (TO BE REMOVED)
EX. TREES (TO BE REMOVED)
EX. STRIPING (TO BE REMOVED)
EX. LIGHT (TO BE REMOVED)
EX. CURB (TO BE REMOVED)
EX. SSMH (PRIVATE)
EX. DWY
EX. TREES (TO REMAIN)
EX. TREES (TO BE REMOVED)
EX. TREES (TO BE REMOVED)
EX. TREES (TO BE REMOVED

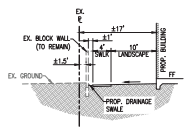




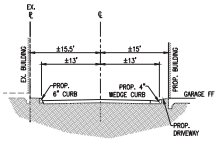
SECTION A-A
HUNTINGTON DRIVE
SOUTHERN PROPERTY LINE
SCALE: 1"=10'



SECTION B-B
SANTA CLARA STREET
SOUTHEASTERN PROPERTY LINE
SCALE: 1"=10'



SECTION C-C
NORTHERN PROPERTY LINE
SCALE: 1"=10'



SECTION D-D
WESTERN PROPERTY LINE
SCALE: 1"=10'

SCALE: 1" = 20'
0 10 20 40

PREPARED BY:
CVC CONSULTING, INC.
CIVIL ENGINEERING
LAND PLANNING SURVEYING

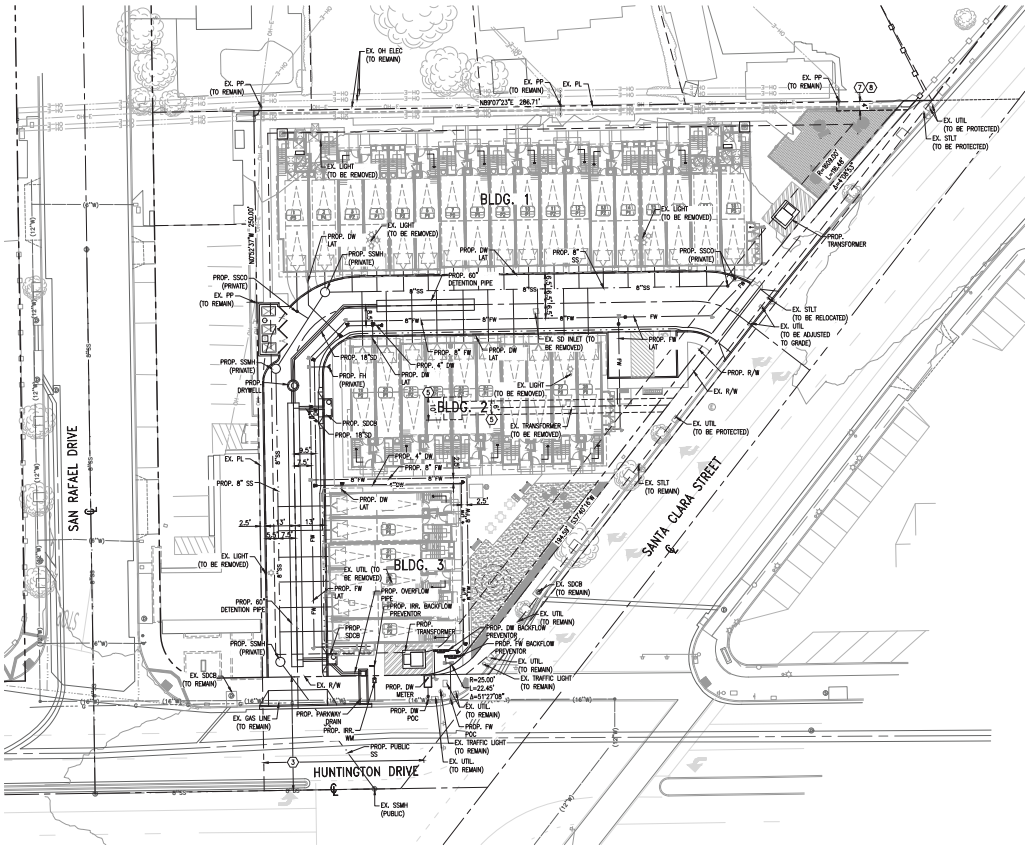
PREPARED FOR:
CITY VENTURES HOMEBUILDING, LLC
121 MICHELSON DRIVE, SUITE 150
IRVINE, CA 92612
(949) 258-7540

CITY OF ARCADIA
DEPARTMENT OF PLANNING AND DEVELOPMENT

VESTING TENTATIVE TRACT MAP NO. 84530
PRELIMINARY GRADING PLAN
101 W. HUNTINGTON DRIVE
ARCADIA, CALIFORNIA 91006

PROJECT NO.
CVEN-176

SHEET
3
OF
5



LEGEND:

- CENTERLINE
- EX. BOUNDARY
- PROP. BOUNDARY
- EASEMENT
- 8"FW — PROP. PRIVATE 8" FIRE WATER
- 4"DW — PROP. PRIVATE 4" DOMESTIC WATER
- 8" SS — PROP. PRIVATE 8" SANITARY SEWER
- PROP. STORM DRAIN

EXISTING EASEMENTS:

# DENOTES PLOTTED ITEM.

③ AN EASEMENT FOR STREET AND INCIDENTAL PURPOSES, IN DEED RECORDED IN BOOK 9396, PAGE 145, OFFICIAL RECORDS, OVER THOSE PORTIONS OF SAID LAND LYING WITHIN THE BOUNDARY LINES OF HUNTINGTON DRIVE AND IN BOOK 9356, PAGE 319, OFFICIAL RECORDS.

4 UNRECORDED LEASE DATED JULY 01, 1975, EXECUTED BY ELAINE R. HENSSE AND J.E. HENSSE, HUSBAND AND WIFE AS LESSOR AND RALPH HOROWITZ AS LESSEE, AS DISCLOSED BY A SHORTFORM MEMORANDUM OF LEASE RECORDED JULY 25, 1975 AS INSTRUMENT NO. 3410 OF OFFICIAL RECORDS. DEFECTS, LIENS, ENCUMBRANCES OR OTHER MATTERS AFFECTING THE LEASEHOLD ESTATE, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS– INDETERMINATE FROM RECORD, DOCUMENTS CONTAIN NO LEGAL DESCRIPTION.

⑤ AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED OCTOBER 27, 1977 AS INSTRUMENT NO. 1977–1193457 OF OFFICIAL RECORDS, IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION AFFECTS: AS DESCRIBED THEREIN NOTE: LEGAL DESCRIPTION CONTAINS CALL THAT WOULD PLOT THIS EASEMENT OUTSIDE OF AREA. FOR THIS DESCRIPTION THE "NORTH LINE OF LOT 1" IS ASSUMED TO JUST BE THE NORTH LINE OF THIS PKG. USING THIS ASSUMPTION A POTENTIAL LOCATION FOR ITEM 5 IS PLOTTED.

6 A LEASE DATED NO SHOWN, EXECUTED BY RALPH HOROWITZ AS LESSOR AND SAMBO'S RESTAURANTS, AS LESSEE, RECORDED OCTOBER 19, 1978 AS INSTRUMENT NO. 1978–1160351 OF OFFICIAL RECORDS. DEFECTS, LIENS, ENCUMBRANCES OR OTHER MATTERS AFFECTING THE LEASEHOLD ESTATE, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS. – LEASE IS BLANKET IN NATURE

⑦ THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED GRANT OF EASEMENT RECORDED JANUARY 02, 2003 AS INSTRUMENT NO. 2003–12161 OF OFFICIAL RECORDS.

⑧ THE TERMS, PROVISIONS & EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED GRANT OF EASEMENT RECORDED FEBRUARY 21, 2003 AS INSTRUMENT NO. 2003–512028 OF OFFICIAL RECORDS.

SCALE: 1" = 20'
0 10 20 40

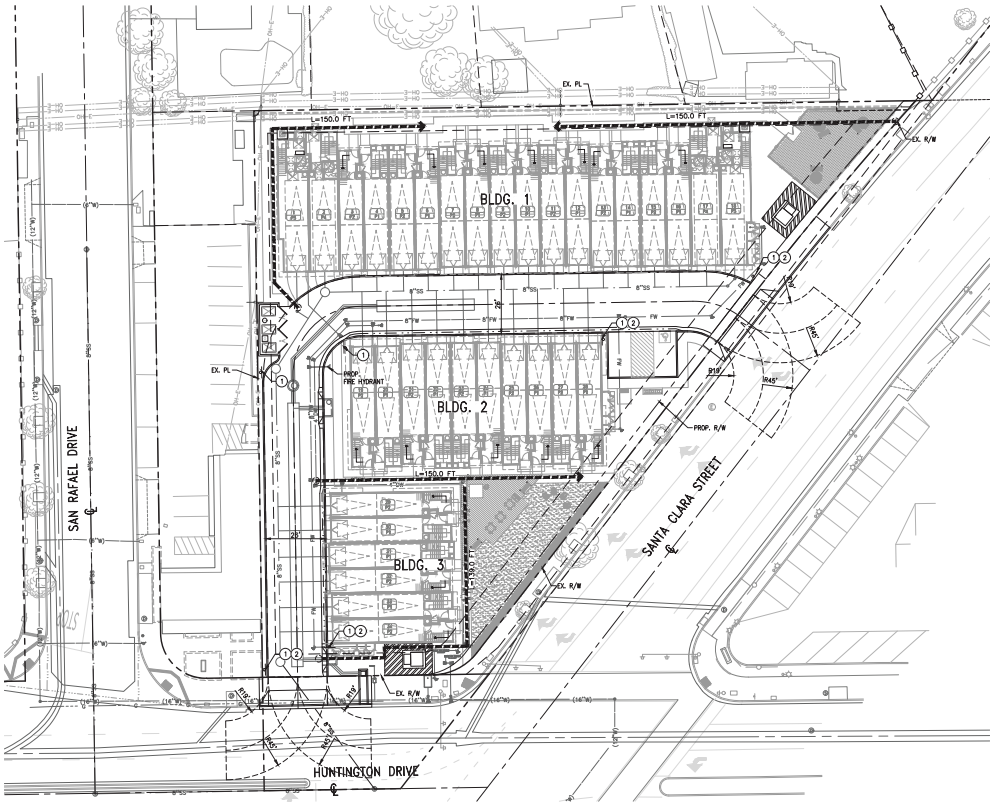
PREPARED BY:
CVL CONSULTING, INC.
CIVIL ENGINEERING
LAND PLANNING SURVEYING

PREPARED FOR:
City Ventures
CITY VENTURES HOMEBUILDING, LLC
121 MICHELSON DRIVE, SUITE 150
IRVINE, CA 92612
(949) 258–7540

CITY OF ARCADIA
DEPARTMENT OF PLANNING AND DEVELOPMENT

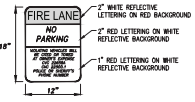
VESTING TENTATIVE TRACT MAP NO. 84530
PRELIMINARY UTILITY PLAN
101 W. HUNTINGTON DRIVE
ARCADIA, CALIFORNIA 91006

PROJECT NO. CVEN-176
SHEET 4 OF 5



CONSTRUCTION NOTES:

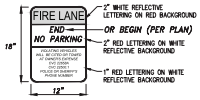
1. INSTALL "FIRE LANE" SIGN PER DETAIL 1 HEREON.
2. INSTALL "FIRE LANE" SIGN BEGIN OR END PER DETAIL 3 HEREON.



ALL SIGN AND LETTERING DIMENSIONS ARE MINIMUMS.

SIGNS SHALL BE SECURELY MOUNTED FACING THE DIRECTION OF TRAVEL AND CLEARLY VISIBLE TO ONCOMING TRAFFIC ENTERING THE DESIGNATED AREA. SIGNS SHALL BE MADE OF DURABLE MATERIAL.

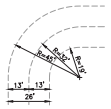
① NO PARKING SIGN



ALL SIGN AND LETTERING DIMENSIONS ARE MINIMUMS.

SIGNS SHALL BE SECURELY MOUNTED FACING THE DIRECTION OF TRAVEL AND CLEARLY VISIBLE TO ONCOMING TRAFFIC ENTERING THE DESIGNATED AREA. SIGNS SHALL BE MADE OF DURABLE MATERIAL.

② BEGIN & END NO PARKING SIGN



FIRE LANE TURNING RADIUS
TYPICAL DETAIL
NOT TO SCALE

PROJECT GENERAL NOTES:

1. ALL FIRE ACCESS LANES MEET LACFD MINIMUM REQUIREMENTS 19' & 45' RADII.
2. THIS PROJECT DOES NOT HAVE ANY FUEL MODIFICATION OR WILD LAND EXPOSURES AND IS NOT IN A VERY HIGH FIRE HAZARD ZONE.
3. THIS PROJECT IS DESIGNED IN CONFORMANCE WITH THE CBC, 2022 EDITION.
4. ALL FIRE ACCESS ROADS SHALL BE ALL WEATHER, MEET THE CRITERIA OF AN ALL WEATHER DRIVING SURFACE AND COMPLY WITH LACFD GUIDELINE FOR FIRE APPARATUS ROADS.
5. LARGEST BUILDING SQ. FOOTAGE = 31,075 SQ. FT.
6. BUILDINGS ARE DESIGNATED TYPE VA
7. OCCUPANCY/SPRINKLER TYPE: R2/FULL 13 NFPA
8. THE BUILDING HEIGHTS ARE APPROXIMATELY 40'-0" AND 4 STORIES MAX.
9. BUILDING ADDRESS NUMBER SHALL BE PROVIDED AND MAINTAINED SO AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET FRONTING THE PROPERTY. THE NUMBERS SHALL BE A MINIMUM 3 INCHES HIGH, 1 INCH WIDE WITH A 3/8 INCH STROKE. FOR BUILDINGS SET BACK MORE THAN 150 FEET FROM THE STREET, THE NUMBERS SHALL BE A MINIMUM 5 INCHES HIGH, 2 INCHES WIDE WITH A 1/2 INCH STROKE. FIRE CODE 908.4.4.
10. A KEY BOX SHALL BE PROVIDED AT THE MAIN ENTRANCE IN ACCORDANCE WITH FIRE CODE 902.4, AND AS SET FORTH IN FIRE DEPARTMENT REGULATION 5.
11. THE REQUIRED FIRE FLOW FOR PUBLIC FIRE HYDRANTS AT THIS LOCATION IS 1500 GALLONS PER MINUTE, AT 20 PSI RESIDUAL PRESSURE, FOR A DURATION OF 2 HOURS OVER AND ABOVE MAXIMUM DAILY DOMESTIC DEMAND. FIRE CODE 903.2 AND FIRE DEPARTMENT REGULATION 8.
12. ALL FIRE HYDRANTS SHALL MEASURE 4"X4"X2-1/2", BRASS OR BRONZE, CONFORMING TO AMERICAN WATER WORKS ASSOCIATION STANDARD C503, OR APPROVED EQUAL, AND SHALL BE INSTALLED IN COMPLIANCE WITH FIRE DEPARTMENT REGULATION 8. FIRE CODE 903.2.1
13. ALL ON-SITE FIRE HYDRANTS SHALL BE INSTALLED, TESTED AND APPROVED PRIOR TO BUILDING OCCUPANCY. FIRE CODE 1001.4
14. THE INSPECTION, HYDROSTATIC TEST AND FLUSHING OF THE UNDERGROUND FIRE PROTECTION PIPING SHALL BE WITNESSED BY AN AUTHORIZED FIRE DEPARTMENT REPRESENTATIVE AND NO UNDERGROUND PIPING OR THRUST BLOCKS SHALL BE COVERED WITH EARTH OR HIDDEN FROM VIEW UNTIL THE FIRE DEPARTMENT REPRESENTATIVE HAS BEEN NOTIFIED AND GIVEN NOT LESS THAN 48 HOURS IN WHICH TO INSPECT SUCH INSTALLATIONS. FIRE CODE 1001.4
15. THE REQUIRED FIRE FLOW IS CALCULATED PER THE COUNTY OF LOS ANGELES CODE, APPENDIX B, REGULATION B IS NO LONGER ACCEPTABLE.

LEGEND

EXISTING STREET LIGHT	RED CURB STRIPING
PROPOSED FIRE HYDRANT	FH FIRE HYDRANT
PROPOSED FIRE TRUCK ACCESS	PR. PROPOSED
EX. POWER POLE	EX EXISTING
4"DW PR. PRIVATE 4" DW	PL PROPERTY LINE
8"FW PR. PRIVATE 8" FW	R/W RIGHT OF WAY
HOSE PULL	TYP. TYPICAL
RIGHT OF WAY/PROPERTY LINE	BLDG BUILDING
	IRR. IRRIGATION

SCALE: 1" = 20'
0 10 20 40

PREPARED BY:
CIVIL ENGINEERING
LAND PLANNING

PREPARED FOR:
CITY VENTURES HOMEBUILDING, LLC
121 MICHELSON DRIVE, SUITE 150
IRVINE, CA 92612
(949) 258-7540

CITY OF ARCADIA
DEPARTMENT OF PLANNING AND DEVELOPMENT

VESTING TENTATIVE TRACT MAP NO. 84530
PRELIMINARY FIRE ACCESS AND HYDRANT LOCATION PLAN
101 W. HUNTINGTON DRIVE
ARCADIA, CALIFORNIA 91006

PROJECT NO. CVEN-176
SHEET 5 OF 5

Attachment No. 6

Architectural Plans and Renderings

ARCADIA 1

ARCADIA, CALIFORNIA

DEVELOPER INFORMATION

CITY VENTURES
3121 MICHELSON DRIVE, SUITE 150
IRVINE, CA 92612
CONTACT: NICK PATTERSON
PHONE: (763) 244-9855
EMAIL: NPATTERSON@CITYVENTURES.COM

CONSULTANT INFORMATION

ARCHITECTURE:
KTGY ARCHITECTURE & PLANNING
17911 VON KARMAN AVENUE, SUITE 200
IRVINE, CA 92614
CONTACT: ALAN SCALES
PHONE: (949) 221-6256
EMAIL: ASCALES@KTGY.COM

LANDSCAPE ARCHITECTURE:
C2 COLLABORATIVE
100 AVENIDA MIRAMAR
SAN CLEMENTE, CA 92672
CONTACT: STEVE OH
PHONE: (562) 896-7746
EMAIL: SOH@C2COLLABORATIVE.COM

CIVIL:
C&V CONSULTING, INC.
9830 IRVINE CENTER DRIVE
IRVINE, CA 92618
CONTACT: SARAH MCMASTERS
PHONE: (949) 445-1757
EMAIL: SMCMASTERS@CVC-INC.NET

SHEET INDEX

ARCHITECTURE

A0.00 - COVER

A0.10 - SHEET INDEX + PROJECT SUMMARY

A1.00 - SITE PLAN

A2.00 - B600 - 6-PLEX - PERSPECTIVE

A2.10 - B600 - 6-PLEX - ELEVATIONS

A2.20 - B600 - 6-PLEX - BUILDING PLANS

A2.21 - B600 - 6-PLEX - BUILDING PLANS

A2.30 - B1000 - 10-PLEX - PERSPECTIVE

A2.40 - B1000 - 10-PLEX - ELEVATIONS

A2.41 - B1000 - 10-PLEX - ELEVATIONS

A2.50 - B1000 - 10-PLEX - BUILDING PLANS

A2.51 - B1000 - 10-PLEX - BUILDING PLANS

A2.60 - B1800 - 18-PLEX - PERSPECTIVE

A2.70 - B1800 - 18-PLEX - ELEVATIONS

A2.71 - B1800' - 18-PLEX - ELEVATIONS

A2.80 - B1800 - 18-PLEX - BUILDING PLANS

A2.81 - B1800 - 18-PLEX - BUILDING PLANS

A2.82 - B1800 - 18-PLEX - BUILDING PLANS

A3.00 - TRASH ENCLOSURE PLAN & ELEVATIONS

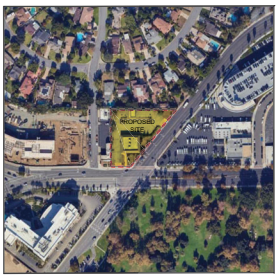
A4.00 - UNIT PLANS - PLANS 1 & 2

A4.10 - UNIT PLANS - PLANS 3 & 4

A5.00 - HUNTINGTON DR. & SANTA CLARA ST. PERSPECTIVE EXHIBIT

AD1.00 - CONCEPTUAL DETAIL

COMMUNITY CONTEXT (1:200)



SITE SUMMARY

APN: 5775-023-015			
STREET ADDRESS:	101 W HUNTINGTON DRIVE, CA 91007	OCCUPANCY:	R-2
COUNTY:	LOS ANGELES COUNTY	TYPE OF CONSTRUCTION:	V-A
CURRENT ZONING:	GENERAL COMMERCIAL W/ RESIDENTIAL FLEX OVERLAY	SPRINKLER SYSTEM:	FULL NFPA 13
PROPOSED ZONING:	GENERAL COMMERCIAL W/ RESIDENTIAL FLEX OVERLAY	BUILDING HEIGHTS: MAXIMUM	PROPOSED:
GROSS LOT AREA :	1.08 AC 46,827 SF	4-STORY 40'-0"	45'-0"
NUMBER OF UNITS:	34 DUs		
	REQUIRED: PROPOSED:	SETBACKS: REQUIRED:	PROPOSED:
DENSITY	±35 DU/AC 31.6 DU/AC (GROSS)	*FRONT (SANTA CLARA ST.) : 10' MIN	1'-1"
LOT COVERAGE:	45%	STREET SIDE: 10' MIN	11'-4"
		INTERIOR SIDE: 10' MIN	9'-8"
		REAR: 6' MIN	9'-6"

UNIT SUMMARY

TOWNHOMES

PLAN TYPE	DESCRIPTION	# OF UNITS	MIX	BEDROOMS	NET SF	TOTAL NET	GARAGE	PRIVATE DECKS	TOTAL DECKS
PLAN 1	3 BEDS/ 2 BATHS	15 UNITS	44%	3 BEDS	1,404 SF	21,060 SF	408 SF	65 SF	975 SF
PLAN 2	3 BEDS/ 2.5 BATHS	15 UNITS	44%	3 BEDS	1,722 SF	25,830 SF	431 SF	93 SF	1,395 SF
PLAN 3	3 BEDS / 2.5 BATHS	2 UNITS	6%	3 BEDS	1,500 SF	3,000 SF	536 SF	132 SF	264 SF
PLAN 4	4 BEDS + BONUS ROOM / 3.5 BATHS	2 UNITS	6%	3 BEDS	2,417 SF	4,834 SF	522 SF	300 SF	600 SF
	TOTAL	**34 UNITS**	100%			**54,724 SF**			**3,234 SF**
		4 UNITS	*10% ACCESSIBLE UNITS*						

BUILDING SUMMARY

BLDG #	DESCRIPTION	NET SF
B600	6-PLEX	9,378 SF
B1000	10-PLEX	15,630 SF
B1800	18-PLEX	29,716 SF
	TOTAL BUILDING SF	**54,724 SF**

OPEN SPACE SUMMARY

REQUIRED OPEN SPACE

* *(PER MIN. OPEN SPACE FOR RESIDENTIAL USES, 9102.11.050 - RF RESIDENTIAL FLEX OVERLAY ZONE)*

* OUTDOOR LIVING SPACE 100 SQFT PER UNIT — REQ. 3,400 SF
(30" MIN. WIDTH OR DEPTH FOR BALCONIES)

PROVIDED OPEN SPACE

*COMMON	2,490	73 SF/UNIT
PRIVATE DECKS	3,234	95 SF/UNIT
TOTAL PROVIDED:	**5,724 SF**	**168 SF/ UNIT**

PARKING SUMMARY

REQUIRED PARKING **PER STATE DENSITY BONUS*

0 TO 1 BEDS	0 UNITS	x	1.25 SPACES	/DU	=	0 SPACES
2 BEDS	0 UNITS	x	1.5 SPACES	/DU	=	0 SPACES
3 BEDS	32 UNITS	x	1.5 SPACES	/DU	=	48 SPACES
4 BEDS	2 UNITS	x	2.5 SPACES	/DU	=	5 SPACES
				TOTAL REQUIRED PARKING		**53 SPACES**

PROVIDED PARKING

TOWNHOMES (GARAGE SPACES)	34 UNITS	x	2 SPACES	/DU	=	68 SPACES
		TANDEM	(68 *SPACES*)			
				GUEST	=	2 SPACES
				TOTAL PARKING PROVIDED		**70 SPACES**
				**1 ACCESSIBLE STALL INCLUDED*		*2.1 SPACES/ UNIT*

LEGEND
3-STORY UNITS
PLAN 1
PLAN 2
PLAN 3
PLAN 4
OPEN SPACE
UNIT ENTRY
BLDG #
n-PLEX
NUMBER
TYPE
PROJECT BOUNDARY
OVERHEAD POWER LINE
OPEN SPACE
±496 SQ. FT.
OPEN SPACE
±1994 SQ. FT.
BLDG 1
19-PLEX
BLDG 2
10-PLEX
BLDG 3
6-PLEX
PROJECT ENTRY
TRASH ENCLOSURE
EVA
MIN. SIDE SETBACK
MIN. REAR SETBACK
MIN. FRONT SETBACK
DRIVE AISLE
PROPOSED DRIVE AISLE
SAN RAFAEL RD.
SANTA CLARA ST.
HUNTINGTON DR.
50'-0" ROW
MIN. SIDE SETBACK @ STREET

MATERIAL LEGEND

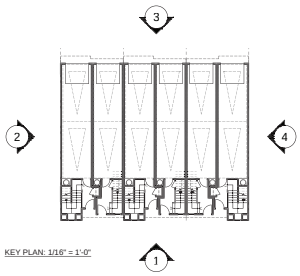
1	PARAPET ROOF
2	SLIDING DOOR
3	STUCCO, LIGHT SAND FINISH
4	SMOOTH NICKEL GAP VERTICAL SIDING
5	VINYL WINDOWS
6	FIBER CEMENT TRIM
7	FOAM TRIM W/ STUCCO OVER
8	ENTRY DOOR
9	SECTIONAL GARAGE
10	LIGHT FIXTURE
11	METAL RAILING
12	UTILITY DOOR
13	STONE VENEER (CREATIVE MINES)
14	METAL AWNING

② LEFT

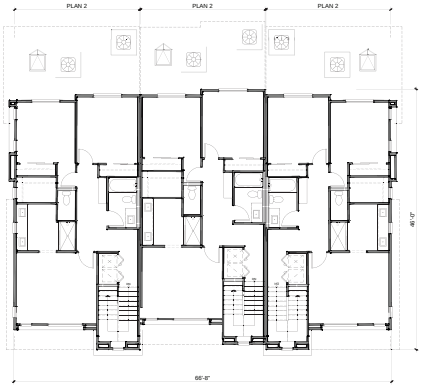
① FRONT

④ RIGHT

③ REAR

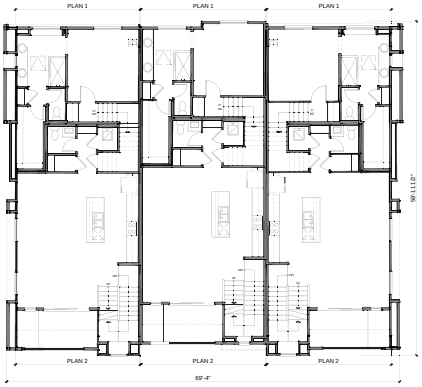


KEY PLAN: 1/16" = 1'-0"

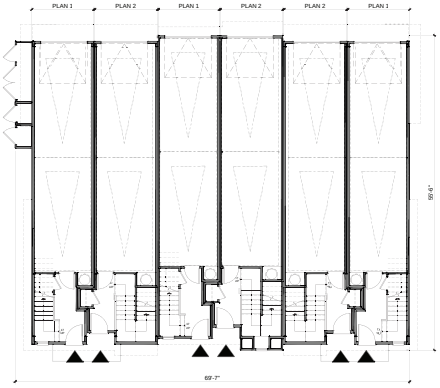


FOURTH FLOOR

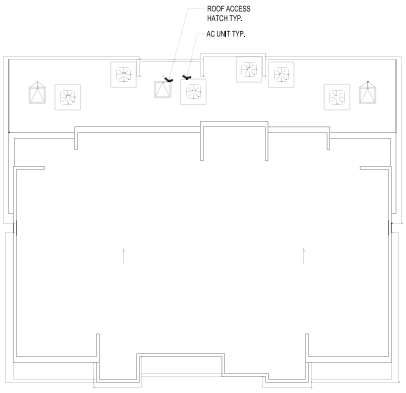
SECOND FLOOR



THIRD FLOOR



FIRST FLOOR

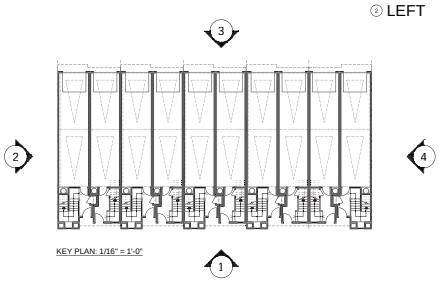


ROOF PLAN

MATERIAL LEGEND	
1	PARAPET ROOF
2	SLIDING DOOR
3	STUCCO, LIGHT SAND FINISH
4	SMOOTH NICKEL GAP VERTICAL SIDING
5	VINYL WINDOWS
6	FIBER CEMENT TRIM
7	FOAM TRIM W/ STUCCO OVER
8	ENTRY DOOR
9	SECTIONAL GARAGE
10	LIGHT FIXTURE
11	METAL RAILING
12	UTILITY DOOR
13	STONE VENEER (CREATIVE MINES)
14	METAL AWNING

② LEFT

① FRONT



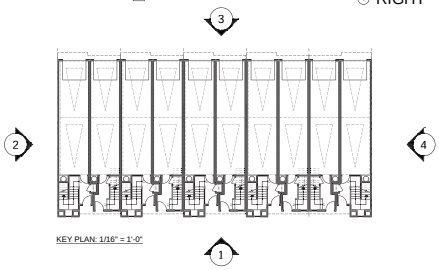
KEY PLAN: 1/16" = 1'-0"

MATERIAL LEGEND

1	PARAPET ROOF
2	SLIDING DOOR
3	STUCCO, LIGHT SAND FINISH
4	SMOOTH NICKEL GAP VERTICAL SIDING
5	VINYL WINDOWS
6	FIBER CEMENT TRIM
7	FOAM TRIM W/ STUCCO OVER
8	ENTRY DOOR
9	SECTIONAL GARAGE
10	LIGHT FIXTURE
11	METAL RAILING
12	UTILITY DOOR
13	STONE VENEER (CREATIVE MINES)
14	METAL AWNING

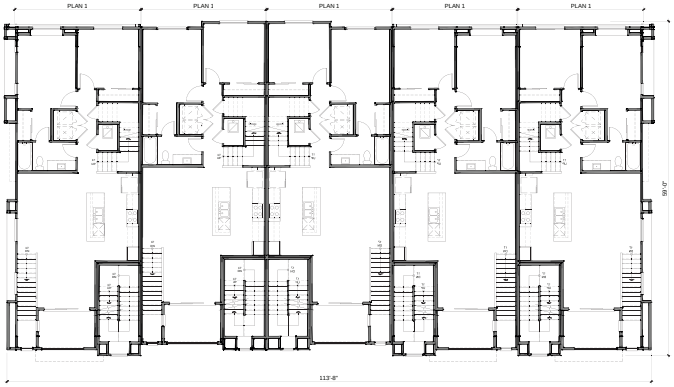
4 RIGHT

1 REAR

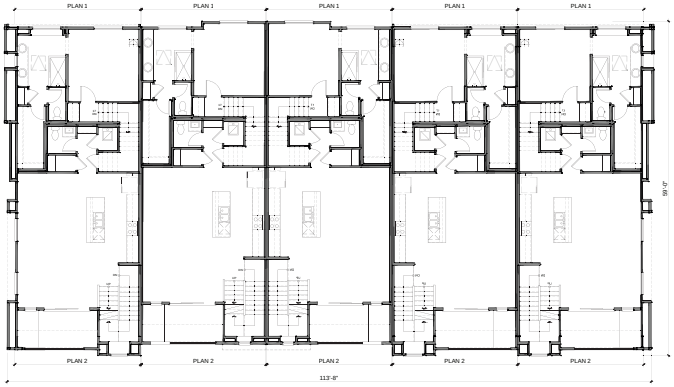


KEY PLAN: 1/16" = 1'-0"

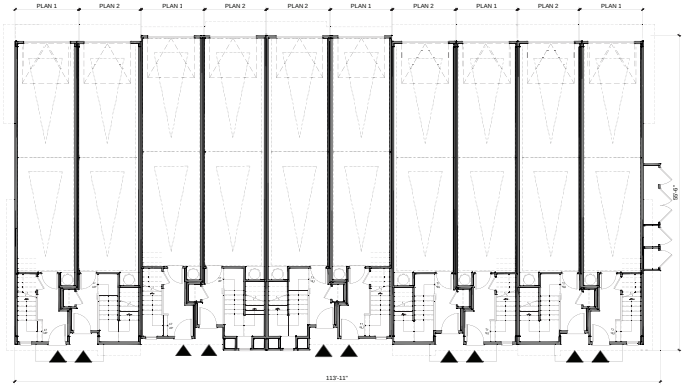
FOURTH FLOOR



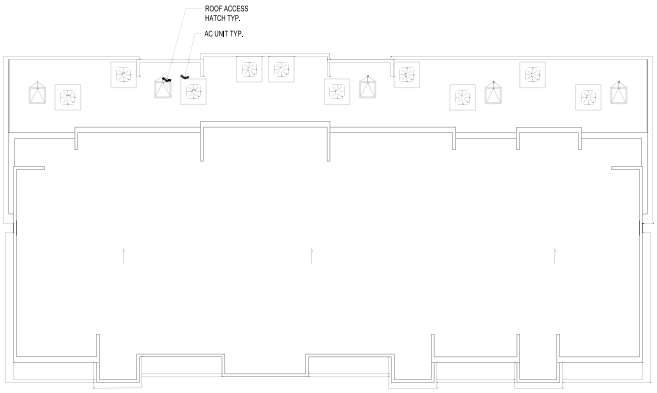
SECOND FLOOR



THIRD FLOOR



FIRST FLOOR

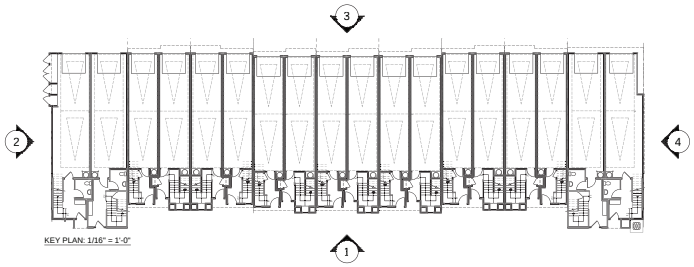


ROOF PLAN

MATERIAL LEGEND

1	PARAPET ROOF
2	SLIDING DOOR
3	STUCCO, LIGHT SAND FINISH
4	SMOOTH NICKEL GAP VERTICAL SIDING
5	VINYL WINDOWS
6	FIBER CEMENT TRIM
7	FOAM TRIM W/ STUCCO OVER
8	ENTRY DOOR
9	SECTIONAL GARAGE
10	LIGHT FIXTURE
11	METAL RAILING
12	UTILITY DOOR
13	STONE VENEER (CREATIVE MINES)
14	METAL AWNING

1 FRONT



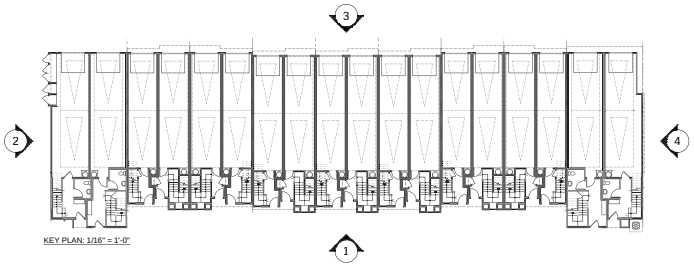
KEY PLAN: 1/16" = 1'-0"

2 LEFT

MATERIAL LEGEND

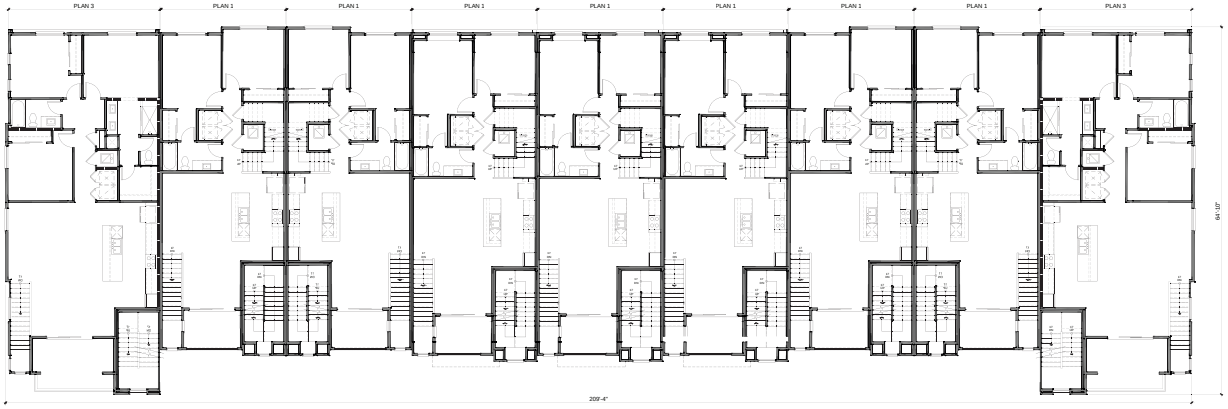
1	PARAPET ROOF
2	SLIDING DOOR
3	STUCCO, LIGHT SAND FINISH
4	SMOOTH NICKEL GAP VERTICAL SIDING
5	VINYL WINDOWS
6	FIBER CEMENT TRIM
7	FOAM TRIM W/ STUCCO OVER
8	ENTRY DOOR
9	SECTIONAL GARAGE
10	LIGHT FIXTURE
11	METAL RAILING
12	UTILITY DOOR
13	STONE VENEER (CREATIVE MINES)
14	METAL AWNING

3 REAR

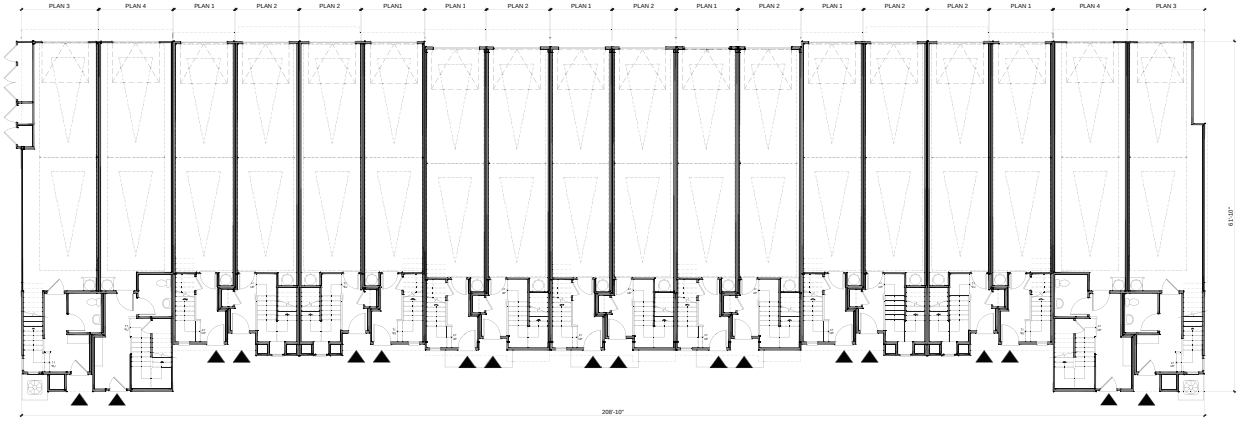


KEY PLAN: 1/16" = 1'-0"

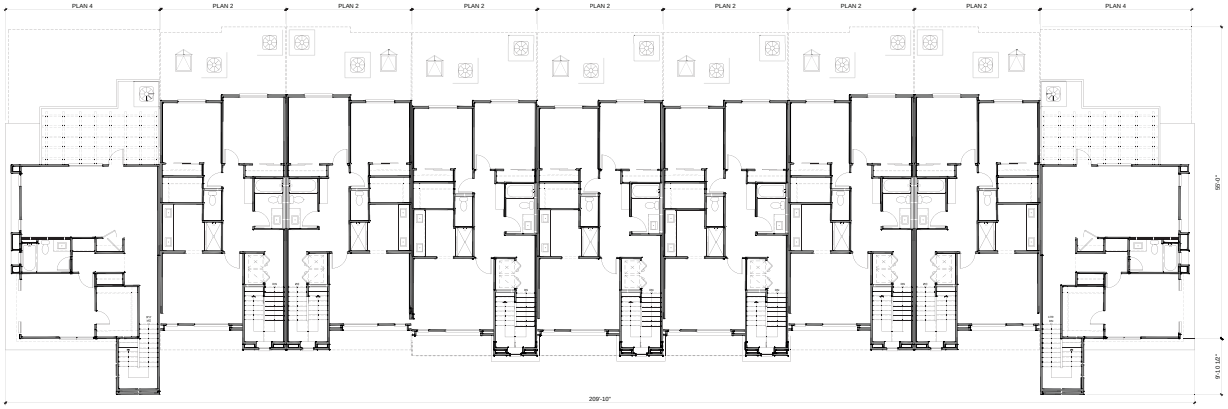
4 RIGHT



SECOND FLOOR

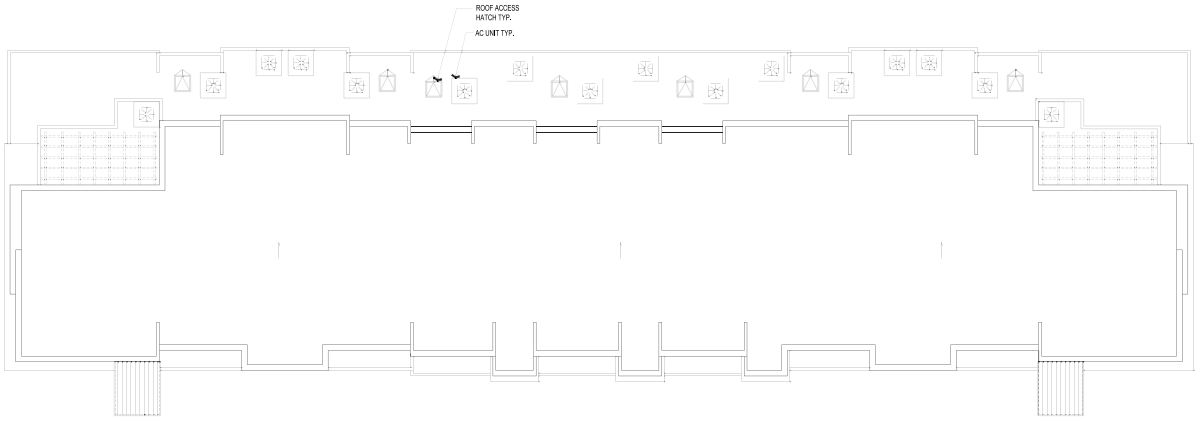


FIRST FLOOR



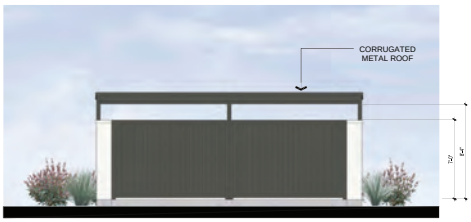
FOURTH FLOOR

THIRD FLOOR



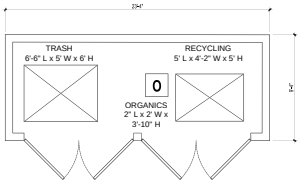
ROOF PLAN

② LEFT

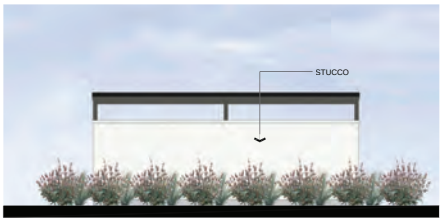


① FRONT

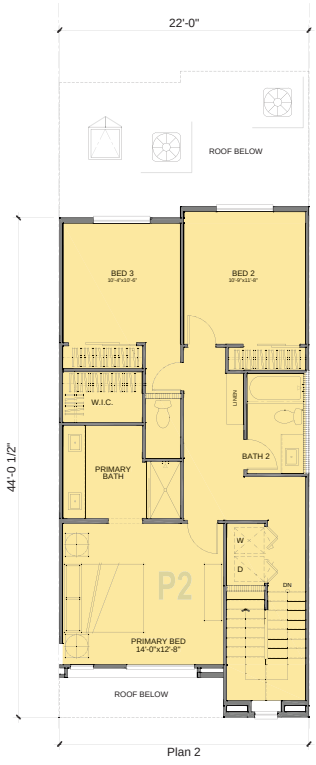
KEY PLAN: 1/16" = 1'-0"



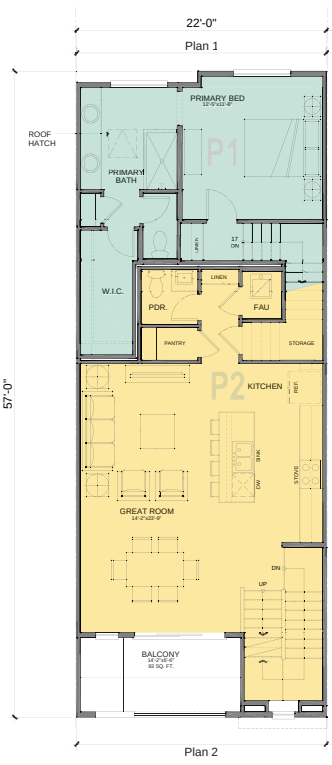
④ RIGHT



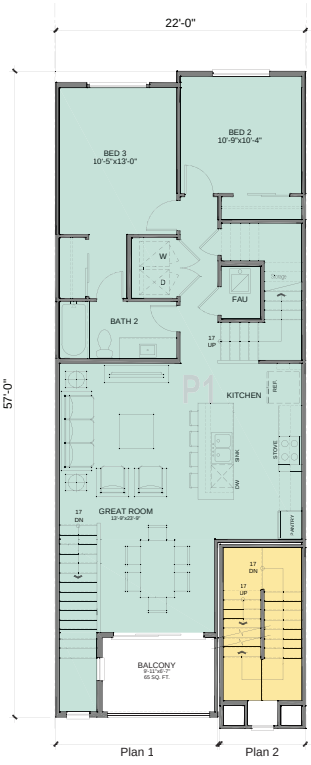
③ REAR



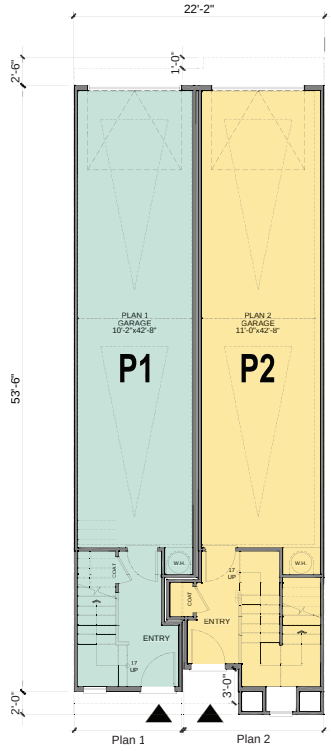
FOURTH FLOOR



THIRD FLOOR



SECOND FLOOR

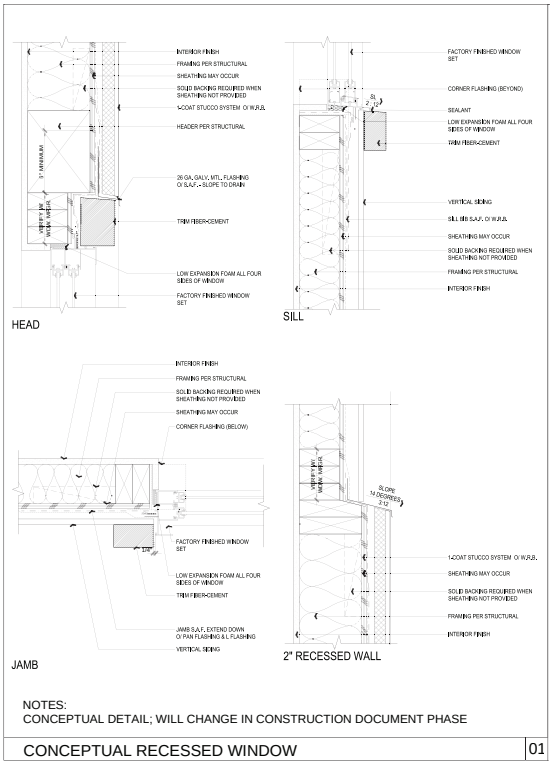


FIRST FLOOR

PLAN 2 (3 BED / 2.5 BATH)		PLAN 1 (3 BED / 2 BATH)	
FIRST FLOOR	127 SQ. FT.	FIRST FLOOR	107 SQ. FT.
SECOND FLOOR	94 SQ. FT.	SECOND FLOOR	945 SQ. FT.
THIRD FLOOR	709 SQ. FT.	THIRD FLOOR	352 SQ. FT.
FOURTH FLOOR	792 SQ. FT.	FOURTH FLOOR	0
TOTAL NET	**1,722 SQ. FT.**	**TOTAL NET**	**1,404 SQ. FT.**
DECK	*93 SQ. FT.*	*DECK*	*65 SQ. FT.*
GARAGE	*431 SQ. FT.*	*GARAGE*	*408 SQ. FT.*

PLAN 4 ACCESSIBLE (4 BED + BONUS ROOM / 3.5 BATH)	
FIRST FLOOR	240 SQ. FT.
SECOND FLOOR	94 SQ. FT.
THIRD FLOOR	1366 SQ. FT.
FOURTH FLOOR	717 SQ. FT.
TOTAL NET	**2,417 SQ. FT.**
DECK	*300 SQ. FT.*
GARAGE	*522 SQ. FT.*

PLAN 3 ACCESSIBLE (3 BED/ 2.5 BATH)	
FIRST FLOOR	184 SQ. FT.
SECOND FLOOR	1316 SQ. FT.
THIRD FLOOR	0
FOURTH FLOOR	0
TOTAL NET	**1,500 SQ. FT.**
DECK	*132 SQ. FT.*
GARAGE	*536 SQ. FT.*

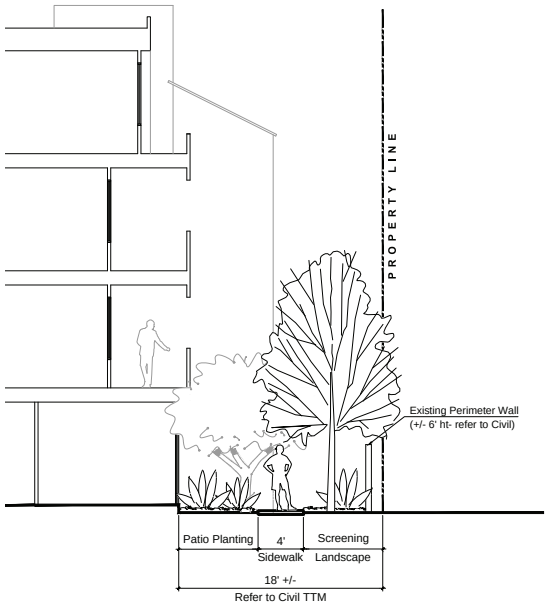


NOTES:
CONCEPTUAL DETAIL; WILL CHANGE IN CONSTRUCTION DOCUMENT PHASE

CONCEPTUAL RECESSED WINDOW 01

LEGEND

1. Project Entry with Accent Planting
2. Common Area
3. Dog Park
4. Pedestrian Walkway with Shade Trees
5. Accent Vine Planting
6. Mailbox Cluster
7. Trash Enclosure
8. Transformer
9. Existing Street Trees to remain and be protected in place
10. Bike Rack- with up to (7) bicycle parkings and 5' clr behind



SECTION A-A LANDSCAPE SCREENING NORTHERN PL

City Ventures

ARCADIA I - OVERALL LANDSCAPE PLAN

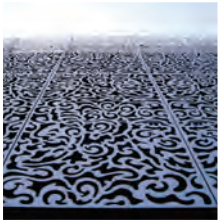
ARCADIA, CA

Scale: 1" = 20'-0"

05.16.25 L-1

C2 Collaborative

PARASOL PARK
375 MAGNET
PRIVATE



LEGEND

1. Shade Structure with Picnic Tables & BBQ
2. Accent Paving
3. Specimen Tree in Planter Pocket
4. Decor Screening Panels in Weave Pattern
5. Sculptural Planting in Decor Rock Strip
6. Event Lawn with Turf Mound
7. Shade Trees
8. Bike Rack- with up to (7) bicycle parkings and 5' clr behind
9. Mailbox Cluster
10. Screening Wall for Sound Attenuation

Shade Structure with Picnic Tables & BBQ

Decor Screening Panels in Weave Pattern

KEYMAP

City Ventures

ARCADIA I - COMMON AREA ENLARGEMENT

ARCADIA, CA

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

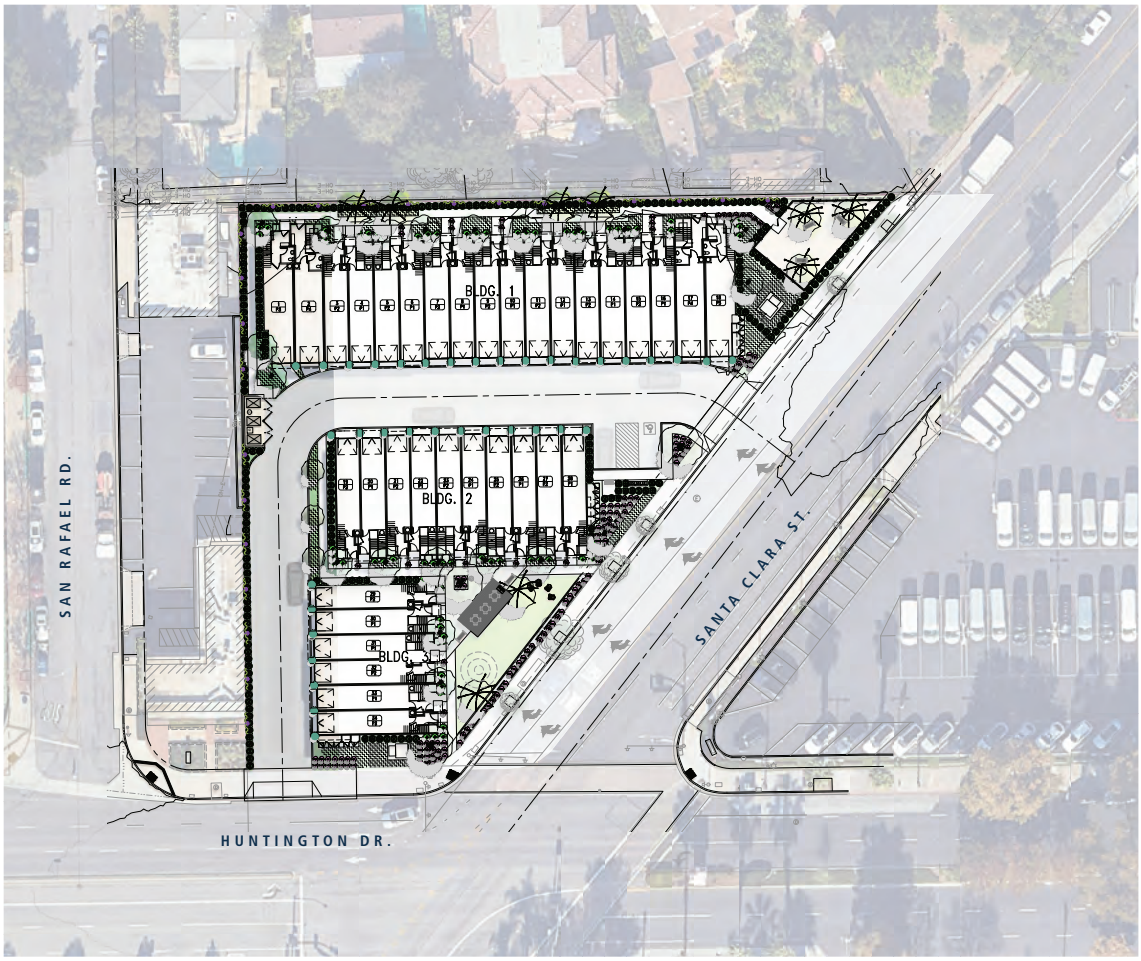
05.16.25 L-3

C2 Collaborative

LEGEND

1. Dog Run with Decomposed Granite Paving
2. Large Shade Tree with Bench Seating
3. Dog Park Fence and Gate
4. Proect Entry with Accent Planting
5. Pedestrian Walkway with Shade Trees

KEYMAP



PLANTING LEGEND

TREES:

Botanical name (Common Name)

SPECIMEN TREES
Olea europaea 'Swan Hill' (Swan Hill Olive)
Quercus agrifolia (Coast Live Oak)
Quercus wislizeni (Interior Live Oak)

SHADE TREES
Acacia spp (Acacia)
Chitalpa tashkentensis (Chitalpa)
Jacaranda mimosifolia (Jacaranda)
Platanus acerifolia (London Plane Tree)

SCREEN TREES
Laurus nobilis (Sweet Bay)
Prunus caroliniana (Carolina Cherry Laurel)

PATIO TREES
Cercis occidentalis (Western Redbud)
Lagerstroemia indica (Crape Myrtle)
Laurus nobilis (Sweet Bay)

Botanical name (Common Name)

VERTICAL SHRUBS
Prunus caroliniana 'Bright n Tight'
Rhaphiolepis i. 'Majestic Beauty'

SCREENING SHRUBS
Ligustrum japonicum texanum (Waxleaf Privet)
Rhaphiolepis umbellata (Evergreen Indian Hawthorn)
Rhaphiolepis i. 'Majestic Beauty' (Majestic Beauty)

ACCENT SHRUBS
Agapanthus africanus (African Lily)
Agave spp. (Agave)
Aloe vera (Aloe Vera)

MEDIUM SHRUBS
Cistus (Rockrose)
Punica Granatum (Cape Plumbago)
Rhaphiolepis indica 'Clara' (Clara Indian Hawthorn
Rhaphiolepis umbellata (Evergreen Indian Hawthorn)
Salvia (Sugar Bush)
Tecomaria capensis (Cape Honeysuckle)
Westringia fruiticosa (Coastal Rosemary)

GROUNDCOVERS
Carissa macrocarpa (Natal Plum)
Convolvulus mauritanicus (Ground Morning Glory)
Geranium incanum (Carpet Geranium)
Lantana spp. (Lantana)

TURFGRASS
Cynodon dactylon spp. (Hybrid Bermuda)

SCREENING VINES
Bougainvillea spp. (Bougainvillea)
Trachelospermum jasminoides (Star Jasmine)

City Ventures

ARCADIA I - CONCEPTUAL PLANTING PLAN
ARCADIA, CA

0 4' 8' 16'
Scale: 1" = 20'-0"

05.16.25 L-5

C2 Collaborative

TREE SCHEDULE:

BOTANICAL NAME	COMMON NAME	SIZE
Acacia spp.	Acacia	24" box min
Cercis occidentalis	Western Redbud	24" box min
Chitalpa tashkentensis	Chitalpa	24" box min
Jacaranda mimosifolia	Jacaranda	24" box min
Lagerstroemia indica	Crape Myrtle	24" box min
Laurus nobilis	Sweet Bay	24" box min
Olea europea "Swan Hills"	Swan Hills Olive	24" box min
Platanus acerifolia	London Plane Tree	24" box min
Prunus caroliniana	Carolina cherry laurel	24" box min
Quercus agrifolia	California Live Oak	24" box min.
Quercus virginiana	Southern Live Oak	24" box min.

SHRUB SCHEDULE:

BOTANICAL NAME	COMMON NAME	SIZE
Agapanthus africanus	African lily	5 gal
Agave spp.	NCN	5 gal
Aloe spp.	NCN	5 gal
Cistus	Rockrose	5 gal
Ligustrum japonicum texanum	Waxleaf Privets	5 gal
Punica granatum	Cape Plumbago	5 gal
Rhaphiolepis indica "Clara"	Clara Indian hawthorn	5 gal
Rhaphiolepis umbellata	Evergreen Indian Hawthorn	5 gal
Rhaphiolepis "Majestic Beauty"	Majestic Beauty	5 gal
Rhus ovata	Pomegranate	5 gal
Salvia	Sugar Bush	5 gal
Tecomaria capensis	Cape Honeysuckle	5 gal
Westringia fruiticosa	Coastal Rosemary	5 gal

GROUNDCOVER/VINE SCHEDULE:

BOTANICAL NAME	COMMON NAME	SIZE
Bougainvillea spp.	Bougainvillea	1 gal
Carissa macrocarpa	Natal Plum	1 gal
Convolvulus mauritanicus	Ground Morning Glory	1 gal
Geranium incanum	Carpet Geranium	1 gal
Lantana spp.	Lantana	1 gal
Trachelospermum jasminoides	Star asmine	1 gal

Note:
1. Plant selection and landscape/irrigation design should comply with the Water Efficient Landscape requirements and ordinances.
2. California native/drought-tolerant plants shall be used to the maximum extent feasible to minimize the need for irrigation. Where irrigation is necessary, then the system shall be designed and installed to prevent overspray or irrigation runoff during normal operations and during a break in the line.

TROPITONE

Amici 96"x 42" Rectangular KD Dining Table

Product Info

Amici 96"x 42" Rectangular KD Dining Table
Product No.: 6918960-28

Specifications

Height (in.)	28
Width (in.)	96
Depth (in.)	42
Product Weight (lbs.)	71.5

RECTANGULAR DINING TABLE

AT SHADE STRUCTURE

TROPITONE

Amici 42" Round KD Chat Table

Product Info

Amici 42" Round KD Chat Table
Product No.: 691842-24

Specifications

Height (in.)	24
Width (in.)	42
Depth (in.)	42
Product Weight (lbs.)	34

ROUND DINING TABLE

AT SHADE STRUCTURE

TROPITONE

Cabana Club Aluminum Slat Dining Chair

Product Info

Cabana Club Aluminum Slat Dining Chair
Product No.: 591037MS
Options

Finish (FRAME)	Bronze Mica (BZM)

Specifications

Height (in.)	33.5
Width (in.)	24.5
Depth (in.)	24
Seat Height (in.)	17.5
Arm Height (in.)	23.5
Product Weight (lbs.)	14
Nest Quantity	4

CHAIR

AT SHADE STRUCTURE WITH RECTANGULAR AND ROUND DINING TABLES

BBQ

AT SHADE STRUCTURES

URBAN FORM LARGE CAPACITY WASTE RECEPTACLE

Model Number - UFTR-55

DESIGNER NOTES

Class-leading design combined with affordability, functionality and now large capacity make this Waste Receptacle a must-have in circumstances where there is need for increased waste collection. The 55 gallon capacity allows for increased volume while retaining the same footprint. Also available for smaller applications as part of the Urban Form Series, the horizontal lumber construction and minimalist look match well with modern architectural elements. Innovative features such as the keyless hidden door latch system make emptying and cleaning a breeze for any maintenance worker. Minimal fasteners and clever design mean that the recycled plastic boards can be easily replaced if damaged. The 8" opening helps deter locals from emptying their household waste and keeps out water and critters. Available with or without a foot operated pedal.

AVAILABLE RECYCLED PLASTIC LUMBER COLOURS

Wishbone site furnishings

PRODUCT SPECIFICATIONS

Perma-Deck T&G Recycled Plastic Slats

Durable Powder Coated Aluminum Frame

Standard Colours: Bronze Glade, Victor Ridge-0, Nordic Inchem, Timeless Rust, Grey Gold, Textured Silver, Precious Sand, Grocery Red, Black Textured, Earth Clay, Noble Bronze, Modern Khaki

Hidden Door Latch
Long Lasting Stainless Steel Hardware
Heavy Duty Aluminum Liner With Drain Holes
Surface Mount

CUSTOMIZED SOLUTIONS

Custom Powder Coating (Setup Charges May Apply)
All Metal Sides
MFT-1
Bottle and Can Recycler
Side Ashtray
INST-1 Stainless Steel Bolt Down Kit

PRODUCT DIMENSIONS

Total Height	48 inches / 1219mm
Width	26 1/4 inches / 667mm
Depth	26 1/4 inches / 667mm
Capacity	55 Gal / 208L
Weight	200lbs / 91kg

RECYCLED CONTENT

70% RECYCLED CONTENT BY WEIGHT
100% RECYCLABLE

TRASH CAN

MAIL BOX

BIKE RACK

392 SM PET WASTE STATION

Most Dependable |Textured Black

PET WASTE STATION

LEGEND

- VERY LOW WATER USE
- LOW WATER USE
- MEDIUM WATER USE
- HIGH WATER USE

Project Name: CTV 190 Arcadia

Date: May 16, 2025

WATER EFFICIENT WORK SHEET

Maximum Applied Water Allowance (MAWA)

Total MAWA = (Eto x 0.59 x LA in Sq.ft. x 0.62)+(Eto x 1.0 x SLA in Sq.ft. x 0.62)= Gallons per year for LA + SLA

Hydrozone:	Eto:	KL	LA Sq. Ft.	Conversion	SLA Sq. Ft.	MAWA
Landscaped Area	50.2	0.55	8,537	0.62	0	146,130

MAWA= Maximum Applied Water Allowance (gallons per year)
Eto= Reference Evapotranspiration from Appendix C (inches per year)
0.59= Evapotranspiration Adjustment Factor (ETAF)
1.0= ETAF for Sprcial Landscaped Area
LA= Landscaped Area includes Special Landscape Area (square feet)
0.62= Conversion Factor (to gallons per square foot)
0.3= the additional ET adjustment Factor for Special Landscape Area (1.0- 0.7= 0.3)
SLA= Speical Landscape Area (square feet)

Applicant to fill in boxes below:

Eto (Reference Evapotranspiration from Appendix C inches per year)	47.2
Landscaped Area includes Special Landscape Area (square feet)	8,537
Speical Landscape Area (square feet)	0

Estimated Annual Water Use:

Total EAWU = [Eto x KL x LA in Sq.ft. / IE]= Gallons per Year

Hydrozone:	Eto:	KL	Sq. Ft.	Conversion	IE	EAWU
Very Low Water Use	50.2	0.1	286	0.62	0.81	1,100
Low Water Use	50.2	0.2	4,071	0.62	0.81	31,283
Medium Water Use	50.2	0.5	2,657	0.62	0.81	51,041
High Water Use	50.2	0.8	1,523	0.62	0.73	51,951
High (Water Feature)	50.2	1.0		0.62	1.00	
Total EAWU:			8,537			135,375

EAWU= Estimated Applied Water Use (gallons per year)
Eto= Reference Evapotranspiration from Appendix C (inches per year)
Kl= Landscape Coefficient
LA= Landscaped Area (square feet)
0.62= Conversion Factor (to gallons per square foot)
IE= Irrigation Efficiency= IME X DU (See definication in Appendix E for exmapine IE percentages)
IME= Irrigation Management Efficiency (90%)
DU= Distribution Uniformity of Irrigation Head
Kl= Ks x Kc x Kmc
Ks= species factor (range 1.0- 0.9) (see WUCOLS list for values)
Kd= density factor (range 0.5- 1.3) (see WUCOLS list for density value)
Kmc= microclimatic factor (range 0.5- 1.4) (see WUCOLS)

Table A- PF (Plant Factor)

Cool Season Turf= 0.8
Warm Season Turf= 0.7
High Water Use Plants= 0.7 (can be between 0.7-0.9)
Moderate Water Use Plants= 0.5 (can be between 0.4-0.6)
Low Water Use Plants= 0.2 (can be between 0.1-0.3)
Very Low Water Use Plants= 0.1

IE (Irrigation Efficiency)- Appendix E

Pop-up Stream Rotor= 0.73
Rotor Head= 0.76
Microspray= 0.76
Bubblers= 0.77
Drip Emitters= 0.81
Subsurface Irrigation= 0.81

City Ventures

ARCADIA I - WATER CALCULATION

ARCADIA, CA

0 4' 8' 16'
Scale: 1" = 20'-0"

05.16.25 L-8

C2 Collaborative

Attachment No. 7

Arborist Report

Jim Borer, Certified Arborist #496

Specimen tree preservation, and analysis

August 6, 2024

Nick Patterson
City Ventures

Re: Summary Tree Report and Existing Tree Inventory Report
101 W. Huntington Drive
Arcadia, Ca.

Telefax: This page plus 22

Dear Nick,

I am writing as a follow-up to my recent field inspections of the existing trees within your firm's subject proposed redevelopment project within the city of Arcadia, California that is referenced above.

Scope of work
Travel to the site on July 19 and 23, 2024, review the conditions of, assign, number, tag in the field, and inventory the existing trees. Prepare and submit the accompanying 'Excel' and this 'Word' document follow-up corresponding report documenting the individual trees' Genus, species, common name, trunk diameter at 54" above the soil levels, estimated heights and widths, systemic and structural conditions, and their proposed dispositions for long-term conservation in the context of the re-developing site.

Observations
There are a total of 26 trees within the site's existing landscape. Two of the trees are coast live oaks trees (*Quercus agrifolia*), 12 are crape myrtle trees with six of those being street trees along West Santa Clara Street to the east of the site and six specimens within the site interior, and two are dead specimen Tristanias (#2 and 3) at the northeast corner of the site near the Santa Clara Street site driveway.

Coast live oak tree number 10 is the smaller, less mature. and more archetypal of the two specimen oaks. It is located between the existing trash enclosure at the northwest of the corner and is reasonably well removed from the adjacent property boundary which is approximately ten feet to its west and five-six feet to its north. Oak tree number 10 is archetypally vigorous while also supporting good form and character.

Oak number 12 appears to be growing at least proportionally on the property boundary with the developing property to the west as it leans to the east, into this site, from where its root crown appears is appreciably located on the adjacent property. Oak tree number 12 is also located beneath, or nearly so, an overhead utility pole and easement that has led to the application of non-selective utility line clearance pruning methodologies that result

PO Box 1803, Rancho Cucamonga, Ca. 91729-1803

Phone 909/ 997-7020 Fax 909/ 948-8882

E-mail jimborerarborist@charter.net

in long-term distortion of this species archetypal form, character, and in this case also its systemic vigor. Oak tree number 12 is an under-performing tree that also exhibits poor form and character, in addition to the fact that it appears to be proportionally owned by the two properties.

The remainder of the trees are non-native specimens. The entire 26 tree grouping includes:

2-coast live oaks, *Quercus agrifolia*
12-Crape myrtles, Lagerstroemia indica
4-Brisbane box, *Tristania conferta* (2-dead)
3-Chinese lantern, *Koelreuteria bipinata*
2-Hollywood twisted juniper, *Juniperous torulosa*
1-Evergreen elm, *Ulmus parvifolia*
1-Jacaranda, *Jacaranda acutifolia*
1-Mexican fan palm, *Washingtonia robusta*

Opinions and Recommendations
Oak tree number 10 is a maturing native specimen that has been cultivated herein for what appears to be at least a few decades. This oak has been subject to helpful neglect in the uncared environment that it has been growing within for at least a few years now. It is well disposed to continue to develop increased size and maturity based upon its conservation in the context of the existing conditions. It could responsibly be considered for relocation within the site if its existing location is to be encroached by demolition, grading, or site development operations otherwise.

Oak tree number 12 is the same native species as number 10. Tree number 12's root crown appears to be located substantially on the adjacent property to the west, is not super vigorous, nor structurally well-developed. It is not well disposed for long-term conservation based upon its lesser live canopy volume, density, generally suppressed vigor, and weak structural character. Its location on the property boundary could well affect the ability to construct the sort of boundary wall that is common on such multi-family projects.

Therein tree # 12 could be considered for relocation within the site although it would not be as good of a candidate for relocation as tree # 10 given # 10s more youthful, vigorous, and well-conformed condition than #12. The relocation methodology should include at least 90 days for the root ball to harden off before the tree is transplanted on-site or moved to an outlying area for storage while the demolition and initial site development operations are initiated. Any relocated native oak tree would require deliberate maintenance during the interim hardening off period, storage during the interim period while replanting area on site is prepared, and during the initial re-establishment period

after it is replanted. Any trees that are not professionally maintained would not be expected to re-establish vigorously in their transplanted locations.

Otherwise, the trees within the site are non-native species that are of marginal conservation value. Their conditions (under-maintained and crowded), their insignificant statures, and their species make them readily replaceable in the context of the site's long-term re-forestation as your site's re-development progresses.

I have attached copies of the photographs that I took to document the conditions of the trees at the time of the field inspection as well as a copy of the 'Excel' inventory spreadsheet. Please reach out to me if you have any questions or if you require additional information after reviewing this follow-up inspection report.

Respectfully submitted,

Jim Borer
Certified Arborist #496

Enclosure: **Photographs of the conditions at the time of the field inspection**
'Excel' Existing Tree Inventory Spead Sheet
Schematic locations of the existing trees within the site

PO Box 1803, Rancho Cucamonga, Ca. 91729-1803

Phone 909/ 997-7020 Fax 909/ 948-8882

E-mail jimborerarborist@charter.net

Jim Borer, Certified Arborist #496

Specimen tree preservation, and analysis

Tree # 1, *Koelreuteria bipinata*

PO Box 1803, Rancho Cucamonga, Ca. 91729-1803

Phone 909/ 997-7020 Fax 909/ 948-8882

E-mail jimborerarborist@charter.net

Tree #2, dead *Tristania conferta,* Brisbane box

PO Box 1803, Rancho Cucamonga, Ca. 91729-1803

Phone 909/ 997-7020 Fax 909/ 948-8882

E-mail jimborerarborist@charter.net

Tree # 3, dead *Tristania conferta,* Brisbane box

PO Box 1803, Rancho Cucamonga, Ca. 91729-1803 6

Phone 909/ 997-7020 Fax 909/ 948-8882

E-mail jimborerarborist@charter.net

Jim Borer, Certified Arborist #496

Specimen tree preservation, and analysis

Tree # 4, *Jacaranda acutifolia,* jacaranda

PO Box 1803, Rancho Cucamonga, Ca. 91729-1803

Phone 909/ 997-7020 Fax 909/ 948-8882

E-mail jimborerarborist@charter.net

Jim Borer, Certified Arborist #496

Specimen tree preservation, and analysis

Tree #5, *Koelreuteria bipinata,* Chinese lantern

PO Box 1803, Rancho Cucamonga, Ca. 91729-1803

Phone 909/ 997-7020 Fax 909/ 948-8882

E-mail jimborerarborist@charter.net

Jim Borer, Certified Arborist #496

Specimen tree preservation, and analysis

Tree #6, *Tristania conferta,* Brisbane box

No Tree # 7

PO Box 1803, Rancho Cucamonga, Ca. 91729-1803

Phone 909/ 997-7020 Fax 909/ 948-8882

E-mail jimborerarborist@charter.net

Jim Borer, Certified Arborist #496

Specimen tree preservation, and analysis

Tree # 8, *Tristania conferta,* Brisbane box

PO Box 1803, Rancho Cucamonga, Ca. 91729-1803

Phone 909/ 997-7020 Fax 909/ 948-8882

E-mail jimborerarborist@charter.net

Jim Borer, Certified Arborist #496

Specimen tree preservation, and analysis

Tree # 9, *Koelreuteria bipinata,* Chinese lantern

PO Box 1803, Rancho Cucamonga, Ca. 91729-1803

Phone 909/ 997-7020 Fax 909/ 948-8882

E-mail jimborerarborist@charter.net

Jim Borer, Certified Arborist #496

Specimen tree preservation, and analysis

Tree # 10, *Quercus agrifolia,* coast live oak

PO Box 1803, Rancho Cucamonga, Ca. 91729-1803 12

Phone 909/ 997-7020 Fax 909/ 948-8882

E-mail jimborerarborist@charter.net

Jim Borer, Certified Arborist #496

Specimen tree preservation, and analysis

Tree # 10, *Quercus agrifolia,* coast live oak

PO Box 1803, Rancho Cucamonga, Ca. 91729-1803 13

Phone 909/ 997-7020 Fax 909/ 948-8882

E-mail jimborerarborist@charter.net

Jim Borer, Certified Arborist #496

Specimen tree preservation, and analysis

Tree # 11, *Ulmus parvifolia,* Chinese elm

PO Box 1803, Rancho Cucamonga, Ca. 91729-1803

Phone 909/ 997-7020 Fax 909/ 948-8882

E-mail jimborerarborist@charter.net

Jim Borer, Certified Arborist #496

Specimen tree preservation, and analysis

Tree #11, *Ulmus parvifolia,* Chinese elm

Tree # 12, *Quercus agrifolia,* coast live oak

PO Box 1803, Rancho Cucamonga, Ca. 91729-1803 15

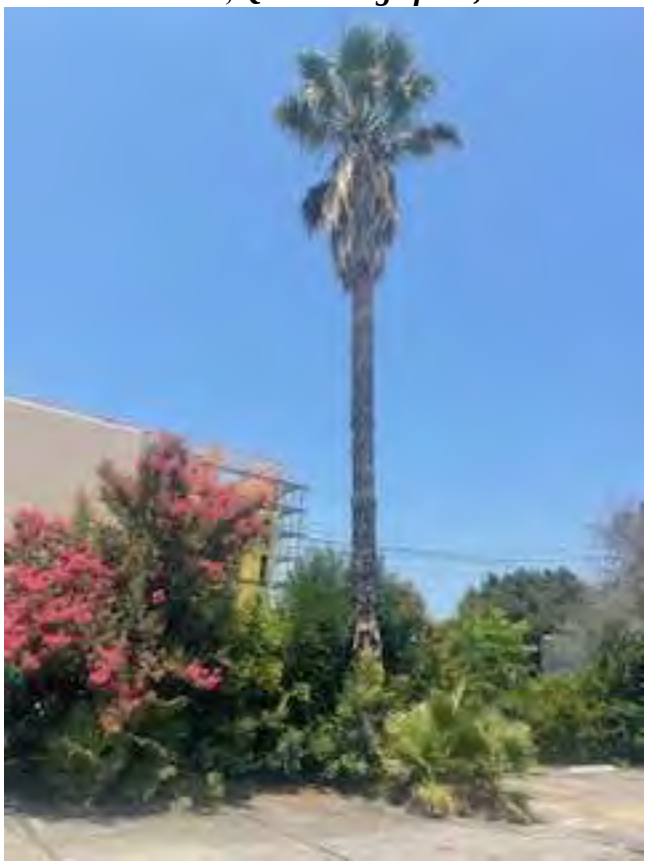
Phone 909/ 997-7020 Fax 909/ 948-8882

E-mail jimborerarborist@charter.net

Jim Borer, Certified Arborist #496

Specimen tree preservation, and analysis

Tree number 12, *Quercus agrifolia,* coast live oak



Tree # 13, *Washingtonia robusta,* Mexican fan palm

PO Box 1803, Rancho Cucamonga, Ca. 91729-1803 16

Phone 909/ 997-7020 Fax 909/ 948-8882

E-mail jimborerarborist@charter.net

Jim Borer, Certified Arborist #496

Specimen tree preservation, and analysis

Tree # 14 *Lagerstroemia indica,* Crape myrtle

Tree # 15 # 16 *Lagerstroemia indica,* crape myrtle

PO Box 1803, Rancho Cucamonga, Ca. 91729-1803 17

Phone 909/ 997-7020 Fax 909/ 948-8882

E-mail jimborerarborist@charter.net

Jim Borer, Certified Arborist #496

Specimen tree preservation, and analysis

Tree # 17 & 18, *Lagerstroemix indica,* crape myrtle

Tree # 19, *Lagerstroemia indica,* crape myrtle

PO Box 1803, Rancho Cucamonga, Ca. 91729-1803 18

Phone 909/ 997-7020 Fax 909/ 948-8882

E-mail jimborerarborist@charter.net

Jim Borer, Certified Arborist #496

Specimen tree preservation, and analysis

Tree # 20 & 21, *Juniperous torulosa,* Hollywood twisted juniper

Tree # 22 *Lagerstroemia indica,* crape myrtle, street tree

PO Box 1803, Rancho Cucamonga, Ca. 91729-1803 19

Phone 909/ 997-7020 Fax 909/ 948-8882

E-mail jimborerarborist@charter.net

Jim Borer, Certified Arborist #496

Specimen tree preservation, and analysis

Tree # 23 *Lagerstroemia indica,* crape myrtle, street tree

PO Box 1803, Rancho Cucamonga, Ca. 91729-1803

Phone 909/ 997-7020 Fax 909/ 948-8882

E-mail jimborerarborist@charter.net

Jim Borer, Certified Arborist #496

Specimen tree preservation, and analysis

Tree # 24 *Lagerstroemia indica,* crape myrtle, s

PO Box 1803, Rancho Cucamonga, Ca. 91729-1803

Phone 909/ 997-7020 Fax 909/ 948-8882

E-mail jimborerarborist@charter.net

Jim Borer, Certified Arborist #496

Specimen tree preservation, and analysis

Tree # 25 *Lagerstroemia indica,* crape myrtle, street tree

PO Box 1803, Rancho Cucamonga, Ca. 91729-1803

Phone 909/ 997-7020 Fax 909/ 948-8882

E-mail jimborerarborist@charter.net

Jim Borer, Certified Arborist #496

Specimen tree preservation, and analysis

Tree # 26 & 27, *Lagerstroemia indica,* crape myrtle, street tree

end

PO Box 1803, Rancho Cucamonga, Ca. 91729-1803 23

Phone 909/ 997-7020 Fax 909/ 948-8882

E-mail jimborerarborist@charter.net

Attachment No. 8

Certificate of Demolition Application

CITY OF ARCADIA

CERTIFICATE OF DEMOLITION

COD_____

PLEASE COMPLETE THE FOLLOWING INFORMATION (REQUIRED):

PROJECT ADDRESS 101 W Huntington Drive

DATE STRUCTURE BUILT 1977 ZONE CLASSIFICATION C-G

NAME OF HOA: n/a PROJECT FILED WITH ARB (DATE): _____

APPLICANT(S) NAME Arcadia 1 Inv, LLC (attn: Nick Patterson)

MAILING ADDRESS 3121 Michelson Drive, Suite 150

CITY Irvine STATE CA ZIP 92612

E-MAIL ADDRESS npatterson@cityventures.com

TELEPHONE NO. 763-244-9855

PROPERTY OWNER(S) NAME Ralph Horowitz

MAILING ADDRESS 11661 San Vicente Blvd, Suite 301

CITY Los Angeles STATE CA ZIP 90049

E-MAIL ADDRESS shaghan@aol.com

TELEPHONE NO. 310-804-8116

THE APPLICANT AND PROPERTY OWNER HEREBY DECLARE UNDER PENALTY OF PERJURY THAT ALL THE INFORMATION SUBMITTED FOR THIS APPLICATION IS TRUE AND CORRECT.

Ralph Horowitz 3.13.25

APPLICANT'S SIGNATURE DATE

Patricia M. Frandsen 3.13.25

PROPERTY OWNER'S SIGNATURE DATE

ACTION TAKEN

☐ **APPROVED** ☐ **DENIED**

☐ **CONDITIONALLY APPROVED** _____

NOTE: A DEMOLITION PERMIT WILL NOT BE ISSUED PRIOR TO ISSUANCE OF A BUILDING PERMIT FOR A NEW RESIDENCE.

BY: _____ **DATE:** _____ **EXPIRATION:** _____

THERE IS A TEN (10) CALENDAR DAY APPEAL PERIOD FOR THIS APPLICATION. APPEALS MUST BE SUBMITTED IN WRITING TO THE COMMUNITY DEVELOPMENT DIVISION WITH A $728.00 APPEAL FEE BY _____ P.M. ON _____.

DATE FILED _____ RECEIPT NO. _____ PAID _____ RECEIVED BY _____

FILING REQUIREMENTS

In order for this application to be processed without delay, the application must include all of the following materials. To ensure that your application package is complete, please check-off the boxes next to the required application materials.

- ☐ Completed application form
- ☐ An Ownership Disclosure is required if the property is owned by a corporation, partnership, trust, or non-profit. The disclosure must reveal the agent for service of process or an officer of the ownership entity. The disclosure must list the names and addresses of all the owners, and you must attach a copy of the current corporate articles, partnership agreement, trust, or non-profit document, as applicable.
- ☐ Filing Fee - $215 (Director's Review)

  Filing Fee - $1,454 (Referred to Planning Commission)
- ☐ Full Evaluation (Primary Record (DPR 523A) form, Building Structure and Object form (523B), and Location Map (DPR 523J).
- ☐ A demolition plan (**maximum plan size 11"x17" and provided on a USB**) that shows the location of the existing structure(s).
- ☐ The following items are required if the projects consist of demolishing a multi-family project that has more than 6 units, 3 or more commercial structures on a property; or it is not exempt per CEQA (consult with Planning Staff).
  - ☐ Environmental Assessment Form – $75

    Additional CEQA fees may apply if Planning Staff determines that there could be potential impacts to historic resources.

The forms must be completed by an Accredited Architectural Historian or Historian that meets the Secretary of Interior's minimum professional qualifications. A list of Architectural Historian and Historian is available from Planning Services.

PROPERTY OWNER'S AFFIDAVIT

I (We), Ralph Horowitz + Patricia M Frandsen hereby declare that I (We) am (are) owner(s) of the property involved in this application, and that all statements, answers and information submitted in support of this application are true and correct to the best of my (our) knowledge and belief.

*If the property is owned by a corporation, partnership, trust, or non-profit a ownership disclosure is required. The disclosure must reveal the agent for service of process or an officer of the ownership entity.

Property Owner's Name

Email address

Property Owner's Signature

Telephone Number

Mailing Address

City, State, ZIP

Date

Ralph Horowitz

Property Owner's Name

pmfrandson@gmail.com

Email address

Patricia M Frandsen

Property Owner's Signature

818-986-2550

Telephone Number

13830 Chandler Blvd.

Mailing Address

Sherman Oaks, CA 91401

City, State, ZIP

Date

April 29, 2025

Nick Patterson
Director of Development
City Ventures, LLC
(763) 244-9855
Submitted electronically via: npatterson@cityventures.com

Re: Historic Resource Evaluation of 101 West Huntington Drive in Arcadia, California

Dear Mr. Patterson,

At your request, Applied EarthWorks, Inc. (Æ) has prepared a historic resource evaluation for the commercial property at 101 West Huntington Drive in Arcadia, Los Angeles County, California (Assessor's Parcel Number 5775-023-015). The subject property was constructed circa 1977 and is approximately 48 years of age; therefore, it can be evaluated as a historical resource in California. Upon conducting archival research and fieldwork, Æ recorded and evaluated the property's eligibility for the California Register of Historical Resources (CRHR) and Arcadia Register of Historic Resources on California Department of Parks and Recreation (DPR) 523 (A, B, I, J, and K) cultural resource forms.

The completed forms, which include a full documentation and analysis, are enclosed as an attachment to this letter. In summary, Æ finds that the commercial property at 101 West Huntington Drive does not possess significance under the CRHR or City of Arcadia criteria for evaluation; therefore, it is recommended ineligible for listing in the CRHR and Arcadia Register of Historic Resources.

Please contact me by phone at (951) 766-2000, ext. 510 or via email at cvanonna@appliedearthworks.com if you or the City of Arcadia have questions or require additional information.

Sincerely,

Carlos van Onna, M.A.
Principal Architectural Historian/Project Manager
Applied EarthWorks, Inc.

Attachments: DPR Forms

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code | Reviewer | Date

 Resource Name or # 101 West Huntington Drive

P1. Other Identifier:

***P2. Location: a. County:** Los Angeles ☐ **Not for Publication** ☒ **Unrestricted**
b. USGS 7.5′ Quad: Mount Wilson, CA **Date:** 1966 (1988 ed.) T1N, R11W; Unsec.; S.B. **B.M.**
c. Address: 101 West Huntington Drive
d. UTM: NAD 1983, Zone 10N; 404551 **mE** / 3778223 **mN**
e. Other Locational Data: The subject property is on the northwest corner of the intersection of West Huntington Drive and Santa Clara Street (Assessor's Parcel Number 5775-023-015) in Arcadia, California.

***P3a. Description:** The subject property is within a trapezoidal, corner parcel that contains a single-story commercial building as well as a detached drive-thru structure and trash enclosure, which are consistent in design with the main building. The building is slightly south of being centered within the parcel, emphasizing its relationship with West Huntington Drive. The drive-thru structure is centered along the north property line, and the trash enclosure is in the northwest corner of the property. The primary (north) and side (west) elevations of the building facing West Huntington Drive and Santa Clara Street, respectively, are abutted and partially obscured by landscaping that also contains monument signage and a flag pole. The side (east) and rear (south) elevations are substantially surrounded by paved parking. Aside from automobile access from each street, property lines are accented by landscaping.

The main building is square in plan and topped by a large overhanging roof structure. The bottom portion of the roof structure is orthogonal and covered by plaster; the top portion is capped with a metal-seamed mansard roof. Exterior walls are covered by plaster with accents of ledge stone cladding. Beneath the roof structure, each elevation consists of five bays separated by four engaged square columns. Most bays contain some form of fenestration; however, window types and sizes are inconsistent, boarded, or obscured by vegetation. There appear to be two entrances, one on the west side of the primary (north) elevation facing West Huntington Drive accessed by a concrete path with pavers and one on the west side of the rear (south) elevation oriented toward the paved parking lot. A solid door with signage for an electrical room is on the east side of the rear (south) elevation.

***P3b. Resource Attributes:** HP6 1-3 story commercial building

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other:

***P5a. Photograph or Drawing:**

P5b. Description of Photo: Primary (north) and side (east) elevations of 101 West Huntington Drive, facing northeast.

***P6. Date Constructed/Age and Sources:** ☐ Prehistoric ☒ Historic ☐ Both

***P7. Owner and Address:**
Patricia Frandson
13830 Chandler Boulevard
Sherman Oaks, CA 91401

***P8. Recorded By:** Laura Groves van Onna
Applied EarthWorks, Inc.
3550 E. Florida Ave., Suite H
Hemet, CA 92544

***P9. Date Recorded:** April 2025

***P10. Survey Type:** ☒ Intensive
☐ Reconnaissance ☐ Other

***P11. Report Citation:** N/A

***Attachments:**
☐ NONE
☒ Building, Structure, and Object Record
☒ Photograph Record
☒ Location Map
☐ Archaeological Record
☐ Milling Station Record
☒ Other (list):
☒ Sketch Map
☐ District Record
☐ Rock Art Record
☐ Continuation Sheet
☐ Linear Feature Record
☐ Artifact Record

B1. Historic Name: None

B2. Common Name: 101 West Huntington Drive

B3. Original Use: Restaurant **B4. Present Use:** Vacant

***B5. Architectural Style:** Vernacular with Postwar Modern elements

***B6. Construction History (construction date, alterations, and dates of alterations):** Los Angeles County Assessor data indicate that the original construction date for the existing building at 101 West Huntington Drive is circa 1977. This is consistent with historic aerial photographs and does not conflict with other research findings (NETROnline 2025). Fenestration on the building appears to have undergone substantial alterations over time, given the current inconsistency in design and materials. Historic aerial photographs also indicate that the roof color has periodically changed. These alterations over time are likely due to turnover in ownership while the property was used as a restaurant, in addition to its subsequent repurposing as a bank by 2007. Aerial photographs show that the drive-thru structure and trash enclosure were constructed on the property at that time. The property was vacated by 2022, and it remains vacant today.

***B7. Moved?:** ☒ No ☐ Yes ☐ Unknown Date: Original Location:

***B8. Related Features:** None

B9. a. Architect: Unknown **b. Builder:** Unknown

***B10. Significance:** Theme: Commercial Development and Modern Roadside Architecture Area: Los Angeles County
Period of Significance: N/A Property Type: Commercial Building Applicable Criteria: N/A

Archival research reveals several early records of ownership transfers of the land that includes the subject property. These transfers took place in the midst of Mexico's achievement of independence from Spain in 1821 as well as the Mexican-American War and the signing of the Treaty of Guadalupe Hidalgo in 1848, which established California as a United States possession. The most notable early record of ownership for this land is by Elias Jackson (E. J.) "Lucky" Baldwin, early California pioneer and founder of Arcadia (Hall 1888; Horak 2016:1, 16, 18). He purchased this land known as Rancho Santa Anita by 1873, at which time it comprised approximately 8,000 acres. Outside of his agricultural endeavors on the ranch, he was known as a "miner, politician, racehorse man and hotel proprietor" (Sacramento Union 1932). Through Baldwin's ambitions and entrepreneurship, this land would become what is Arcadia today. Gradually, he sold off several portions of his land, which included the subject property. In 1902, the Pacific Electric Railway announced it would be constructing a streetcar line between Pasadena and Monrovia (Horak 2016:28). By 1903, when service began on the line, Baldwin filed a petition to incorporate Arcadia as it was en route. This streetcar line historically passed directly by the subject property along Santa Clara Street (Thomas Brothers 1938).

Following its incorporated use for agriculture, this property was first developed in 1938 with the construction of an auto-court motel called the Santa Anita Motor Inn. It was designed in the Streamline Moderne architectural style and intended "to resemble a ship, with portholes for windows and the tower as a

Sketch Map

This space reserved for official comments.

mast" (Star-Tribune 1975). As a prominent east–west corridor in Arcadia, this portion of West Huntington Drive is part of Historic U.S. Route 66. The motel operated with frontage to the historic route when it was utilized as the main thoroughfare through the San Gabriel Valley, just east of Los Angeles. As interstate highways were progressing and being completed by the 1970s, notably Interstates 10 and 40 (I-10 and I-40), the infrastructure of auto-tourism along Route 66 declined (Roland 2011:E-3). Locally, this was apparent with the establishment and improvement of Interstate/State Route 210 (I-210/SR 210), also known as the Foothill Freeway (Horak 2016:75). The Santa Anita Motor Inn was vacated in 1973 and demolished by 1974.

Research reveals that the property at 101 West Huntington Drive was subsequently redeveloped for Sambo's Restaurant, a nationwide family dine-in establishment, with a new building constructed circa 1977 (Los Angeles County Assessor; Monrovia News-Post 1977; Star-Tribune 1977). The first Sambo's opened in Santa Barbara in 1957, and the restaurant was consistently known for its pancakes; they also served breakfast, lunch, and dinner and were open 24 hours for service (Santa Barbara News Press 1957). At the time Sambo's Restaurants, Inc. opened in Arcadia, the company was doing well and expanding its locations; however, in 1981, they entered bankruptcy proceedings and sold the majority of restaurant locations, including this one purchased in 1984 by Vicorp Restaurants, Inc. (Sacramento Bee 1975; San Bernardino County Sun 1984). Vicorp was known for operating several nationwide family restaurant chains, including Village Inn and Baker's Square. In 1987, Baker's Square Restaurant announced its opening at this location and offered "a variety of pies and bakery goods" (Monrovia News-Post 1987). It is unclear exactly how long this Baker's Square remained in business. In 2001, Vicorp was acquired by investment firms Goldner Hawn Johnson & Morrison, Inc. and BancBoston Capital (Grant 2003:412–415). In 2002, Great Wall Buffet was advertised as a new restaurant at this location (Los Angeles Times 2002). The property operated as a restaurant until circa 2007, when it was repurposed as a bank. Specifically, the property was owned and operated by Citizens Business Bank. The property was vacated by 2022, and it remains vacant today.

Commercial Development and Modern Roadside Architecture

Modernism is a broad term that covers a diverse array of architectural styles and city planning principles that in the most general sense "eschewed past traditions and called for a more progressive approach to design that reflected the new conditions of twentieth century American life" (SurveyLA 2021:1). The automobile is quintessential to the historic context of commercial development and Modern roadside architecture. The rapid rise of production and popularity of the automobile during the early twentieth century spurred development of the freeway system and an arterial road network that laid the foundation for roadside architecture to thrive. Automobile-related architecture began its reign in the 1930s and would endure into the 1960s.

Commercial automobile-oriented architecture conveyed "acceptance of the parking lot as a visual entity and… treatment of the building as a free-standing form to be viewed in three dimensions from the passing car" (SurveyLA 2016:13). This architectural design enabled a building to be a roadside advertisement for itself. The most prominent architectural style for commercial roadside architecture beginning in the 1930s and up to World War II was Streamline Moderne, which served as a "visual expression of modernity, technology, progress, and the future" (SurveyLA 2021:65). It conveyed a playful sense of motion and speed with horizontal emphasis and rounded corners. The Googie architectural style gained popularity in commercial roadside design after World War II and was characterized by "structural exhibitionism, dominant signage, and vast amounts of glass which made the buildings seem transparent at night" (SurveyLA 2016:20).

By the mid-1960s, movements were shaping to counteract the architectural forms that had celebrated the automobile and characterized the roadside landscape. Movements in environmentalism and beautification aimed to quell what was considered the visual pollution of roadside architecture. What resulted was a conservative wave in architecture.

> As the freeway became dominant the architecture became mute. Buildings retreated from the passing car and were mere abstract shapes in the middle of massive parking lots. Only the signs, made familiar through incessant advertising, identified the contents [SurveyLA 2016:23].

A noteworthy example of this shift is evinced by the exchange of oversized parabolic arches for the mansard roof at McDonald's restaurants beginning in 1968. The mansard subsequently became a staple in roadside architecture, especially on fast food restaurants, and it fulfilled the brief of providing a subdued and practical design. According to Philip Langdon, author of *Orange Roofs, Golden Arches*, "the 'mansard' was the least expensive means of

displaying a somewhat traditional roof, yet creating plenty of space out-of-doors [on rooftops] for restaurant equipment" (Langdon 1986:141).

In correlation to the emergent conservative wave over roadside architecture, arterial roads became increasingly diminutive as interstate highways were completed. Combined with rapid urban expansion, this led to an inevitable decline in the auto-tourism industry and replacement of property types geared toward visitors like motels for property types oriented to local residents (e.g. restaurants).

Evaluation

According to the California Office of Historic Preservation Built Environment Resources Directory, 101 West Huntington Drive was previously evaluated in 1988 and determined ineligible for the National Register of Historic Places (NRHP) by consensus through the Section 106 process for a project that involved federal funding sourced from the U.S. Department of Housing and Urban Development; it was not evaluated for listing in the California Register of Historical Resources (CRHR) or the local register. The following evaluation provides a recommendation on eligibility of the subject property for the CRHR and Arcadia Register of Historic Resources.

Criterion 1. The commercial property at 101 West Huntington Drive consists of one building constructed circa 1977 as a restaurant and two ancillary structures constructed circa 2007 when the property was repurposed as a bank. This portion of West Huntington Drive is part of Historic U.S. Route 66. The Santa Anita Motor Inn, which preceded the current building on this property, was emblematic of the use of this corridor as the main thoroughfare through the San Gabriel Valley. However, the construction of I-40 substantially replaced the prominent use of U.S. Route 66 and resulted in redevelopment of the subject commercial property as commonplace within suburban development. No archival evidence revealed that the extant building on the property is associated with any specific events or trends that have made significant contributions to the patterns of California's or Arcadia's history and cultural heritage. Therefore, the commercial property at 101 West Huntington Drive is not considered significant under Criterion 1.

Criterion 2. Review of regional histories as well as historical aerial photographs, maps, and newspapers did not reveal any information about individuals associated with the commercial property at 101 West Huntington Drive. While historical records for the property from the time of construction were available, supplemental research did not reveal direct association with significant persons. For this reason, the commercial property at 101 West Huntington Drive is not considered significant under Criterion 2.

Criterion 3. While the property at 101 West Huntington Drive, originally constructed as a restaurant and more recently purposed as a bank, exhibits some recognizable architectural features such as the fortress-like massing and interpretation of a mansard roof, it is a common example of commercial vernacular architecture seen during the mid-to-late twentieth century in suburban settings and is not representative of a single architectural style. The type and method of construction is typical of commercial buildings during this time. However, it is not distinctive of a type, period, or method of construction, it does not appear to be the work of a master, and it does not possess high artistic value. For these reasons, the commercial property at 101 West Huntington Drive is not considered significant under Criterion 3.

Criterion 4. Criterion 4 applies to built environment resources if further study has the potential to yield information that cannot be obtained from other sources. However, the commercial property at 101 West Huntington Drive, including its building and associated features, is a commonplace example of a ubiquitous resource type in California and Arcadia, and has been well-documented. Æ has exhausted available sources and no additional information could be gleaned from subsequent field visits. Therefore, Æ does not anticipate that any additional information can be identified that would prove the resource to be significant. The commercial property at 101 West Huntington Drive is not considered significant under Criterion 4.

Eligibility

A discussion of integrity is not required because the resource does not possess historical significance. The commercial property at 101 West Huntington Drive does not possess significance under the CRHR or City of Arcadia criteria for evaluation; therefore, it is recommended ineligible for listing in the CRHR and Arcadia Register of Historic Resources.

B11. Additional Resource Attributes (list attributes and codes): None.

***B12. References:**

Grant, Tina (ed.)
2003 *International Directory of Company Histories*, Vol. 48. St. James Press, Farmington Hills, Michigan.

Hall, William Hammond
1888 California State Engineering Department. Detail Irrigation Map. Monrovia Sheet. Wm. Ham. Hall, State Engineer. Irrigation Data 1888. Scale 1-1/2 Inches to One Mile. Sacramento, California.

Horak, Katie E., Mary Ringhoff, Evanne St. Charles, and Christina Park
2016 *City of Arcadia: Citywide Historic Context Statement*. Architectural Resources Group, Pasadena, California. Prepared for the City of Arcadia Development Services, Planning Division.

Langdon, Philip
1986 *Orange Roofs, Golden Arches: The Architecture of American Chain Restaurants.* Alfred A. Knopf, New York.

Los Angeles County Assessor.
2025 Data for 101 West Huntington Drive, Arcadia, California. Accessed via ParcelQuest.

Los Angeles Times
2002 Gusto Rewards Program. *Los Angeles Times* 7 March:88. Los Angeles, California.

Monrovia News-Post
1977 Fish Fans Hooked on El Gordo. *Monrovia News-Post* 15 December:20. Monrovia, California.

1987 Baker's Square Opens. *Monrovia News-Post* 7 January:3. Monrovia, California.

NETROnline
2025 Aerial imagery of 101 West Huntington Drive, Arcadia, California, 1952 –2022, https://historicaerials.com/viewer, accessed April 22, 2025. Historic Aerials, NETROnline.

Roland, Carol, Heather Goodson, Chad Moffett, and Christina Slattery
2011 *National Register of Historic Places Multiple Property Documentation Form for U.S. Highway 66 in California*. Mead & Hunt, Inc., Sacramento, California.

Sacramento Bee
1975 Records Set By Sambo's. *Sacramento Bee* 29 October:13. Sacramento, California.

Sacramento Union
1932 25 Years Ago Today. *Sacramento Union* 8 December:12. Sacramento, California.

San Bernardino County Sun
1984 Vicorp Buys Bulk of Sambo's Restaurants. *San Bernardino County Sun* 14 June:76. Santa Barbara, California.

Santa Barbara News Press
1957 Sambo's Pancakes. *Santa Barbara News Press* 30 June:6. Santa Barbara, California.

Star-Tribune
1975 Fun's Gone. *Star-Tribune* 5 October:1. Duarte, California.

1977 Sambo's Is just what the Family Ordered." *Star-Tribune* 29 December:1. Duarte, California.

SurveyLA
2016 *Los Angeles Citywide Historic Context Statement, Context: Commercial Development, 1850–1980, Theme: Commercial Development and the Automobile, 1910–1970*. Prepared for City of Los Angeles, Department of City Planning, Office of Historic Resources, Los Angeles, California.

2021 *Los Angeles Citywide Historic Context Statement, Context: Architecture and Engineering, Sub-Context: L.A. Modernism, 1919–1980*. Prepared for City of Los Angeles, Department of City Planning, Office of Historic Resources, Los Angeles, California.

Thomas Brothers
1938 Recreational and Statistical [Road] Atlas, California for Sierra Madre, Monrovia, and Arcadia. Thomas Brothers Map Co., Los Angeles.

B13. Remarks: None

***B14. Evaluator:** Laura Groves van Onna
Applied EarthWorks, Inc.
Date of Evaluation: April 2025

Primary (north) and side (west) elevations of 101 West Huntington Drive from the intersection of West Huntington Drive and Santa Clara Street, facing northwest.

Side (west) elevation of 101 West Huntington Drive, facing west.

Primary (north) elevation of 101 West Huntington Drive showing monument signage, flag pole, and pathway to front entrance, facing north.

Side (east) and partial primary (north) elevations of 101 West Huntington Drive showing front entrance, facing northeast.

Portion of side (east) elevation of 101 West Huntington Drive showing relationship to drive-thru structure in background, facing northeast.

Side (east) and rear (south) elevations of 101 West Huntington Drive, facing southeast.

Rear (south) elevation of 101 West Huntington Drive showing rear entrance, facing south.

Drive-thru structure at 101 West Huntington Drive, facing west.

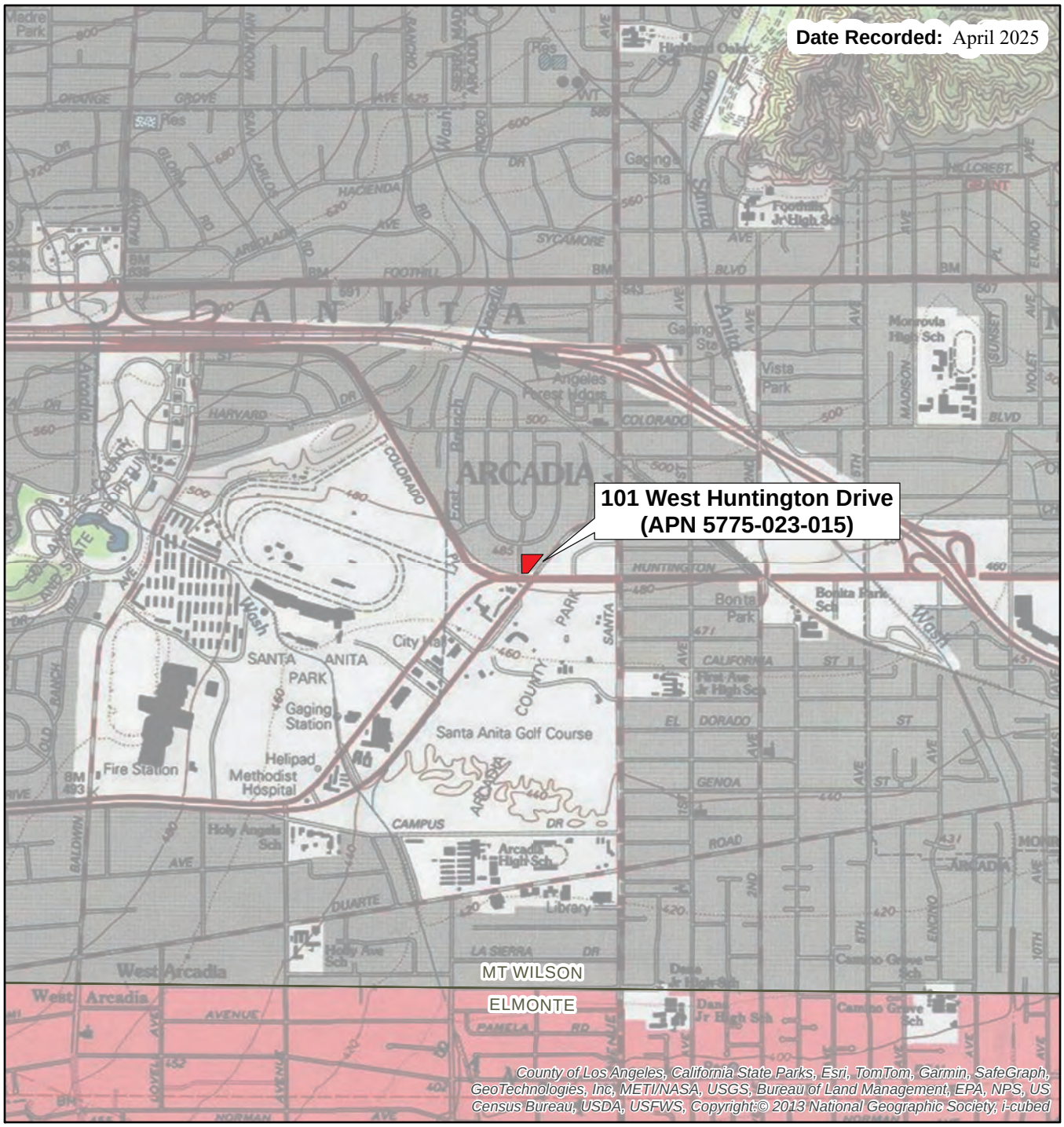
Trash enclosure at 101 West Huntington Drive, facing northwest.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary #
HRI#
Trinomial

Page 9 **of** 9 **Resource Name or #:** 101 West Huntington Drive **Scale:** 1:24,000

Map Name: Mt. Wilson, CA, USGS 7.5' quadrangle **Date:** 2013



Scale: 1:24,000

N

0 0.5 1 Miles

0 1,000 2,000 3,000 4,000 5,000 Feet

0 0.5 1 Kilometers

Attachment No. 9

Categorical Exemption Memorandum

CITY OF ARCADIA
DEVELOPMENT SERVICES DEPARTMENT
240 WEST HUNTINGTON DRIVE
ARCADIA, CA 91066
(626) 574-5400

NOTICE OF EXEMPTION

Project Title/Case No.: TTM 24-0002 Vesting Tentative Tract Map No. 84530 For Condominium Purposes
SB 330 25-0001
ADR 24-0010 Architecture Design Review
TRH 25-0001 Removal of Healthy Trees
COD 25-0013 Certificate of Demolition

Project Applicant: Nick Patterson, City Ventures
311 Michelson Drive, Suite 150
Irvine, CA 92612
(763) 244-9855

Project Location: 101 West Huntington Drive, Arcadia, California

Figure 1 Location Map

I. PROJECT SETTING AND DESCRIPTION

Location

The 1.168-acre (1.08 net acres) project is located at 101 West Huntington Drive in the City of Arcadia, California. The project site is located in the Mount Wilson 7.5 Quadrangle U.S. Geological Survey (USGS), San Bernardino Base and Meridian (SBBM) Township 1 North, Range 11 West, and is comprised of Tax Assessor Parcel Number (APN) 5775-023-015 (Figure 1).

Existing Conditions and Setting

The project site is a corner parcel that features a single-story commercial vernacular building with Postwar Modern elements, constructed in 1977.[1] Other structures onsite include a detached drive-through structure and a trash enclosure. A paved parking lot, landscaping, and a sign are also on the site (Figure 1). Existing landscaping on the site is planned to be removed, along with the existing buildings and the demolition of the parking lot. Two existing live oak trees adjacent to the project site, under high-tension wires, are proposed for removal.

The building has been evaluated for historical significance, and it does not possess significance under the California Register of Historic Resources (CRHR)[2] and is proposed for demolition. The building has been vacant since 2022 and has become an underutilized site. Therefore, demolition is proposed to make way for the condominium project. Surrounding uses include single-family residential, commercial buildings, and open space.

Description of Project

The project includes an Architectural Design Review, a Vesting Tentative Tract Map, Density Bonus, as well as a Notice of Exemption, and a Demolition Permit. The demolition of an existing 4,686 square-foot building and overhang (drive-through) structure, and removal of the associated 24,855 square feet (1,802 tons) of asphalt parking lot, concrete, and site vegetation.[3] Demolition will make way for the construction of a condominium development consisting of three buildings with 34 dwelling units, totaling 54,724 square feet. The project comprises 32 three-bedroom and two four-bedroom units. Unit square footages range from 1,404 to 2,417 square feet per unit. All units will have an attached two-car tandem garage. Two driveways are proposed, one from Huntington Boulevard and the other from Santa Clara Street (Figure 2).

Earthwork will include an over-excavation at an average depth of five feet, with approximately 400 cubic yards lost during recompaction. This could be offset by the on-site spoils generated by building foundations and utilities trenching, and therefore is expected to be a balanced site. The site has an impervious area totaling approximately 38,877 square feet.t Horizontal construction would be roughly four months. Vertical construction would take roughly 16 months to complete. Project opening is expected in late 2027.

[1] Historic Resource Evaluation of 101 West Huntington Drive, prepared by Applied Earthworks, dated April 29, 2025 (Appendix A).
[2] Ibid.
[3] Demolition Plan (Appendix B).

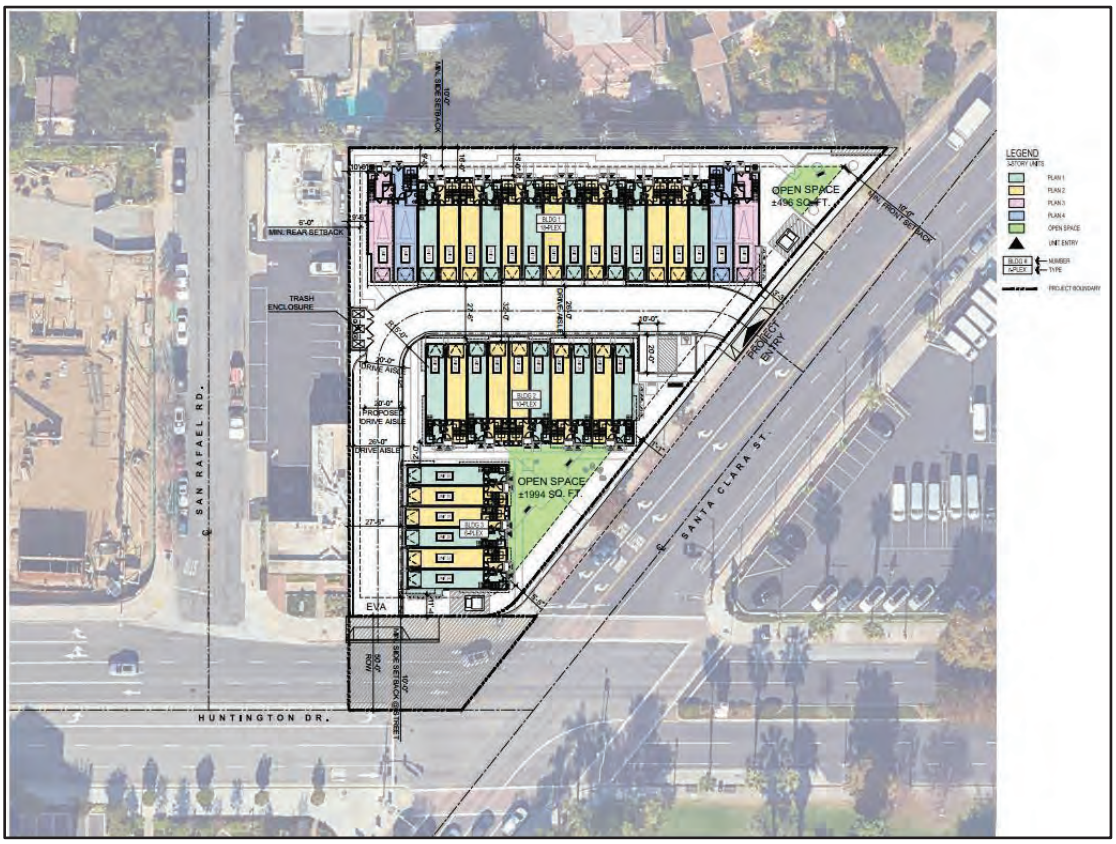


Figure 2 Site Plan

Project Design

The project's architecture will feature a mixture of craftsman and modernism design, which will blend nicely with the surrounding properties and the rest of the City. Each building will include balconies, porches, and patios to enhance the aesthetics, as well as different pitches and ridges in the roofs to match some of the single-family residences in the surrounding area. There will be two different color schemes and various building materials to highlight the building elevations (Figures 3 and 4).

Given the unique site shape and building layout, the open space is meant to fill in the remaining spaces of the site to give residents open space outdoors. Common open space consists of 2,490 square feet. and private decks provide 3,234 square feet for a total of 5,724 square feet of common and private open space. The larger outdoor common area for this site features an event lawn, a shaded picnic and grilling area, and a social seating area. The smaller outdoor common area features a dog run that includes a large canopy tree with bench seating.

The project offers all-electric neighborhoods that include solar, smart technology, Energy Star appliances, dual-glazed windows with ultraviolet coatings, and water-efficient fixtures, all standard with each home.

Figure 3 North Elevation (facing existing residential)

Figure 4 Easterly Elevation (fronting Santa Clara Street)

The following project design considerations are also being proposed.

- Sixty-eight garage parking spaces, plus two guest spaces, including one accessible space.
- One common refuse and recycling enclosure is provided.
- Entry landscaping.
- Walkways with shade trees.
- Bike Rack- with up to seven bicycle parking.
- Decor screening panels in a wave pattern along Santa Clara Street with sculptural planning in the décor rock strip.
- Mailbox cluster.

Applications

The following applications are processed under the Notice of Exemption:

- TTM 24-0002 Vesting Tentative Tract Map No. 84530, creating one lot for Condominium Purposes and thirty-four condominium units.
- ADR 24-0010 Architecture Design Review to review the site layout and design.
- TRH 25-0001 Removal of Healthy Trees to remove two California live oaks.
- COD 25-0013 Certificate of Demolition to demolish the existing building, structures, parking lots, and landscaping.
- SB 330 – 25-0001 – Processing under Senate Bill 330.[4]

Density Bonus

A Density Bonus[5] to include four moderate-income units, with parking reduction, and six waivers are being requested for the project.

California Density Bonus Law mandates that a developer is entitled to the following benefits if it agrees to include a specific percentage of affordable housing units in a project:

- A density bonus to allow for additional units of up to 50% above the maximum under the zoning.
- "Incentives or concessions" to reduce the applicable development standards, including height limitations, setbacks, and other zoning code or architectural design requirements.
- "Waivers or reductions" of any development standards that physically preclude the construction of the project as designed.
- Significantly reduced parking ratios.

In determining the Density Bonus requests, the project was reviewed for compliance with the City's Zoning Code and Community Design Guidelines. As noted in the previous paragraph, the modifications, concessions, and waivers must be considered with objective standards, such as the Zoning Code. The only applicable standards are those "that involve no personal or subjective judgment by a public official and are uniformly verifiable by reference to an external and uniform benchmark or criteria available and knowable by both the development applicant or proponent and the public official prior to submittal.[6]

[4] Senate Bill (SB) 330, also known as the Housing Crisis Act of 2019 (HCA), was signed into law by Governor Newsom on October 9, 2019, and became effective January 1, 2020, which established a statewide housing emergency and added new regulations focused on the production and preservation of housing.
[5] Density Bonus Law, California Government Code Section 65915.
[6] Government Code Section 65913.4(a)(5).

Incentives, Concessions, and Waivers[7]

For a project providing 11.7% of the total units, exclusive of a manager's unit, for moderate-income holds, as defined by Section 50053 of the Health and Safety Code, a total of six waivers is requested, as shown in Table 1. No incentives or concessions are requested.

Table 1

Waivers	Required	Proposed
Parking Areas within the Front or Street Side Setbacks (AMC 9102.03.040.B)	20'-0"	0'-0"
Street Side Yard Setback – Santa Clara Street (AMC 9102.11.050)	10'-0"	1'-1"
Building Height Step-Back (AMC 9102.11.050)	3'-0" over 30' in building height	12'-0" step-back at 4th floor (30'-8")
Tandem Parking (AMC 9103.07.050.I.)	Maximum of 20% Tandem Garages	100% Tandem Garages as allowed under Density Bonus Law parking regulations
Rear Yard Setback (AMC 9102.11.050)	10'-0"	9'-8"
Interior Side Yard Setback (AMC 9102.11.050)	10'-0"	9'-6"

Demolition

The existing buildings, structures, parking lot, and landscaping are planned for demolition to make way for the condominium project.[8] Demolition would start in the second quarter of 2026.

II. EVALUATION OF CLASS 32 "INFILL" EXEMPTION

The proposed project qualifies for an exemption from the California Environmental Quality Act (CEQA) under Section 15332, Class 32 In-fill Development Project. The CEQA Guidelines list classes of projects that have been determined not to affect the environment significantly and, as a result, are exempt from review under CEQA.

The proposed project or its circumstances would not result in any exceptions identified in CEQA Guidelines, Section 15300.2. Among the classes of projects that are exempt from CEQA review are those projects that are specifically identified as urban "in-fill" development. CEQA Guidelines, Section 15332, defines in-fill development (Class 32 exemptions) as applying to projects meeting the following conditions:

- The project is consistent with the applicable general plan designation and all applicable general plan policies and applicable zoning designation and regulations.
- The proposed development occurs within city limits on a project site of no more than five (5) acres, substantially surrounded by urban uses.
- The project site has no value as habitat for endangered, rare, or threatened species.
- Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- The site can be adequately served by all required utilities and public services.

As a result, the project qualifies for a Categorical Exemption pursuant to the CEQA's requirements as an "in-fill development" within an urbanized area as detailed in this analysis.

[7] Government Code Section 65915 (d)(2).
[8] Demolition Plan (Appendix B).

A. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

The site is General Plan designated Commercial (50 du/ac & 0.5 FAR) with a Downtown Overlay (1.0 FAR).[9] The Commercial land use designation is intended to permit a wide range of commercial uses that serve both neighborhood and citywide markets. The designation allows a broad array of commercial enterprises, including restaurants, durable goods sales, food stores, lodging, professional offices, specialty shops, indoor and outdoor recreational facilities, and entertainment uses. For commercial uses, the Floor Area Ratio (FAR) is 0.5. In addition, the Commercial designation also allows for straight residential development at a minimum density of 30 dwelling units per acre and a maximum density of up to 50 dwelling units per acre if affordable housing units are provided. The Downtown Overlay is intended for mixed-use commercial and residential, to revitalize the area. The project has a density of 31.6 dwelling units per acre, and thus meets the requirements of the Commercial land use designation.

The site is zoned General Commercial (C-G) with a Residential Flex overlay.[10] The C-G Zone is consistent with the Commercial land use designation of the General Plan and is intended to provide areas for retail and service uses, offices, restaurants, public uses, and similar and compatible uses. The C-G zone may permit a wide range of retail, business, professional, and residential uses, provided that affordable units are included in accordance with the City's Density Bonus requirements.

The following Table 2 includes the existing land use, General Plan designation, and Zoning for the project site and surrounding parcels.

TABLE 2

	Land Use	General Plan	Zoning
Project Site	**Vacant Land**	**Commercial with Downtown Overlay (50 du/ac & 0.5 FAR)**	**General Commercial (C-G) with Downtown Overlay and Residential Flex Overlay (FR)**
North	Single Family Residential	Low-Density Residential	Second One Family (R-1)
South	Commercial and Open Space	Downtown Mixed Use and Open Space/Outdoor Recreation	Seabiscuit Pacific Specific Plan (SP-SP)
East	Commercial	Commercial	General Commercial (C-G) with Residential Flex Overlay (FR)
West	Commercial	Commercial with Downtown Overlay (50 du/ac & 0.5 FAR)	General Commercial (C-G) with Residential Flex Overlay (FR)

The project is consistent with the applicable general plan designation and all relevant general plan policies, as well as the applicable zoning designation and regulations. The City's General Plan land-use designation for the project site is Commercial (C), which provides for a variety of retail and service-oriented business activities, including both small and large-scale commercial development with retail, entertainment, and/or service uses. This designation allows for uses such as hotels, auto sales, auto repair, and auto repair-related uses. The General Commercial (C-G) Zone with Residential Flex overlay is consistent with the General Plan designations and the proposed condominium project. The project overall implements General Plan goals and policies by providing for high-density residential development on an underutilized infill property.

The project has been designed for consistency with the applicable Zoning designations and regulations, as wells as applicable the applicable General Plan Land Use designation and Housing Element to promote

[9] City of Arcadia General Plan November 2010 Figure LU-4: Land Use Policy Map.
[10] City of Arcadia Zoning Regulations and Map Updated February 6, 2024.

residential development in Arcadia specifically. The project has been designed to implement the following General Plan Goals and Policies.[11]

Goal LU-1: A balance of land uses that preserves Arcadia's status as a Community of Homes and a community of opportunity.

- *Policy LU-1.1: Promote new infill and redevelopment projects that are consistent with the City's land use and compatible with surrounding existing uses.*
- *Policy LU-1.2: Promote new uses of land that provide diverse economic, social, and cultural opportunities, and that reinforce the characteristics that make Arcadia a desirable place to live.*

The condominium project is consistent with Goal LU-1 and policies LU-1.1 and LU-1.2. It is a new infill project that will redevelop an underutilized property. It is consistent with the CG Zone, which includes a Residential Flex overlay and provides new housing that will include an affordable component to support the economic opportunities. The project architecture features a mix of craftsman and modernism designed to blend with surrounding properties.

Goal LU-4: High-quality and attractive multifamily residential neighborhoods that provide ownership and rental opportunities for people in all stages of life.

- *Policy LU-4.1: Require that new multifamily residential development be visually and functionally integrated and consistent in scale, mass, and character with structures in the surrounding neighborhood.*
- *Policy LU-4.2: Encourage residential development that enhances the visual character, quality, and uniqueness of the City's neighborhoods and districts.*
- *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-4.5: Provide amenities that make a multifamily development a fully functional residential community.*
- *Policy LU-4.6: Encourage multifamily projects built with quality materials that will physically endure and provide a positive long-term living environment for residents.*
- *Policy LU-4.7: Arrange multifamily buildings on a site to meet the following criteria:*
    - *Provide interest to the "street scene" within the development and give as open a feel as possible to the site.*
    - *Create a sense of place by relating buildings to each other and to adjacent open space.*
    - *Provide a variety of open spaces of different sizes and shapes that perform different functions on the site, including contiguous areas large enough to be used for both active and passive recreation.*
    - *Separate balconies and patios on adjacent buildings from one another to increase the privacy of these spaces.*

The condominium project is consistent with the above Goal and Policies in that the project is a high-quality multi-family project that provides ownership opportunities, including four moderate-income units. Its architecture is mix of craftsman and modernism, designed to blend with surrounding properties, with enhanced features facing the single-family residential to the north and both street frontages. It also includes a high-quality design consistent with surrounding buildings and includes private open space. Private open spaces in the form of balconies are provided. Given the unique triangular shape or the site, common areas are provided on the along Santa Clara Street, with an event lawn, shaded picnic and grilling area. A dog run is also provided. These amenities make a functional residential community and enhance the visual streetscape with landscaped area, with the buildings as a backdrop.

[11] City of Arcadia General Plan November 2010 Section 2 Land Use and Community Design Element

Goal LU-6: Attractive and vibrant commercial corridors that provide for the retail, commercial, and office needs of Arcadia with expanded opportunities for mixed-use 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-6.6: Develop landscaping that is compatible with the City's water efficient landscape ordinance and façade standards for commercial properties, and require all new development to adhere to them. Encourage the improvement of rundown buildings by offering entitlement incentives.
- Policy LU-6.11: Provide mature street trees, continuous landscaping (that includes drought-tolerant plants), and pedestrian amenities along corridors and within districts to create a more visually pleasing and cohesive streetscape.
- Policy LU-6.12: Create pedestrian connections along corridors and districts that link surrounding neighborhoods and provide a more pedestrian-friendly atmosphere.
- Policy LU-6.14: Provide opportunities for high density residential development providing affordable housing units in a commercial zone that will serve as a catalyst for other types of development in the surrounding area.

The condominium project is consistent with the above Goal and Policies, as it introduces a multi-family product in the commercial corridors, promoting mixed-use development. Parking is proposed internally, leaving the buildings to be the primary visual feature from the surrounding streets. Landscaping is provided along the corridors and sidewalks promote a pedestrian-friendly atmosphere. Four moderate-income units are provided within the project to promote affordable housing opportunities.

Goal LU-10: A thriving Downtown, with healthy commercial areas supported by highquality, residential uses and supportive of the Metro station.

- Policy LU-10.1: Provide diverse housing, employment, and cultural opportunities in Downtown, with an emphasis on compact, mixed-use, transit- and pedestrian-oriented development patterns that are appropriate to the core of the City.

- Policy LU-10.12: Encourage architecture that uses quality, lasting building materials; provides building scale that relates to intimate nature of Downtown; and applies a unified theme.

The condominium project is consistent with the above Goal and Policies in that it provides high quality residential development that includes multi-family market rate and affordable moderate-income units. It is located at the intersection of thoroughfares that are in proximity to commercial uses and transit. The architecture is a mix of craftsman and modernism and contains multiple stories, blending well with the surrounding residential and commercial uses.

Rail services are provided to the City of Arcadia by the LA Metro "A" Line, which connects Downtown Long Beach, Downtown Los Angeles, and the City of Azusa. The "A" Line stops at the Arcadia Train Station located within a one-half mile radius of the proposed project site.[12]

Overall, the project is consistent with the applicable General Plan land use designation, goals, and policies, and the applicable Zoning designations and regulations.

.

[12] Arcadia Site Traffic Impact Analysis, prepared by TJW Engineering, Inc., dated November 5, 2025 (Appendix F).

B. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

CEQA, Section 21072, defines a qualified urban use as "any residential, commercial, public institutional, transit, or transportation passenger facility, or retail use, or any combination of those uses." The project qualifies in that it is located on a site within City limits that is no more than five (5) acres in size and substantially surrounded by urban uses. The 1.168-acre site is an "in-fill" property in the downtown area of Arcadia. It is surrounded by urban uses and an open space recreational area, which serves the residential community. Demolition of the existing structures will advance the redevelopment of the site.

C. The project site has no value as habitat for endangered, rare or threatened species.

The project site is fully developed and located within an urbanized area within the City of Arcadia and is substantially surrounded by urban land uses.[13] [14] The parking lot, a building, and structures occupy approximately 75% of the property, with landscaping on the remainder. The landscaping includes a variety of trees and an urban landscape with medium and large shrubs, and non-native grasses. There are no riparian habitats or wetlands on the site, nor a wildlife corridor. Due to the built area and limited urban landscaping, the project site has no value as habitat for endangered, rare, or threatened species.[15]

Standard Conditions (SC) are those requirements applied to the project by the City or other governing agency under Federal, State, or local law and are not considered unique mitigation under CEQA. There are trees located on the project site. The City's General Plan includes provisions for a bird survey pursuant to the Migratory Bird Treaty Act, and the Standard Condition of Approval is included below:

SC BIO 1 (General Plan SC 4.4-1): A qualified biologist shall conduct nesting bird surveys in areas with suitable habitat prior to all construction or site preparation activities that would occur during the nesting and breeding season of native bird species (typically March 1 through August 15). The survey area shall include all potential bird nesting areas within 200 feet of any disturbance. The survey shall be conducted no more than three days prior to commencement of activities (i.e., grubbing or grading). If active nests of bird species protected by the MBTA and/or the California Fish and Game Code (which, together, apply to all native nesting bird species) are present in the impact area or within 200 feet of the impact area, a temporary buffer fence shall be erected a minimum of 200 feet around the nest site. This temporary buffer may be greater or lesser depending on the bird species and type of disturbance, as determined by the biologist and/or applicable regulatory agency permits. Clearing and/or construction within temporarily fenced areas shall be postponed or halted until juveniles have fledged and there is no evidence of a second nesting attempt. The biologist shall serve as a construction monitor during those periods when disturbance activities will occur near active nest areas to ensure that no inadvertent impacts on these nests will occur.[16]

Although not relevant to the project's compliance with 15332(c), the City of Arcadia has a Tree Preservation Ordinance. A tree survey was completed by Senna Tree Company.[17] Two existing live oak trees are adjacent to the project site, under high-tension wires. These are proposed to be removed as part of the project. An arborist was retained to evaluate the two live oak trees further. Arborist Jim Borer Review[18]) evaluated the trees and concurred with Senna Tree Company that it would be difficult to successfully relocate the trees due to their location under the high-tension wires. Replacing the species onsite was determined not ideal, due to the mature canopy width; however, other non-native species may be considered.

[13] Google Maps accessed October 15, 2025.
[14] City of Arcadia General Plan, November 2010, Chapter 2 Land Use and Community Design
[15] City of Arcadia General Plan, November 2010 Certified Environmental Impact Report Section 4.4 Biological Resources
[16] City of Arcadia General Plan, November 2010 Certified Environmental Impact Report Section 4.4 Biological Resources Section 4.4.6 Standard Conditions.
[17] Senna Tree Review, Email dated September 26, 2024 (Appendix C).
[18] Oak Tree Conservation Issues Letter by Mim Borere, dated August 25, 2025

D. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

Traffic

A Vehicle Miles Traveled (VMT) Screening Analysis was prepared by TJW Engineering, dated October 29, 2025 (Appendix E). An Acadia Site Traffic Impact Analysis (TIA) was also prepared by TJW Engineering, dated November 5, 2025, dated November 5, 2025. Both studies were used to prepare this section and are referenced throughout.

CEQA Analysis of Thresholds

Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

The VMT and TIA have been prepared in coordination with the City of Arcadia via a scoping agreement[19] and follow the City of Arcadia General Plan November 2010 and the City of Arcadia Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment August 2020. The project does not conflict with a program, plan, ordinance, or policy outlined above. The project will benefit from and may utilize the circulation system facilities, including rail, bus, and bicycle lanes.

Rail services are provided to the City of Arcadia by the LA Metro "A" Line, which connects Downtown Long Beach, Downtown Los Angeles, and the City of Azusa. The "A" Line stops at the Arcadia Train Station located within a one-half mile radius of the proposed project site.[20]

Bus services are provided to the City of Arcadia by both the Arcadia Transit Agency, which operates throughout the City of Arcadia, and LA Metro, which operates throughout Los Angeles County. The Arcadia Transit Green and Blue Lines and LA Metro Lines 179 and 287 all utilize bus stops within a one-half mile radius of the proposed project site, including stops at the Arcadia Train Station. The Green Line connects Downtown Arcadia, the Santa Anita Race Track, City Police Station, City Hall, The Shops at Santa Anita, and the Los Angeles Arboretum. The Blue Line travels through the western and southern City limits. Line 179 connects with the Rose Hill Transit Station. Line 287 connects with the City of El Monte.[21]

Currently, Class II bicycle lanes are marked on Santa Clara Street and the northbound one-way leg of Huntington Drive. There are paved sidewalks along both Santa Clara Street and Huntington Drive in the study area.

a) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

Senate Bill (SB) 743 was adopted in 2013, requiring the Governor's Office of Planning and Research (OPR) to identify new metrics for identifying and mitigating transportation impacts within the California Environmental Quality Act (CEQA). For land use projects, OPR has identified Vehicle Miles Traveled (VMT) as the new metric for transportation analysis under CEQA. The regulatory changes to the CEQA guidelines that implement SB 743 were approved on December 28, 2018, with an implementation date of July 1, 2020, as the new metric.

The City of Arcadia Transportation Study Guidelines for Vehicle Miles Traveled (VMT) and Level of Service (LOS) Assessment provides screening criteria and requirements for VMT assessment of land use projects. The guideline states three screening methods, with the first being the Transit Priority Area (TPA) Screening. This screening method indicates projects located within a TPA may be presumed to have a less than significant impact on VMT. The web-based San Gabriel Valley Council of Governments (SGVCOG) VMT Evaluation Tool was utilized to evaluate the proposed project. The VMT Tool determined that the proposed

[19] Traffic Impact Analysis by TJW Engineering Appendix B Scoping Agreement (Appendix F)
[20] Traffic Impact Analysis by TJW Engineering Appendix B LA Metro Lines (Appendix F)
[21] Traffic Impact Analysis by TJW Engineering Appendix B Bus Lines (Appendix F)

project is located within a TPA.[22] The additional criteria for this screening method also includes not having a Floor Area Ratio (FAR) of less than 0.75, containing more parking for use by residents of the project than required by the City, is inconsistent with the Southern California Sustainable Communities Strategy (SCS), and will not replace affordable residential units with a smaller number of moderate or high-income residential units. The proposed project does not have a Floor Area Ratio (FAR) of less than 0.75 and does not contain more parking than required by the City. Additionally, the proposed project is consistent with the Connect SoCal 2024 Sustainable Communities Strategy and will not replace affordable residential units with a smaller number of moderate or high-income residential units. Further, there are surrounding transit facilities in the vicinity of the project.[23] Therefore, the project can be presumed to have a less than significant impact on VMT with the Transit Priority Area screening method.

The second screening method stated in the City guidelines is the Low VMT Area Screening. This screening method indicates projects located within a low VMT-generating area may be presumed to have a less than significant impact on VMT. The web-based SGVCOG) VMT Evaluation Tool was utilized to compare the project-generated VMT to the VMT baseline and the threshold of 15% below the baseline.[24] The SCVCOG VMT tool determined that the project is located within a low VMT area and meets the threshold criteria of 15% below the baseline and, therefore, can be presumed to have a less than significant impact on VMT.

The third screening method is Project Type Screening. The City guidelines contain a list of project types that would be identified as having a less than significant impact on VMT. The proposed project does not screen with this screening method, as it contains 34 multifamily dwelling units, while the list shows that projects under 16 multifamily housing units would be considered less than significant.

b) Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?

The project will not substantially increase hazards due to a geometric design feature. The site is located at the corner of Huntington Drive and Santa Clara Street, with a driveway on each street. The driveways are right-in/right-out. Both driveways have clear and unobstructed distances that allow complete turning movements with minimal difficulty. To ensure that vehicles traveling north along Santa Clara are prohibited from turning left into the site, the project driveway will include delineators in the shape of a pork chop, as shown in Figure 5.

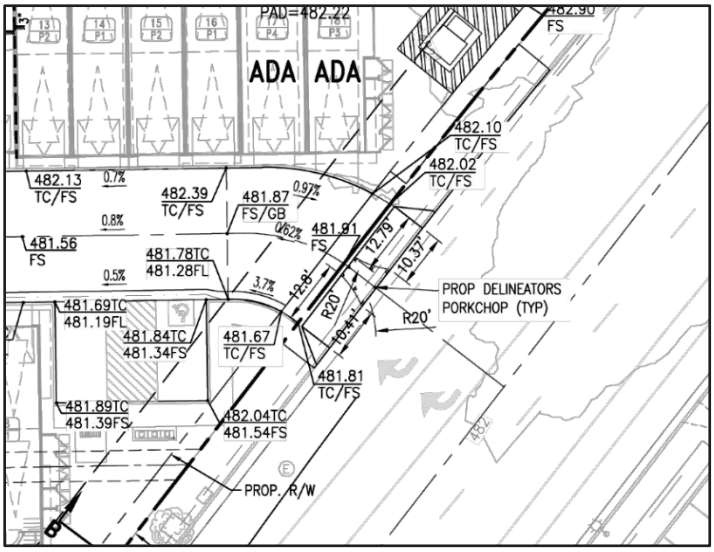


Figure 5

[22] VMT Screening Analysis prepared by TJW Engineers Inc., SGVCOG VMT Evaluation Tool Report Appendix A (App. E)
[23] VMT Screening Analysis prepared by TJW Engineers Inc., Appendix A (Appendix E)
[24] Ibid.

A corner sight distance analysis has been prepared based on applicable Highway Design Manual (HDM) and California Manual on Uniform Traffic Control Devices (MUTCD) standards for corner sight distance analysis. Topic 405.1 of the HDM discusses corner sight distance. Corner sight distance refers to the area of the roadway that will allow the stopped vehicle to turn into the appropriate lane on the road. In accordance with the HDM, the minimum corner sight distance equation, $1.47V_mT_g$ with V_m representing the design speed in miles per hour (mph) of the major road and T_g representing the time gap in seconds for the minor road vehicles, is used. Table 3 is the HDM Table 405.1A, which shows the minimum corner sight distance time gap for an unsignalized intersection.

Table 3

Table 405.1A **Corner Site Distance Time Gap (Tg) for Unsignalized Intersection**		
Design Vehicle	**Left-turn from Stop (seconds)**	**Right-turn from Stop & Crossing Maneuver (seconds)**
Passenger Car Private Road Intersection Rural Driveway	7.5	6.5
Single-Unit Truck Public Road Intersection	9..5	8.5
Combination Truck Major and Minor Roads on Routes: National Network Terminal or Service Access California Legal KpRA Advisory	11.5	10.5

Source: Highway Design Manual on Intersection Design Standards (July 1, 2020)

As shown in the above Table 3, the design vehicle of a passenger car utilizes 7.5 seconds for a left turn from a stop and 6.5 seconds for a right turn from a stop. These time gaps and the 35 mph speed limit on both Santa Clara Street and Huntington Drive were used with the minimum corner sight distance equation to determine a 335-foot corner sight distance for right turns.[25]

Two garages, one on Huntington Drive and the other on Santa Clara Street, were evaluated due to their proximity to the roads. Access to both garages is determined to be sufficient as described below:

> A template displaying navigation by passenger vehicle entering the project parking lot at Project Driveway #1 on Santa Clara Street was generated to demonstrate the sufficiency of space to maneuver to Unit 18, the unit closest to Driveway #1. The template also displays navigation by passenger vehicles entering the project parking lot at Project Driveway #2 on Huntington Drive, demonstrating the sufficiency of space to maneuver to Unit 34, the unit closest to Driveway #2. A standard "P" Passenger Car of 19 feet in length was used for the template.[26]

Based on the CEQA Analysis of Thresholds, no significant transportation impact would occur from implementation of the proposed project.

c) *Result in inadequate emergency access?*

The project will not result in emergency access, as fire access is provided through the site, as shown on the Preliminary Fire Access and Hydrant Plan.[27]

[25] Traffic Impact Analysis by TJW Engineering, TIA Exhibit 7 shows the corner sight distances for both project driveways. (Appendix E)
[26] Traffic Impact Analysis by TJW Engineering, Templates prepared are shown in Exhibit 8 (Appendix E)
[27] Appendix J Vesting Tentative Tract Map No. 84530 Plans Page 5

Noise

A Noise Study was prepared for the project by MD Acoustics, dated November 7, 2025 (Appendix G). The Noise Study is used as a reference throughout this section.

Noise Measurements

Noise measurements are taken to determine the existing noise levels. A noise receiver or receptor is any location in the noise analysis in which noise might produce an impact. The following criteria are used to select measurement locations and receptors:

- Locations expected to receive the highest noise impacts, such as the first row of houses
- Locations that are acoustically representative and equivalent to the area of concern
- Human land usage
- Sites clear of major obstruction and contamination

MD conducted the sound level measurements in accordance with the City of Arcadia, which is similar to CalTrans technical noise specifications. All measurements equipment meets the American National Standards Institute (ANSI) specifications for sound level meters (S1 4-1983 identified in Chapter 19.68.020.AA)The following gives a brief description of the Caltrans Technical Noise Supplement procedures for sound level measurements:

- Microphones for sound level meters were placed 5 feet above the ground for all measurements
- Sound level meters were calibrated (Larson Davis CAL 200) before and after each measurement
- Following the calibration of the equipment, a windscreen was placed over the microphone
- Frequency weighting was set on “A” and slow response
- Results of the long-term noise measurements were recorded on field data sheets
- During any short-term noise measurements, any noise contaminations such as barking dogs, local traffic, lawnmowers, or aircraft flyovers were noted
- Temperature and sky conditions were observed and documented

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with each of the uses proposed. The closest sensitive receptors are the residential homes located to the north of the project site. The project area is a mix of residential and commercial uses. Thus, the most common and primary sources of noise in the project’s vicinity are motor vehicles (e.g., automobiles and trucks) on Huntington Drive and Santa Clara Street.

To gather data on the general noise environment at the project site, two long-term (24-hour measurement) noise monitoring locations were selected based on distance from Huntington Drive and Santa Clara Street to the nearest sensitive on-site Long-term noise measurements were conducted near the corner portions of the project site, as shown in Figure 5.

Figure 5 Noise Measurement Locations

One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level).

The data presented in the report indicates that ambient noise levels in the project vicinity range between 52 and 73 dBA Leq. The overall CNEL was up to 68 dBA CNEL. The quietest daytime level of 61 dBA Leq occurred at 9:00 p.m. The quietest nighttime level of 50 dBA Leq and 52 dBA Leq occurred at 2:00 a.m. The field data indicate that traffic along Huntington Drive and Santa Clara Street is the dominant noise source.

CEQA Analysis of Thresholds

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Future Exterior Noise

The Noise Study analyzes future noise impacts to and from the project and compares the results to the City's Noise Standards. The analysis details the estimated exterior noise levels associated with traffic from adjacent roadway sources.

Onsite Traffic Noise

Traffic noise from the local roadway network was evaluated and compared to the City's Exterior Noise Standard. Per the City's Exterior Noise Standard (Table N-2 from the City's General Plan, Noise Element), the residential noise limit is 65 dBA CNEL. This limit applies to outdoor usable areas. . There are two outdoor areas, a common area near buildings 2 and 3, and an outdoor activity area near building 1, that are located on the project site. The recreational common area space is 80 feet away from the centerline of Huntington Drive and 45 feet away from the centerline of Santa Clara Street. The outdoor activity area to the north is 265 feet from the centerline of Huntington Drive and 45 feet from the centerline of Santa Clara Street. Huntington Drive and Santa Clara Street will be the main sources of noise impacting the project site. The planned residential building (Unit 34 per the site plan) will be approximately 45 feet tall and will provide acoustical shielding from Huntington Drive to the outdoor common area. Without shielding, the level at the recreational area would be 67 dBA CNEL. The shielding of Unit 34 is expected to reduce the level by 3 dB. Thus, the common open area will be approximately 64 dBA CNEL. The outdoor activity area is in the northeastern corner of the project site, approximately 265 feet from the centerline of Huntington Drive, and will be partially shielded from road noise by Unit 18. The noise level at the outdoor activity area will be lower than the noise level at the common area and thus will be less than 65 dBA CNEL. Without shielding, the level at the recreational area is 67 dBA CNEL. The shielding of Unit 34 is expected to reduce the level by 3 dB. Thus, the open area will be approximately 60 dBA CNEL. The common open area will be approximately 65 dBA due to traffic noise combined from Huntington Drive and Santa Clara Street, and the exterior noise level will meet the City's residential noise limit of 65 dBA CNEL. The impact of on-site traffic noise is less than significant.

Off-Site Traffic Noise

Traffic noise along Huntington Drive and Santa Clara Street are the main sources of noise impacting the project site and the surrounding area. Huntington Drive is expected to have an opening year ADT of 24,200 and Santa Clara Street is expected to have an opening year ADT of 11,600. The projected ADT in the opening year is 24,406 for Huntington Drive and 11,623 for Santa Clara Street, according to the traffic impact analysis prepared by TJW Engineering. It takes a change of 3 dB or more to hear an audible difference, which would occur with a doubling of traffic. The project is not anticipated to increase the existing noise level due to an increase in traffic. Therefore, the impact is less than significant.

Operational Noise

On-site operational noise includes two transformers and HVAC. All HVAC equipment is located on the rooftops and will be blocked by a parapet wall with a minimum height of 36 inches. Each living unit is assumed to have two 3-ton Heating, Ventilation, and Air Conditioning (HVAC) unit that is operational 24 hours a day. Equipment will be at least 14 feet away and an average of 150 feet away from the adjacent residences to the north. The maximum sound power level from a single unit is 73 dBA. At 150 feet away, the sound pressure level from all 68 operating HVAC units is estimated to be 51 dBA. The parapet will provide a 6 dB reduction. The maximum HVAC sound level at the residential receivers to the north will be up to 45 dBA and will therefore meet the residential nighttime limit of 50 dBA Leq.

The transformers will be as close as 42 feet to the nearest residential property to the north. Per ANSI and NEMA requirements for transformer noise, small transformers must be no louder than 40 dBA at 8 feet. Assuming ANSI and NEMA requirements will be met, the maximum noise due to the transformers is 33 dBA at the residences to the north.

Total on-site operations assume that all HVAC equipment and transformers will be running 24 hours a day. With this assumption, the total operational noise will be 45 dBA Leq. This will meet the residential nighttime limit of 50 dBA Leq. Thus, noise due to project operations is less than significant.

Future Interior Noise Levels

The future interior noise level was calculated for the sensitive receptor locations using a typical "windows open" and "windows closed" condition. A "windows open" condition assumes 12 dBA of noise attenuation from the exterior noise level. A "windows closed" condition assumes 20 dBA of noise attenuation from the exterior noise level. The Noise Study provides further detail in Table 4, which indicates the first and second-floor interior noise levels for the project site. The interior noise level will be up to 60 dBA CNEL with the windows open and up to 45 dBA CNEL with the windows closed.

To meet the City's interior 45 dBA CNEL standard, a "windows closed" condition is required. The windows and sliding glass doors directly facing Huntington Drive will require a minimum Sound Transmission Class (STC) rating of 27 for the 1st, 2nd, and 3rd floors. The standard window for this project is anticipated to be STC 27, and therefore, all other windows on-site will meet the 45 dBA CNEL interior requirements with standard windows with a "windows closed" condition. A "windows closed" condition simply means that in order to achieve a 45 dBA CNEL interior noise level, the windows must be closed and does not mean the windows must be fixed.

Construction Noise Impact

The degree of construction noise may vary for different areas of the project site and vary depending on the construction activities. Noise levels associated with the construction will vary with the different phases of construction. The construction noise level projections are provided in the sections below.

Construction is anticipated to occur during the permissible hours according to the City's Municipal Code. Construction noise is considered a short-term impact and would be considered significant if construction activities are taken outside the allowable times (7:00 a.m. to 6:00 p.m. on weekdays, 8:00 a.m. to 5:00 p.m. on Saturdays, and at no time on Sundays and Federal holidays) as described in the City's Municipal Code (Section 4261). Construction noise will have a temporary or periodic increase in the ambient noise level above the existing, within the project vicinity.

Sensitive land uses surrounding the site include existing residential uses to the north. These uses are an average of 150 feet away from construction activities and as close as 5 feet from construction activities. There is also a commercial building as close as 5 feet away from construction activities. CalEEMod methodology was utilized to determine the construction equipment. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. A likely worst-case construction noise scenario assumes equipment operating as close as 5 feet and an average of 150 feet from the nearest sensitive receptor, and 5 feet away from the nearest commercial building. Leq levels represent the average construction noise level during each phase.

Construction noise will range from 61 to 75 dBA Leq and 93 to 105 dBA Lmax at the nearest sensitive receptors. Ambient noise at the project site ranges from 52 to 73 dBA. Construction will occur during the permissible hours. Therefore, the impact is considered less than significant.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Construction activities have the potential to expose people to excessive ground-borne vibration or ground-borne noise. The construction of the proposed project would not require the use of equipment such as pile drivers, which are known to generate substantial construction vibration levels. The primary vibration source during construction may be from a small bulldozer.

At a distance of 5 feet, the nearest existing building to construction activities, small bulldozer would yield a worst-case 0.018 peak particle velocity (PPV) (in/sec), which is below the PPV (in/sec) threshold for older residential structures. Therefore, excessive ground-borne vibration would not be generated. Vibration levels from the project construction would be less than the thresholds of annoyance and potential for structural damage. Operationally, the proposed Project would not result in any sources of vibration. Therefore, the impacts would be less than significant

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Public and private airports, as well as private airstrips, have the potential to expose people residing or working in the Project area to excessive noise. The closest airport to the Project site is San Gabriel Valley Airport, located approximately 3.37 miles away.[28] No private airstrips are located within the broader vicinity of the Project site.[29] Therefore, the impacts associated with public and private airports would be less than significant, and no impacts would occur from a private airstrip.

Air Quality

An Air Quality Impact Study (Air Quality Study) was prepared for the project by MD Acoustics, November 7, 2025 (Appendix H). This report was used for reference throughout this section.

This Air Quality Impact Study was prepared to evaluate whether the estimated criteria pollutants generated from the project would cause a significant impact to the air resources in the project area. This assessment was conducted within the context of the California Environmental Quality Act (CEQA, California Public Resources Code Sections 21000, et seq.). The assessment is consistent with the methodology and emission factors endorsed by the South Coast Air Quality Management District (SCAQMD), California Air Resources Board (CARB), and the United States Environmental Protection Agency (US EPA).

Construction Source Emissions

Project construction-source emissions would not exceed applicable regional thresholds of significance established by the SCAQMD. For localized emissions, the project will not exceed applicable Localized Significance Thresholds (LSTs) established by the SCAQMD.

Project construction-source emissions would not conflict with the Basin Air Quality Management Plan (AQMP). As discussed herein, the project will comply with all applicable SCAQMD construction-source emission reduction rules and guidelines. Project construction source emissions would not cause or substantively contribute to violation of the California Ambient Air Quality Standards (CAAQS) or National Ambient Air Quality Standards (NAAQS).

Established requirements addressing construction equipment operations, and construction material use, storage, and disposal requirements act to minimize odor impacts that may result from construction activities. Moreover, construction-source odor emissions would be temporary, short-term, and intermittent in

[28] Google Earth Airport locations reviewed and confirmed on October 15, 2025.
[29] AirNav.com reviewed and confirmed for private airports on October 15. 2025.

nature and would not result in persistent impacts that would affect substantial numbers of people. Potential construction-source odor impacts are therefore considered less-than-significant.

Operational Source Emissions

The project's operational-sourced emissions would not exceed applicable regional thresholds of significance established by the SCAQMD. Project operational-source emissions would not result in or cause a significant localized air quality impact, as discussed in the Operations Related Local Air Quality Impacts section of this report. Additionally, project-related traffic will not cause or result in Carbon Monoxide (CO) concentrations exceeding applicable State and/or Federal standards (CO "hotspots). Project operational-source emissions would therefore not adversely affect sensitive receptors within the vicinity of the project.

Project operational-source emissions would not conflict with the Basin Air Quality Management Plan. The project's emissions meet SCAQMD regional thresholds and will not result in a significant cumulative impact. The project does not propose any such uses or activities that would result in potentially significant operational-source odor impacts. Potential operational-source odor impacts are therefore considered less than significant.

CEQA Analysis of Thresholds

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

(a) Conflict with or obstruct implementation of the applicable air quality plan?

The project site is located within the City of Los Arcadia, which is located within the South Coast Air Basin (SoCAB or Basin) that includes all of Orange County as well as the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The South Coast Air Basin is located on a coastal plain with connecting broad valleys and low hills to the east. Regionally, the South Coast Air Basin is bounded by the Pacific Ocean to the southwest and high mountains to the east forming the inland perimeter.

The agency for air pollution control for the South Coast Air Basin (basin) is the South Coast Air Quality Management District (SCAQMD). SCAQMD is responsible for controlling emissions primarily from stationary sources. SCAQMD maintains air quality monitoring stations throughout the basin. SCAQMD, in coordination with the Southern California Association of Governments, is also responsible for developing, updating, and implementing the Air Quality Management Plan (AQMP) for the basin. An AQMP is a plan prepared and implemented by an air pollution district for a county or region designated as nonattainment of the Federal and/or California ambient air quality standards.

The California Environmental Quality Act (CEQA) requires a discussion of any inconsistencies between a proposed project and applicable General Plans and Regional Plans (CEQA Guidelines Section 15125). The SCAQMD CEQA Handbook identifies two key indicators of consistency:

(1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

(2) Whether the project will exceed the assumptions in the AQMP in 2022 or increments based on the year of project buildout and phase.

Both of these criteria are evaluated in the following sections.

A. Criterion 1 - Increase in the Frequency or Severity of Violations
Based on the air quality modeling analysis contained in this Air Analysis, short-term construction impacts and operational impacts will not result in significant impacts based on the SCAQMD regional and

local thresholds of significance. This Air Analysis also found that long-term operations impacts will not result in significant impacts based on the SCAQMD local and regional thresholds of significance. Therefore, the proposed project is not projected to contribute to the exceedance of any air pollutant concentration standards and is found to be consistent with the AQMP for the first criterion.

B. Criterion 2 - Exceed Assumptions in the AQMP?
Consistency with the AQMP assumptions is determined by performing an analysis of the proposed project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the proposed project are based on the same forecasts as the AQMP. The 2024-2050 Regional Transportation/Sustainable Communities Strategy, prepared by SCAG, 2024, includes chapters on: the challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond directly to Federal and State requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA. For this project, the City of Arcadia Land Use Plans define the assumptions that are represented in the AQMP.

The site has a current General Plan land use classification of Commercial, which allows for residential uses with densities between 30 and 50 dwelling units per acre. The proposed use is residential with approximately 31.6 dwelling units per acre and therefore is considered less than significant.

(c) Expose sensitive receptors to substantial pollutant concentrations?

The Project would not exceed regional or localized construction or operational emissions thresholds set by the SCAQMD, as shown in Tables 7 through 10 of the Air Quality report, and would therefore have a less than significant impact on sensitive receptors.

(d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Potential sources that may emit odors during the ongoing operations of the proposed project would include odor emissions from the trash storage areas and vehicle emissions. Due to the distance of the nearest receptors from the project site and through compliance with SCAQMD's Rule 402, a less than significant impact related to odors would occur during the ongoing operations of the proposed project.

Water Quality

A Preliminary Low Impact Development (LID) Plan, dated September 2024 (Appendix I), and a Preliminary Hydrology and Hydraulics Study, dated August 2024 (Appendix J), were prepared by C&V Consulting. The Reports were used and referenced throughout this section.

The existing site is generally level and fully improved with a building, a detached drive-through, parking lot paving, curbs, and landscaping. Demolition of the improvements would not substantially change the amount of impervious surface. The proposed 1.168-acre (1.08 net acre) site will generate a Storm Water Quality Design Volume (SWQDv) of approximately 3,096 cubic feet (cf). Stormwater runoff will be collected and conveyed to a Maxwell IV Drywell Infiltration and 60 inch detention system that has a storage capacity of approximately 3,377.52 cf and provides 3,364.78 cf of infiltrated volume over 48 hours. The Infiltration/Storage System, as designed, will provide more than enough treatment and storage capacity for the site.

Proposed site drainage will be captured by two (2) curb inlet catch basins and conveyed via proposed underground storm drain to a Maxwell IV Drywell and detention systems to promote subsurface infiltration of the entire Storm Water Quality Design Volume (SWQDv). The Drywell Infiltration System has been designed to capture 100% of the SWQDv and infiltrate that volume over a maximum drawdown time of 96 hours. The drywell infiltration system will be installed within the proposed drive aisle. Drainage from roof-tops and landscape areas will be collected through area drains and piped to the drywell. Runoff from these areas is pretreated through landscaping. Street runoff will be collected via a proposed curb inlet catch basin and conveyed to the drywell.

Once the system has reached capacity, stormwater runoff will overflow towards the catch basin near the southern site entrance/exit and out to West Huntington Drive via a proposed parkway drain. In an event where the proposed parkway drain becomes clogged, stormwater will pond at the proposed onsite sump areas, and excess stormwater will top over the grade break at the site entrance/exit and flow into West Huntington Drive. Upon entering W. Huntington Drive, site runoff will follow the existing drainage path to San Pedro Bay/ Pacific Ocean.

The results from the hydrology and hydraulics study utilizing methods provided by Los Angeles County demonstrate that the proposed condition of the site matches the existing condition. This is primarily due to the similarities in the site conditions between the existing and proposed. Though the site imperviousness increases in the proposed condition, so does the hydrologic flow path which in turn reduces any increase in the flow path caused by the higher imperviousness.

The project is not expected to create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

CEQA Analysis of Thresholds

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Best Management Construction Practices (BMPs) would be implemented in compliance during construction pursuant to the California State Water Resources Control Water Quality Order No. 99-08-DEQ (General Construction Permit, through preparation of a Storm Water Pollution Protection Plan (SWPPP). Through the implementation of BMS and the SWPPP, the potential polluted runoff associated with construction activities would be minimized. Compliance with these regulations would ensure no significantly impacts to water quality during construction.

Therefore, the development would have a less than significant effect on any water quality standards or water discharge requirements.

E. The site can be adequately served by all required utilities and public services.

The project will be served by the City of Arcadia Utilities Department.

The project will connect to the existing City 12-inch water main in the intersection of Huntington Drive and Santa Clara Street, and the sewer connection will be to an 8-inch line in Huntington Drive. As previously noted, the project site has existing buildings and water service connections. Preliminary utility plans were reviewed by the City engineering department, and the plans show the connections to the water main and domestic meter locations and are on file with the City.

Electricity is provided by Southern California Edison. As previously noted, the project site has existing buildings and electrical services. Connections are planned to be made at existing locations along Huntington Drive and Santa Clara Street.

Telephone service is provided by AT&T, and cable service is provided by Time Warner Cable. Solid waste is provided through Waste Management.

The project has been reviewed by the Fire Department, and appropriate fire protection can be provided with the implementation of the required building/site design features. Appropriate fire flow will be provided to the project site with the installation of one on-site fire hydrant.

The addition of 34 homes, with an increase of 95 residents, would not exceed the growth projections for the City of Arcadia, as the impacts were analyzed in the City of Arcadia General Plan. Police, Fire, and Park demand were also included in that analysis.[30]

Therefore project can be adequately served by utilities and public services, and the construction and operation of the project would be less than significant.

III. Consideration of Exceptions

A. Location

Not applicable to Class 32 exemption. The site is in a fully urban setting and not located in a "particularly sensitive environment" (State CEQA Guidelines Section 15300.2[a]).

B. Cumulative Impact

All resource topics associated with the project have been analyzed and were found to pose no significant impact. A development project list was provided by the City. Eighteen potential projects are located within a one-mile radius of the project site. Most projects are commercial/industrial, or residential, with fewer than ten units. Seven of the projects are larger-scale, multi-family residential and mixed-use developments with multiple stories. The projects were considered during the review of the project. The following Table outlines the project locations, status, and distance from the proposed project site.

Table 4

Location	Cumulative Project Location	Status	Distance from Proposed Project (Feet)
1	Hilton Hotel 123 W Huntington	Built	175
2	Hilton Tempo 181 Colorado	Entitled	250
3	Arcadia Town Center	Entitled	900
4	The Alexan Mixed Use 150 N Santa Anita Avenue	Under Construction	1,500
5	205 North Santa Anita	Planning Review	1,000
6	The Alexan Arroyo 325 North Santa Anita Avenue	Entitled	1,500
7	33 East Colorado	Planning Review	2,500
8	36-42 East Colorado	Planning Review	2,300
9	142 La Porte	Entitled	2,800
10	150 La Porte Warehouse	Entitled	2,900
11	Huntington Plaza 117 -129 E Huntington Drive and 124, 126, 136 E Wheeler Ave	In Plan Check	2,500

[30] City of Arcadia General Plan 2010 Public Services Section (Chapter 4.13).

Location	Cumulative Project Location	Status	Distance from Proposed Project (Feet)
12	Derby Mixed Use 233 and 301 East Huntington Drive	Entitled	3,500
13	306 California	In Plan Check	4,000
14	158 California	Planning Review	3,300
15	314-326 South 2nd Street	Planning Review	3.600
16	157 Genoa	Planning Review	4,400
17	214 Genoa	Planning Review	4,400
18	25 East Duarte	In Plan Check	4,000

The residential use was envisioned and analyzed in the City's General Plan. The site includes a vacant commercial building that has not been used or developed recently. The project is on the scale of recent adjacent commercial projects on West Huntington (Items 1 and 2 in Table 4). There are no other planned or proposed projects in the same place as the proposed project. Therefore, the project would not make a cumulatively considerable contribution to a significant cumulative impact.

When analyzing cumulative impacts, no significant cumulative impacts would result from traffic, noise, air quality, or water quality should be found. The following includes a discussion of those impacts for information purposes.

Traffic

As previously discussed, the project would have no significant impacts on the topics related to transportation or traffic. Based on the City Guidelines, the proposed project may be presumed to have a less than significant impact on VMT as it is located within a Transit Priority Area (TPA).

A non-CEQA Traffic Impact Analysis was completed, and the proposed project is projected to generate 229 daily trips, including 14 AM peak hour trips and 17 PM peak hour trips. The proposed project generation is listed in Table 5.

Table 5
(Table 6 of the TIA)

Proposed Land Use[1]	ITE Code	Qty	Unit[2]	Daily		AM Peak Hour					PM Peak Hour				
				Rate	Volume	Rate	In:Out Split	Volume			Rate	In:Out Split	Volume		
								In	Out	Total			In	Out	Total
Multifamily Housing (Low Rise)	220	34	DU	6.74	229	0.4	24:76	3	11	14	0.51	63:37	11	6	17

1: Trip generation rates are from the ITE Trip Generation Manual (11th Edition, 2021).
2: DU = Dwelling Unit.

The Opening Year Plus Project traffic conditions AM and PM peak hour intersection analysis is shown in Table 6.[31]

Table 6
(Table 10 of the TIA)

Intersection LOS Analysis – Opening Year Plus Project Conditions

	Intersection		Control Type[1]	Peak Hour	Opening Year		Opening Year + Pro-	
					V/C[2]	LOS	V/C[2] – Delay[3]	LOS
1	Santa Clara Street – Huntington Drive (one-way northbound)	Huntington Drive	Signal	AM	0.858	D	0.859	D
				PM	0.699	B	0.699	B
2	Santa Clara Street	Project Driveway #1	TWSC	AM	-	-	0.0	A
				PM	-	-	0.0	A
3	Project Driveway #2	Huntington Drive	TWSC	AM	-	-	30.8	D
				PM	-	-	15.6	C

1: TWSC = Two-Way Stop-Control.
2: V/C = Vehicle-To-Capacity Ratio.
3: Delay is shown in seconds per vehicle. Per the Highway Capacity Manual 7th Edition, for intersections with one- or two-way stop-control, the delay and LOS for the worst individual movement is shown.

As shown in Table 6, the study intersections are projected to operate at an acceptable LOS during the AM and PM peak hours for Opening Year Plus Project traffic conditions. To ensure that vehicles traveling north along Santa Clara are prohibited from turning left into the site, the project driveway will include delineators in the shape of a pork chop, as shown in Figure 5.

Of note, Opening Year conditions include trips associated with ambient growth and cumulative projects in the area. The project itself would contribute a minor amount of trips to the existing queue, even assuming a worst-case scenario where all 11:00 a.m. peak-hour outbound trips exited from Driveway #1 on Santa Clara Street. This scenario is not likely as Driveway #2 provides an additional exit in the same direction that those exiting Driveway #1 would take. Nevertheless, should all 11:00 a.m.peak hour trips exit Driveway #1, the project will not appreciably impact the 95th percentile queue length.

Noise

As previously discussed, the proposed Project would not contribute to a potentially cumulative noise impact during short-term construction activities. The project site is designated Commercial, and noise associated with residential use has already been analyzed in the previously Certified City of Arcadia 2010 General Plan Environmental Impact Report (EIR), and as identified therein, is less than significant on a cumulative level. As previously discussed, upon completion of construction activities, the on-site operational noise would be generated by HVAC equipment and transformers and would result in less than significant operational noise impacts.

Air Quality

If a project were to occur concurrently with another off-site project, there is the potential for cumulative localized impacts related to air quality to occur. In accordance with the SCAQMD methodology, projects that do not exceed the SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. The Project does not exceed any of the thresholds of significance as shown in Tables 7 through 10 of the Air Quality Report. There are no known projects of similar scale planned for construction activities in proximity to the project site. Future projects would be subject to CEQA and require the appropriate air quality analysis. Those projects, along with the proposed

[31] VMT Screening Analysis HCM analysis sheets in Appendix D (Appendix E).

project, would be subject to the SCAQMD Rules. As such, there would be no cumulative air quality impacts associated with the proposed project.

Water Quality

The project site was previously developed, the building, structures, asphalt, concrete and landscaping will be removed. As noted previously, the results from the hydrology and hydraulics study utilizing methods provided by Los Angeles County demonstrate that the proposed condition of the site matches the existing condition. This is primarily due to the similarities in the site conditions between the existing and proposed. Though the site imperviousness increases in the proposed condition, so does the hydrologic flow path which in turn reduces any increase in the flow path caused by the higher imperviousness. The project is not expected to create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, the negligible impacts due to construction or implementation of the proposed Project would not have a cumulatively considerable contribution to impacts to water quality.

In summary, the negligible impacts due to the construction or implementation of the proposed Project would not have a cumulatively considerable contribution to impacts related to any applicable environmental topics per CEQA Guidelines and those applicable sections of Appendix G.

C. Significant Effect

There are no known unusual circumstances applicable to the project or project site that could significantly affect the environment. The project site is being redeveloped into a condominium project and was analyzed for potential residential use under the City's General Plan. Further, it will redevelop an existing underutilized property and provide additional housing for the community. There is nothing unusual about such a project. It is commercially zoned and allows high-density residential development.

D. Scenic Highway

The project is not located on or in the vicinity of any designated or eligible State scenic highway, per the California 2018 Scenic Highway Mapping System. Therefore, the project will not result in damage to scenic resources, including but not limited to trees, historic buildings, rock outcroppings, or similar resources within a highway officially designated as a State scenic highway.

E. Hazardous Waste Site

Per review of the Cortese List,[32] there are no on-site hazardous waste sites listed under Section 65962.5 of the Government Code. No records for leaking underground storage tanks or cleanup sites were found on or within 1,000 feet of the project site, according to the State Water Resources Control Board's GeoTracker database website.[33]

F. Historic Resources

A Historic Resource Evaluation was prepared for the property by Applied Earthworks, Inc., dated April 29, 2025 (Appendix A). The subject property was constructed circa 1977 and is approximately 48 years of age; therefore, it was evaluated as a potential historical resource in California. Upon conducting archival research and fieldwork, Applied Earthworks recorded and evaluated the property's eligibility for the California Register of Historical Resources (CRHR) and Arcadia Register of Historic Resources on California Department of Parks and Recreation (DPR) 523 (A, B, I, J, and K) cultural resource forms. Based on the completed research, it was found that the property does not possess significance under the CRHR or City

[32] California Environmental Protection Agency Cortese List Data Resources accessed October 15, 2025
[33] Department of Toxic Substances Control, EnviroStor accessed October 15, 2025.

of Arcadia criteria for evaluation; therefore, it is recommended ineligible for listing in the CRHR and Arcadia Register of Historic Resources.

IV. Conclusion

Based on the above information and attached documentation, this analysis shows that development of the proposed project at 101 West Huntington Drive would be consistent with the criteria for a Class 32 Categorical Exemption per CEQA Statute Section 15332.

V. References

The following resources were used in the preparation of this 15332 Categorical Exemption. Additional references are in the reports listed in Section VI. Appendices.

Airport search. Accessed October 15, 2025. https://airnav.com/

California Environmental Protection Agency Cortese List Data Resources accessed October 15, 2025 https://calepa.ca.gov/sitecleanup/corteselist/

California Department of Transportation (Caltrans). 2018 California Scenic Highway Mapping System. Accessed July 9, 2025. https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways

Density Bonus Law, California Government Code Section 65915. Accessed July 2025.City of Arcadia General Plan, November 2010. Accessed July 2025. https://california.public.law/codes/government_code_section_65915

City of Arcadia General Plan, November 2010, Section 2 Land Use and Community Design Element. Accessed November 2025. https://www.arcadiaca.gov/shape/development_services_department/planning_zoning/general_plan.php

City of Arcadia General Plan, November 2010, Figure LU-4: Land Use Policy Map. Accessed November 2025 https://www.arcadiaca.gov/shape/development_services_department/planning_zoning/general_plan.php

City of Arcadia 2010 General Plan Update Draft Program Environmental Impact Report. Accessed July 2025. https://www.arcadiaca.gov/shape/development_services_department/planning_zoning/general_plan.php

City of Arcadia General Plan, November 2010, Chapter 2 Land Use and Community Design. Accessed July 2025. https://www.arcadiaca.gov/shape/development_services_department/planning___zoning/general_plan.php

City of Arcadia General Plan, November 2010 Certified Environmental Impact Report Section 4.4 Biological Resources, Accessed July 2025. https://www.arcadiaca.gov/shape/development_services_department/planning_zoning/general_plan.php

City of Arcadia General Plan, November 2010 Certified Environmental Impact Report Section 4.4 Biological Resources Section 4.4.6 Standard Conditions. Accessed July 2025. https://www.arcadiaca.gov/shape/development_services_department/planning_zoning/general_plan.php

City of Arcadia General Plan Housing Element (2021 – 2029), dated August 2022. Accessed July 2025. https://www.arcadiaca.gov/shape/development_services_department/planning_zoning/housing_element_update.php

City of Arcadia General Plan Safety Element Chapter 8. Accessed October 2024. https://www.arcadiaca.gov/shape/development_services_department/planning_zoning/general_plan.php

City of Arcadia Municipal Code. Accessed July 2025 https://library.municode.com/ca/arcadia/codes/code_of_ordinances

City of Arcadia Development Code. Accessed July 2025 https://www.arcadiaca.gov/shape/development_services_department/planning_zoning/development_code.php

City of Arcadia Zoning Regulations and Map Updated February 6, 2024. Accessed November 2025. https://www.arcadiaca.gov/shape/development_services_department/planning_zoning/zoning_regulations_map.php

Department of Toxic Substances Control, EnviroStor accessed October 15, 2025. https://dtsc.ca.gov/your-envirostor/

Google Earth Airport locations. Accessed October 15, 2025. https://earth.google.com/web/search/101+West+Huntington+Drive,+Arcadia,+CA/

State Water Resources Control Board's GeoTracker database website, reviewed and confirmed on October 15, 2025. https://www.waterboards.ca.gov/ust/electronic_submittal/

VI. Appendices

Appendix A Historical Resource Evaluation
Appendix B Demolition Plan
Appendix C Senna Tree Review
Appendix D Arborist Review
Appendix E Vehicle Miles Traveled (VMT) Screening Analysis
Appendix F Traffic Impact Analysis
Appendix G Noise Study
Appendix H Air Quality Report
Appendix I Preliminary Low Impact Development Plan
Appendix J Preliminary Hydrology and Hydraulics Study
Appendix K Vesting Tentative Tract Map No. 84530

April 29, 2025

Nick Patterson
Director of Development
City Ventures, LLC
(763) 244-9855
Submitted electronically via: npatterson@cityventures.com

Re: Historic Resource Evaluation of 101 West Huntington Drive in Arcadia, California

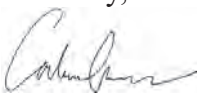
Dear Mr. Patterson,

At your request, Applied EarthWorks, Inc. (Æ) has prepared a historic resource evaluation for the commercial property at 101 West Huntington Drive in Arcadia, Los Angeles County, California (Assessor's Parcel Number 5775-023-015). The subject property was constructed circa 1977 and is approximately 48 years of age; therefore, it can be evaluated as a historical resource in California. Upon conducting archival research and fieldwork, Æ recorded and evaluated the property's eligibility for the California Register of Historical Resources (CRHR) and Arcadia Register of Historic Resources on California Department of Parks and Recreation (DPR) 523 (A, B, I, J, and K) cultural resource forms.

The completed forms, which include a full documentation and analysis, are enclosed as an attachment to this letter. In summary, Æ finds that the commercial property at 101 West Huntington Drive does not possess significance under the CRHR or City of Arcadia criteria for evaluation; therefore, it is recommended ineligible for listing in the CRHR and Arcadia Register of Historic Resources.

Please contact me by phone at (951) 766-2000, ext. 510 or via email at cvanonna@appliedearthworks.com if you or the City of Arcadia have questions or require additional information.

Sincerely,



Carlos van Onna, M.A.
Principal Architectural Historian/Project Manager
Applied EarthWorks, Inc.

Attachments: DPR Forms

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code | Reviewer | Date

 Resource Name or # 101 West Huntington Drive

P1. Other Identifier:

***P2. Location: a. County:** Los Angeles ☐ **Not for Publication** ☒ **Unrestricted**
b. USGS 7.5′ Quad: Mount Wilson, CA **Date:** 1966 (1988 ed.) T1N, R11W; Unsec.; S.B. **B.M.**
c. Address: 101 West Huntington Drive
d. UTM: NAD 1983, Zone 10N; 404551 **mE** / 3778223 **mN**
e. Other Locational Data: The subject property is on the northwest corner of the intersection of West Huntington Drive and Santa Clara Street (Assessor's Parcel Number 5775-023-015) in Arcadia, California.

***P3a. Description:** The subject property is within a trapezoidal, corner parcel that contains a single-story commercial building as well as a detached drive-thru structure and trash enclosure, which are consistent in design with the main building. The building is slightly south of being centered within the parcel, emphasizing its relationship with West Huntington Drive. The drive-thru structure is centered along the north property line, and the trash enclosure is in the northwest corner of the property. The primary (north) and side (west) elevations of the building facing West Huntington Drive and Santa Clara Street, respectively, are abutted and partially obscured by landscaping that also contains monument signage and a flag pole. The side (east) and rear (south) elevations are substantially surrounded by paved parking. Aside from automobile access from each street, property lines are accented by landscaping.

The main building is square in plan and topped by a large overhanging roof structure. The bottom portion of the roof structure is orthogonal and covered by plaster; the top portion is capped with a metal-seamed mansard roof. Exterior walls are covered by plaster with accents of ledge stone cladding. Beneath the roof structure, each elevation consists of five bays separated by four engaged square columns. Most bays contain some form of fenestration; however, window types and sizes are inconsistent, boarded, or obscured by vegetation. There appear to be two entrances, one on the west side of the primary (north) elevation facing West Huntington Drive accessed by a concrete path with pavers and one on the west side of the rear (south) elevation oriented toward the paved parking lot. A solid door with signage for an electrical room is on the east side of the rear (south) elevation.

***P3b. Resource Attributes:** HP6 1-3 story commercial building

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other:

***P5a. Photograph or Drawing:**

P5b. Description of Photo: Primary (north) and side (east) elevations of 101 West Huntington Drive, facing northeast.

***P6. Date Constructed/Age and Sources:** ☐ Prehistoric ☒ Historic ☐ Both

***P7. Owner and Address:**
Patricia Frandson
13830 Chandler Boulevard
Sherman Oaks, CA 91401

***P8. Recorded By:** Laura Groves van Onna
Applied EarthWorks, Inc.
3550 E. Florida Ave., Suite H
Hemet, CA 92544

***P9. Date Recorded:** April 2025

***P10. Survey Type:** ☒ Intensive
☐ Reconnaissance ☐ Other

***P11. Report Citation:** N/A

***Attachments:**
☐ NONE
☒ Building, Structure, and Object Record
☒ Photograph Record
☒ Location Map
☐ Archaeological Record
☐ Milling Station Record
☒ Other (list):
☒ Sketch Map
☐ District Record
☐ Rock Art Record
☐ Continuation Sheet
☐ Linear Feature Record
☐ Artifact Record

B1. Historic Name: None

B2. Common Name: 101 West Huntington Drive

B3. Original Use: Restaurant **B4. Present Use:** Vacant

***B5. Architectural Style:** Vernacular with Postwar Modern elements

***B6. Construction History (construction date, alterations, and dates of alterations):** Los Angeles County Assessor data indicate that the original construction date for the existing building at 101 West Huntington Drive is circa 1977. This is consistent with historic aerial photographs and does not conflict with other research findings (NETROnline 2025). Fenestration on the building appears to have undergone substantial alterations over time, given the current inconsistency in design and materials. Historic aerial photographs also indicate that the roof color has periodically changed. These alterations over time are likely due to turnover in ownership while the property was used as a restaurant, in addition to its subsequent repurposing as a bank by 2007. Aerial photographs show that the drive-thru structure and trash enclosure were constructed on the property at that time. The property was vacated by 2022, and it remains vacant today.

***B7. Moved?:** ☒ No ☐ Yes ☐ Unknown Date: Original Location:

***B8. Related Features:** None

B9. a. Architect: Unknown **b. Builder:** Unknown

***B10. Significance:** Theme: Commercial Development and Modern Roadside Architecture Area: Los Angeles County
Period of Significance: N/A Property Type: Commercial Building Applicable Criteria: N/A

Archival research reveals several early records of ownership transfers of the land that includes the subject property. These transfers took place in the midst of Mexico's achievement of independence from Spain in 1821 as well as the Mexican-American War and the signing of the Treaty of Guadalupe Hidalgo in 1848, which established California as a United States possession. The most notable early record of ownership for this land is by Elias Jackson (E. J.) "Lucky" Baldwin, early California pioneer and founder of Arcadia (Hall 1888; Horak 2016:1, 16, 18). He purchased this land known as Rancho Santa Anita by 1873, at which time it comprised approximately 8,000 acres. Outside of his agricultural endeavors on the ranch, he was known as a "miner, politician, racehorse man and hotel proprietor" (Sacramento Union 1932). Through Baldwin's ambitions and entrepreneurship, this land would become what is Arcadia today. Gradually, he sold off several portions of his land, which included the subject property. In 1902, the Pacific Electric Railway announced it would be constructing a streetcar line between Pasadena and Monrovia (Horak 2016:28). By 1903, when service began on the line, Baldwin filed a petition to incorporate Arcadia as it was en route. This streetcar line historically passed directly by the subject property along Santa Clara Street (Thomas Brothers 1938).

Following its incorporated use for agriculture, this property was first developed in 1938 with the construction of an auto-court motel called the Santa Anita Motor Inn. It was designed in the Streamline Moderne architectural style and intended "to resemble a ship, with portholes for windows and the tower as a

Sketch Map

This space reserved for official comments.

mast" (Star-Tribune 1975). As a prominent east–west corridor in Arcadia, this portion of West Huntington Drive is part of Historic U.S. Route 66. The motel operated with frontage to the historic route when it was utilized as the main thoroughfare through the San Gabriel Valley, just east of Los Angeles. As interstate highways were progressing and being completed by the 1970s, notably Interstates 10 and 40 (I-10 and I-40), the infrastructure of auto-tourism along Route 66 declined (Roland 2011:E-3). Locally, this was apparent with the establishment and improvement of Interstate/State Route 210 (I-210/SR 210), also known as the Foothill Freeway (Horak 2016:75). The Santa Anita Motor Inn was vacated in 1973 and demolished by 1974.

Research reveals that the property at 101 West Huntington Drive was subsequently redeveloped for Sambo's Restaurant, a nationwide family dine-in establishment, with a new building constructed circa 1977 (Los Angeles County Assessor; Monrovia News-Post 1977; Star-Tribune 1977). The first Sambo's opened in Santa Barbara in 1957, and the restaurant was consistently known for its pancakes; they also served breakfast, lunch, and dinner and were open 24 hours for service (Santa Barbara News Press 1957). At the time Sambo's Restaurants, Inc. opened in Arcadia, the company was doing well and expanding its locations; however, in 1981, they entered bankruptcy proceedings and sold the majority of restaurant locations, including this one purchased in 1984 by Vicorp Restaurants, Inc. (Sacramento Bee 1975; San Bernardino County Sun 1984). Vicorp was known for operating several nationwide family restaurant chains, including Village Inn and Baker's Square. In 1987, Baker's Square Restaurant announced its opening at this location and offered "a variety of pies and bakery goods" (Monrovia News-Post 1987). It is unclear exactly how long this Baker's Square remained in business. In 2001, Vicorp was acquired by investment firms Goldner Hawn Johnson & Morrison, Inc. and BancBoston Capital (Grant 2003:412–415). In 2002, Great Wall Buffet was advertised as a new restaurant at this location (Los Angeles Times 2002). The property operated as a restaurant until circa 2007, when it was repurposed as a bank. Specifically, the property was owned and operated by Citizens Business Bank. The property was vacated by 2022, and it remains vacant today.

Commercial Development and Modern Roadside Architecture

Modernism is a broad term that covers a diverse array of architectural styles and city planning principles that in the most general sense "eschewed past traditions and called for a more progressive approach to design that reflected the new conditions of twentieth century American life" (SurveyLA 2021:1). The automobile is quintessential to the historic context of commercial development and Modern roadside architecture. The rapid rise of production and popularity of the automobile during the early twentieth century spurred development of the freeway system and an arterial road network that laid the foundation for roadside architecture to thrive. Automobile-related architecture began its reign in the 1930s and would endure into the 1960s.

Commercial automobile-oriented architecture conveyed "acceptance of the parking lot as a visual entity and… treatment of the building as a free-standing form to be viewed in three dimensions from the passing car" (SurveyLA 2016:13). This architectural design enabled a building to be a roadside advertisement for itself. The most prominent architectural style for commercial roadside architecture beginning in the 1930s and up to World War II was Streamline Moderne, which served as a "visual expression of modernity, technology, progress, and the future" (SurveyLA 2021:65). It conveyed a playful sense of motion and speed with horizontal emphasis and rounded corners. The Googie architectural style gained popularity in commercial roadside design after World War II and was characterized by "structural exhibitionism, dominant signage, and vast amounts of glass which made the buildings seem transparent at night" (SurveyLA 2016:20).

By the mid-1960s, movements were shaping to counteract the architectural forms that had celebrated the automobile and characterized the roadside landscape. Movements in environmentalism and beautification aimed to quell what was considered the visual pollution of roadside architecture. What resulted was a conservative wave in architecture.

> As the freeway became dominant the architecture became mute. Buildings retreated from the passing car and were mere abstract shapes in the middle of massive parking lots. Only the signs, made familiar through incessant advertising, identified the contents [SurveyLA 2016:23].

A noteworthy example of this shift is evinced by the exchange of oversized parabolic arches for the mansard roof at McDonald's restaurants beginning in 1968. The mansard subsequently became a staple in roadside architecture, especially on fast food restaurants, and it fulfilled the brief of providing a subdued and practical design. According to Philip Langdon, author of *Orange Roofs, Golden Arches*, "the 'mansard' was the least expensive means of

displaying a somewhat traditional roof, yet creating plenty of space out-of-doors [on rooftops] for restaurant equipment" (Langdon 1986:141).

In correlation to the emergent conservative wave over roadside architecture, arterial roads became increasingly diminutive as interstate highways were completed. Combined with rapid urban expansion, this led to an inevitable decline in the auto-tourism industry and replacement of property types geared toward visitors like motels for property types oriented to local residents (e.g. restaurants).

Evaluation

According to the California Office of Historic Preservation Built Environment Resources Directory, 101 West Huntington Drive was previously evaluated in 1988 and determined ineligible for the National Register of Historic Places (NRHP) by consensus through the Section 106 process for a project that involved federal funding sourced from the U.S. Department of Housing and Urban Development; it was not evaluated for listing in the California Register of Historical Resources (CRHR) or the local register. The following evaluation provides a recommendation on eligibility of the subject property for the CRHR and Arcadia Register of Historic Resources.

Criterion 1. The commercial property at 101 West Huntington Drive consists of one building constructed circa 1977 as a restaurant and two ancillary structures constructed circa 2007 when the property was repurposed as a bank. This portion of West Huntington Drive is part of Historic U.S. Route 66. The Santa Anita Motor Inn, which preceded the current building on this property, was emblematic of the use of this corridor as the main thoroughfare through the San Gabriel Valley. However, the construction of I-40 substantially replaced the prominent use of U.S. Route 66 and resulted in redevelopment of the subject commercial property as commonplace within suburban development. No archival evidence revealed that the extant building on the property is associated with any specific events or trends that have made significant contributions to the patterns of California's or Arcadia's history and cultural heritage. Therefore, the commercial property at 101 West Huntington Drive is not considered significant under Criterion 1.

Criterion 2. Review of regional histories as well as historical aerial photographs, maps, and newspapers did not reveal any information about individuals associated with the commercial property at 101 West Huntington Drive. While historical records for the property from the time of construction were available, supplemental research did not reveal direct association with significant persons. For this reason, the commercial property at 101 West Huntington Drive is not considered significant under Criterion 2.

Criterion 3. While the property at 101 West Huntington Drive, originally constructed as a restaurant and more recently purposed as a bank, exhibits some recognizable architectural features such as the fortress-like massing and interpretation of a mansard roof, it is a common example of commercial vernacular architecture seen during the mid-to-late twentieth century in suburban settings and is not representative of a single architectural style. The type and method of construction is typical of commercial buildings during this time. However, it is not distinctive of a type, period, or method of construction, it does not appear to be the work of a master, and it does not possess high artistic value. For these reasons, the commercial property at 101 West Huntington Drive is not considered significant under Criterion 3.

Criterion 4. Criterion 4 applies to built environment resources if further study has the potential to yield information that cannot be obtained from other sources. However, the commercial property at 101 West Huntington Drive, including its building and associated features, is a commonplace example of a ubiquitous resource type in California and Arcadia, and has been well-documented. Æ has exhausted available sources and no additional information could be gleaned from subsequent field visits. Therefore, Æ does not anticipate that any additional information can be identified that would prove the resource to be significant. The commercial property at 101 West Huntington Drive is not considered significant under Criterion 4.

Eligibility

A discussion of integrity is not required because the resource does not possess historical significance. The commercial property at 101 West Huntington Drive does not possess significance under the CRHR or City of Arcadia criteria for evaluation; therefore, it is recommended ineligible for listing in the CRHR and Arcadia Register of Historic Resources.

B11. Additional Resource Attributes (list attributes and codes): None.

***B12. References:**

Grant, Tina (ed.)
2003 *International Directory of Company Histories*, Vol. 48. St. James Press, Farmington Hills, Michigan.

Hall, William Hammond
1888 California State Engineering Department. Detail Irrigation Map. Monrovia Sheet. Wm. Ham. Hall, State Engineer. Irrigation Data 1888. Scale 1-1/2 Inches to One Mile. Sacramento, California.

Horak, Katie E., Mary Ringhoff, Evanne St. Charles, and Christina Park
2016 *City of Arcadia: Citywide Historic Context Statement*. Architectural Resources Group, Pasadena, California. Prepared for the City of Arcadia Development Services, Planning Division.

Langdon, Philip
1986 *Orange Roofs, Golden Arches: The Architecture of American Chain Restaurants.* Alfred A. Knopf, New York.

Los Angeles County Assessor.
2025 Data for 101 West Huntington Drive, Arcadia, California. Accessed via ParcelQuest.

Los Angeles Times
2002 Gusto Rewards Program. *Los Angeles Times* 7 March:88. Los Angeles, California.

Monrovia News-Post
1977 Fish Fans Hooked on El Gordo. *Monrovia News-Post* 15 December:20. Monrovia, California.

1987 Baker's Square Opens. *Monrovia News-Post* 7 January:3. Monrovia, California.

NETROnline
2025 Aerial imagery of 101 West Huntington Drive, Arcadia, California, 1952 –2022, https://historicaerials.com/viewer, accessed April 22, 2025. Historic Aerials, NETROnline.

Roland, Carol, Heather Goodson, Chad Moffett, and Christina Slattery
2011 *National Register of Historic Places Multiple Property Documentation Form for U.S. Highway 66 in California*. Mead & Hunt, Inc., Sacramento, California.

Sacramento Bee
1975 Records Set By Sambo's. *Sacramento Bee* 29 October:13. Sacramento, California.

Sacramento Union
1932 25 Years Ago Today. *Sacramento Union* 8 December:12. Sacramento, California.

San Bernardino County Sun
1984 Vicorp Buys Bulk of Sambo's Restaurants. *San Bernardino County Sun* 14 June:76. Santa Barbara, California.

Santa Barbara News Press
1957 Sambo's Pancakes. *Santa Barbara News Press* 30 June:6. Santa Barbara, California.

Star-Tribune
1975 Fun's Gone. *Star-Tribune* 5 October:1. Duarte, California.

1977 Sambo's Is just what the Family Ordered." *Star-Tribune* 29 December:1. Duarte, California.

SurveyLA
2016 *Los Angeles Citywide Historic Context Statement, Context: Commercial Development, 1850–1980, Theme: Commercial Development and the Automobile, 1910–1970*. Prepared for City of Los Angeles, Department of City Planning, Office of Historic Resources, Los Angeles, California.

2021 *Los Angeles Citywide Historic Context Statement, Context: Architecture and Engineering, Sub-Context: L.A. Modernism, 1919–1980*. Prepared for City of Los Angeles, Department of City Planning, Office of Historic Resources, Los Angeles, California.

Thomas Brothers
1938 Recreational and Statistical [Road] Atlas, California for Sierra Madre, Monrovia, and Arcadia. Thomas Brothers Map Co., Los Angeles.

B13. Remarks: None

***B14. Evaluator:** Laura Groves van Onna
Applied EarthWorks, Inc.
Date of Evaluation: April 2025

Primary (north) and side (west) elevations of 101 West Huntington Drive from the intersection of West Huntington Drive and Santa Clara Street, facing northwest.

Side (west) elevation of 101 West Huntington Drive, facing west.

Primary (north) elevation of 101 West Huntington Drive showing monument signage, flag pole, and pathway to front entrance, facing north.

Side (east) and partial primary (north) elevations of 101 West Huntington Drive showing front entrance, facing northeast.

Portion of side (east) elevation of 101 West Huntington Drive showing relationship to drive-thru structure in background, facing northeast.

Side (east) and rear (south) elevations of 101 West Huntington Drive, facing southeast.

Rear (south) elevation of 101 West Huntington Drive showing rear entrance, facing south.

Drive-thru structure at 101 West Huntington Drive, facing west.

Trash enclosure at 101 West Huntington Drive, facing northwest.

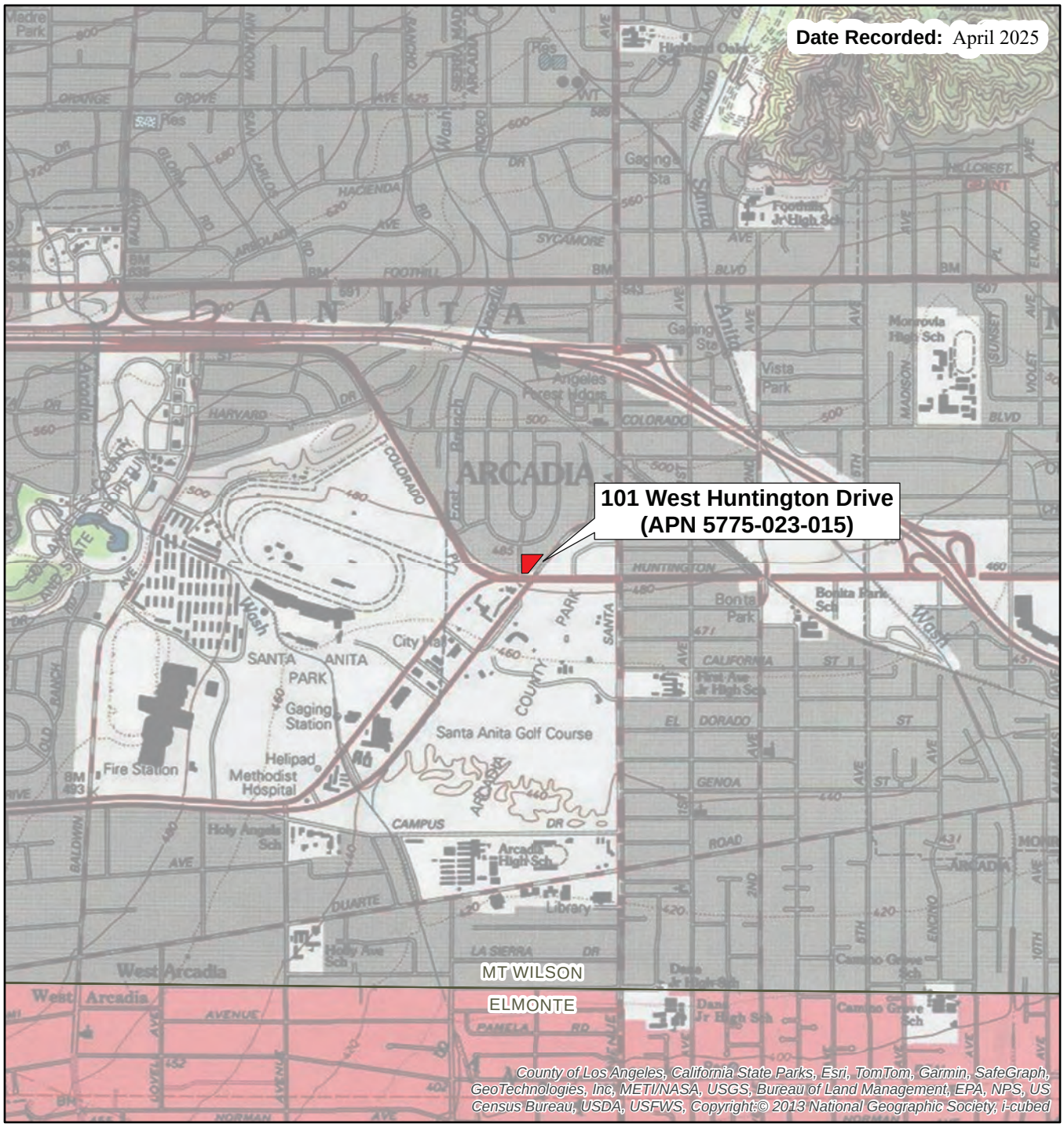
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

Page 9 **of** 9 **Resource Name or #:** 101 West Huntington Drive **Scale:** 1:24,000

Map Name: Mt. Wilson, CA, USGS 7.5' quadrangle **Date:** 2013



Scale: 1:24,000

N

0 0.5 1 Miles

0 1,000 2,000 3,000 4,000 5,000 Feet

0 0.5 1 Kilometers

DEMOLITION PLAN
TRACT NO. 84530
CITY OF ARCADIA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

LEGEND

- GRAVEL BAGS
- SILT FENCE OR PRIVACY SCREEN
- PROPERTY LINE/RIGHT-OF-WAY
- EXISTING ASPHALT CONCRETE TO BE REMOVED (APPROX. 24,855 SF)

EXISTING EASEMENTS:

(#) DENOTES PLOTTED ITEM.

(3) AN EASEMENT FOR STREET AND INCIDENTAL PURPOSES, IN DEED RECORDED IN BOOK 9396, PAGE 145, OFFICIAL RECORDS, OVER THOSE PORTIONS OF SAID LAND LYING WITHIN THE BOUNDARY LINES OF HUNTINGTON DRIVE AND IN BOOK 9356, PAGE 319, OFFICIAL RECORDS.

4 UNRECORDED LEASE DATED JULY 01, 1975, EXECUTED BY ELAINE R. HEINISSE AND J.E. HEINISSE, HUSBAND AND WIFE AS LESSOR AND RALPH HOROWITZ AS LESSEE, AS DISCLOSED BY A SHORTFORM MEMORANDUM OF LEASE RECORDED JULY 25, 1975 AS INSTRUMENT NO. 3410 OF OFFICIAL RECORDS. DEFECTS, LIENS, ENCUMBRANCES OR OTHER MATTERS AFFECTING THE LEASEHOLD ESTATE, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS– INDETERMINATE FROM RECORD, DOCUMENTS CONTAIN NO LEGAL DESCRIPTION.

(5) AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED OCTOBER 27, 1977 AS INSTRUMENT NO. 1977–1193457 OF OFFICIAL RECORDS, IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION AFFECTS: AS DESCRIBED THEREIN NOTE: LEGAL DESCRIPTION CONTAINS CALL THAT WOULD PLOT THIS EASEMENT OUTSIDE OF AREA, FOR THIS DESCRIPTION THE "NORTH LINE OF LOT 1" IS ASSUMED TO JUST BE THE NORTH LINE OF THIS PKG. USING THIS ASSUMPTION A POTENTIAL LOCATION FOR ITEM 5 IS PLOTTED.

6 A LEASE DATED NO SHOWN, EXECUTED BY RALPH HOROWITZ AS LESSOR AND SAMBO'S RESTAURANTS, AS LESSEE, RECORDED OCTOBER 19, 1978 AS INSTRUMENT NO. 1978–1160351 OF OFFICIAL RECORDS. DEFECTS, LIENS, ENCUMBRANCES OR OTHER MATTERS AFFECTING THE LEASEHOLD ESTATE, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS. – LEASE IS BLANKET IN NATURE

(7) THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED GRANT OF EASEMENT RECORDED JANUARY 02, 2003 AS INSTRUMENT NO. 2003–12161 OF OFFICIAL RECORDS.

(8) THE TERMS, PROVISIONS & EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED GRANT OF EASEMENT RECORDED FEBRUARY 21, 2003 AS INSTRUMENT NO. 2003–512028 OF OFFICIAL RECORDS.

PROPOSED EASEMENTS:

(A) INDICATES AN EASEMENT FOR INGRESS AND EGRESS FOR EMERGENCY AND PUBLIC SECURITY VEHICLE PURPOSES DEDICATED TO THE CITY OF ARCADIA

NOTE:

1) PURSUANT TO SUBDIVISION MAP ACT SECTION 66456.1(c), MULTIPLE FINAL MAPS MAY BE FILED ON THIS TENTATIVE MAP.

CIVIL ENGINEER'S NOTICE TO THE CONTRACTOR:

1. THE ESTIMATES OF IMPROVEMENT QUANTITIES AS SHOWN HEREON ARE PROVIDED ONLY FOR THE PURPOSE OF SATISFYING AGENCY PLAN INFORMATION REQUIREMENTS. THE CONTRACTOR SHALL PERFORM AN INDEPENDENT ESTIMATE OF ALL IMPROVEMENT QUANTITIES AND SHALL USE SAME AS A BASIS FOR HIS BID(S) AND CONTRACT(S).
2. CONTRACTOR TO VERIFY CLEARANCE AT ALL UTILITY CROSSINGS. IF INTERFERENCE OCCURS, OTHER THAN NOTED ON PLAN, CONTRACTOR TO CONTACT DESIGN ENGINEER FOR POSSIBLE REDESIGN. IF REDESIGN IS UNFEASIBLE, CONTRACTOR TO RELOCATE UTILITY AT NO EXPENSE TO ENGINEER.
3. THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITY PIPES OR STRUCTURES SHOWN ON THEIR PLANS ARE OBTAINED BY A SEARCH OF THE AVAILABLE RECORDS. TO THE BEST OF MY KNOWLEDGE, THERE ARE NO EXISTING UTILITIES EXCEPT AS SHOWN ON THESE PLANS. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTION– ANY MOISSURES TO PROTECT THE UTILITIES AND STRUCTURES SHOWN AND ANY OTHER LINES OR STRUCTURES NOT OF RECORD OR NOT SHOWN ON THESE PLANS, AND IS RESPONSIBLE FOR THE PROTECTION OF, AND ANY DAMAGE TO, THESE LINES OR STRUCTURES.
4. THE CONTRACTOR AGREES THAT HE WILL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY, AND HOLD THE OWNER AND ENGINEER HARMLESS FROM ANY AND ALL LIABILITY REAL OR ALLEGED IN CONNECTION WITH THE PERFORMANCE OR WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR THE ENGINEER, OR ANY PUBLIC AGENCY.
5. CONTRACTOR SHALL FOLLOW CALIFORNIA DEPARTMENT OF HEALTH SERVICES CRITERIA FOR THE SEPARATION AND PROTECTION OF WATER MAINS AND NON–POTABLE PIPELINES, FOR MATERIALS OF PIPES, AND THE INSTALLATION OF THE PROPOSED WATER SYSTEM.

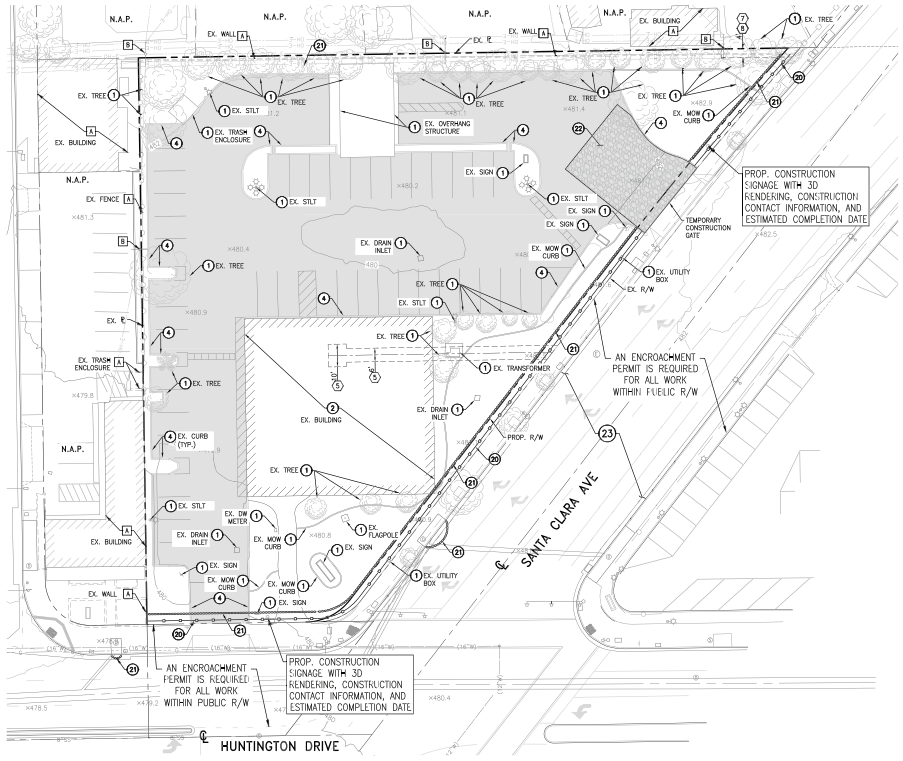
NOTES:

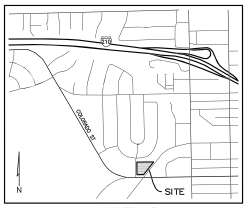
THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITY PIPES, CONDUITS OR STRUCTURES SHOWN ON THESE PLANS ARE OBTAINED BY A SEARCH OF THE AVAILABLE RECORDS. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITY LINES SHOWN AND ANY OTHER LINES NOT OF NOT RECORD OR NOT SHOWN ON THESE DRAWINGS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE OWNERS OF THE UTILITIES OR STRUCTURES CONCERNED BEFORE STARTING WORK. CONTRACTOR FURTHER ASSUMES ALL LIABILITY AND RESPONSIBILITY FOR THE UNDERGROUND UTILITY PIPES, CONDUITS, OR STRUCTURES SHOWN OR NOT SHOWN ON THESE DRAWINGS.

NOTE:

ALL UTILITIES/SUBSTRUCTURES TO BE CAPPED–OFF OR TERMINATED WITHIN 5' OF THE PROPERTY LINE AND INSPECTED BY THE CITY BUILDING INSPECTOR BEFORE THE DEMOLITION OF THE BUILDINGS. THIS INCLUDES:

- ELECTRICAL SERVICE CONDUCTORS
- WATER LINES
- GAS LINES
- SEWER LINES
- UNDERGROUND DRAINAGE PIPES CONNECTED TO THE STORM DRAIN SYSTEM





VICINITY MAP
SCALE: N.T.S.

DEMOLITION NOTES:

1. REMOVE AND PROPERLY DISPOSE OF ITEM AS NOTED
2. REMOVE BUILDING AND ATTACHED STRUCTURES, FOUNDATIONS, SLABS, AND ONSITE CONCRETE
3. REMOVE EXISTING WALL
4. REMOVE EXISTING CONCRETE CURB TO FULL DEPTH

BEST MANAGEMENT PRACTICE (BMP) NOTES:

20. INSTALL SILT FENCE OR PRIVACY SCREEN PER CASQA BMP SE–1.
21. INSTALL GRAVEL BAG (2) TWO BAGS HIGH TO RUN ALONG PROJECT SIDE OF PERIMETER FENCE PER CASQA BMP–SE–6
22. CONSTRUCT STABILIZED GRAVEL CONSTRUCTION ENTRANCE/EXIT WITH TIRE WASH PER CASQUA BMP TC–1 AND TC–3
23. STREET SWEEPING AND VACUUMING WITHIN SURROUNDING PUBLIC ROADWAYS OR PROVIDE ADEQUATE CLEAN UP/MONITORING FOR CONSTRUCTION TRUCK TRACKING PER CASQA BMP SE–7

PROTECT–IN–PLACE

A PROTECT–IN–PLACE (ITEM AS NOTED PER PLAN)
B PROTECT–IN–PLACE EXISTING POWER POLE

ABBREVIATIONS:

℄	CENTERLINE
DI	DROP INLET
DW	DOMESTIC WATER
EX.	EXISTING
ELEC	ELECTRICAL
PL	PROPERTY LINE
MH	MANHOLE
PP	POWER POLE
PROP.	PROPOSED
R/W	RIGHT–OF–WAY
SF	SQUARE FOOTAGE
SS	SANITARY SEWER
STLT	STREETLIGHT
N.A.P.	NOT A PART

CURRENT CODES:

- –2022 CALIFORNIA ADMINISTRATIVE CODE
- –2022 CALIFORNIA BUILDING CODE
- –2022 CALIFORNIA RESIDENTIAL CODE
- –2022 CALIFORNIA ELECTRICAL CODE
- –2022 CALIFORNIA MECHANICAL CODE
- –2022 CALIFORNIA PLUMBING CODE
- –2022 CALIFORNIA ENERGY CODE
- –2022 CALIFORNIA HISTORICAL BUILDING CODE
- –2022 CALIFORNIA FIRE CODE
- –2022 CALIFORNIA EXISTING BUILDING CODE
- –2022 CALIFORNIA GREEN BUILDING STANDARDS CODE

UTILITY NOTES:

1. ANY PUBLIC EXISTING UTILITIES LOCATED ONSITE, IF ENCOUNTERED DURING DEMOLITION, CONTACT UTILITY PROVIDER AND ABANDON PER THEIR REQUIRED STANDARDS.
2. ALL ONSITE UTILITIES SHALL BE IDENTIFIED FOR PROPER SHUTOFF AND ABANDONMENT PRIOR TO DEMOLITION.

EXISTING UNDERGROUND UTILITIES AND STRUCTURES:

1. THIS DEMOLITION PLAN IS INTENDED FOR REMOVAL OF ALL EXISTING IMPROVEMENTS AS SHOWN WITHIN THE EXISTING PROPERTY BOUNDARIES OF THE SITE, PRIOR TO THE COMMENCEMENT OF FUTURE CONSTRUCTION OPERATIONS.
2. ALL UTILITIES MARKS TO THE SITE SHALL BE TURNED OFF BY PURVEYORS PRIOR TO DEMOLITION.
3. EX. UTILITY BOXES AND VALVES, INCLUDING BUT NOT LIMITED TO ELECTRICAL, WATER, IRRIGATION, CABLE, AND GAS SHALL NOT BE REMOVED UNLESS EXPLICITLY NOTED ON THIS PLAN.
4. EXISTING WATER SERVICES TO BE DISCONNECTED AT THE METER PRIOR TO ANY ONSITE REMOVALS.
5. CONTRACTOR SHALL COORDINATE WITH INSPECTOR ON CONSTRUCTION HOURS AND TRUCK ROUTES PRIOR TO START OF DEMOLITION/CONSTRUCTION.

RECYCLING NOTES:

65% MINIMUM OF NON–HAZARDOUS CONSTRUCTION AND DEMOLITION WASTE SHALL BE RECYCLED AND/ OR SALVAGE FOR REUSE.

SCOPE OF WORK

SITE DEMOLITION OF EXISTING BUILDINGS AND STRUCTURES LOCATED ONSITE TO PREVENT VANDALISM, TRESPASSING, AND ILLEGAL OCCUPANCY OF VACANT BUILDINGS.

- DISCONNECT ALL UTILITIES (ELECTRICAL, TELEPHONE, GAS, CABLE)
- CUT AND CAP SEWER LATERALS AT EXISTING PROPERTY LINE/ PUBLIC RIGHT–OF–WAY
- CUT AND CAP WATER SERVICES AT METER, IF NEEDED
- DEMOLISH AND REMOVE ALL BUILDINGS AND STRUCTURES ONSITE
- REMOVE TREES AND MISCELLANEOUS LANDSCAPING AND IRRIGATION AS NOTED ON PLAN
- ALL UTILITY CONNECTIONS TO BE CAPPED PRIOR TO DEMOLITION
- ALL NOTED SALVAGE ITEMS REQUIRE COORDINATION WITH OWNER PRIOR TO REMOVAL AND/ OR DISPOSAL

1" = 20'
0 10 20 40

DIGALERT
DIAL TOLL FREE
8-1-1
TWO WORKING DAYS BEFORE YOU DIG

DRAWN BY: SM	DATE: 3/10/25
DESIGNED BY: SM	DATE: 3/10/25
CHECKED BY: RB	DATE: 3/10/25
RYAN J. BITTNER R.C.E. 68167	3/11/25 DATE

PREPARED BY:
CSV CONSULTING, INC.
CIVIL ENGINEERING
LAND PLANNING & SURVEYING
3602 INLAND EMPIRE BLVD. SUITE C-315
ONTARIO, CALIFORNIA 91764-4835
PH: (909) 481-5750
FAX: (909) 481-5751
WWW.CSVENGINEERING.NET

PREPARED FOR:
City Ventures
CITY VENTURES HOMEBUILDING, LLC
121 MICHELSON DRIVE, SUITE 150
IRVINE, CA 92612
(949) 258-7540

CITY OF ARCADIA
DEPARTMENT OF PLANNING AND DEVELOPMENT

TRACT 84530
DEMOLITION PLAN
101 W. HUNTINGTON DRIVE
ARCADIA, CALIFORNIA 91006

PROJECT NO.
CVEN-176

SHEET 1 OF 1

From:	John
To:	Nick Patterson; jim borer
Subject:	Re: Tree Report Submittals
Date:	Thursday, September 26, 2024 10:05:08 AM

Nick,
Regarding Oak #10, If we offset the box roots will be cut roots closer to the trunk, roots that precede the zone of rapid taper.
Those roots most likely have non -living cells in their core , non-living cells cannot compartmentalize (protect the tree from decay fungi and pathogens) as living cells can.
This would accelerate decay of the static cells within the trees core which include buttress roots and it could be argued in Court as reckless God forbid the tree fell and hurt somebody in the future.
No doubt the Community would benefit more in the long term by planting healthy , safe , viable new trees.

Thank you.

John C. Mote
President
ISA Certified Arborist #508

Senna Tree Company
9255 Sunland Blvd.
Sun Valley, CA 91352

818.279.3054 C
818.957.5755 O
818.957.5255 F

From: Nick Patterson <npatterson@cityventures.com>
Date: Wednesday, September 25, 2024 at 2:45 PM
To: jim borer <borerjim@gmail.com>, John <john@sennatree.com>
Subject: RE: Tree Report Submittals

Hi Jim – thank you for this information, I think it's crucial to share with the city when we're completing our removal permit which I'm working on now.

John – did you have anything to add before I inform the city of this?

Thank you,

Nick Patterson
Director of Development

City Ventures
(763) 244-9855

From: jim borer <borerjim@gmail.com>
Sent: Tuesday, September 17, 2024 6:26 PM
To: Nick Patterson <npatterson@cityventures.com>; John Jr Mote <john@sennatree.com>
Subject: Fwd: Tree Report Submittals

Nick,

I've copied John Mote with Senna on this reply which includes a forwarded copy of your email from earlier today as I would like him to chime in with his characterization of my reply in regards to your inquiry.

SCE has not said they cannot be relocated and must be removed however:

Tree number 12 has been ruined, probably over an extended period of decades, by regular topping by their line clearance pruning contractors who have pruned it to keep it out of the lines with disregard for its structural integrity and physiological systems. They are only required to prune for clearance and not to benefit its long term conservation. It cannot be resurrected from its present condition by moving it as the damage has been done. Line clearance pruning has one objective and that is to keep it at least five feet away from the high tension lines with complete disregard for its long term conservation.

Tree number 10 is so close to the property boundary that the box would require offsetting, closer to the trunk on one side of the box than the other. Thus one side of the rootball would have less critical roots conserved than the other side. Meaning a greater chance of it shocking in the process.

The issue with it being so close to being under the SCE power lines is that it would require moving to where it could be lifted with a hydro crane using rolling methods to get it away from the lines first. Cranes cannot operate underneath or in close proximity to high tension wires due to danger of arcing. The practice of using rolling methods to make it safe to use a crane to lift and move it away from the underneath power lines increases the price and dramatically complicates the operation. It could be done but the cost to do it, especially in light of the negative effect of offsetting the box, would be increased. The increased cost to move it in its more compromised condition , based on the offsetting due to its location near the boundary / wall, combine to make it dubious.

Senna, one of the premiere tree movers in the United States is in the business of moving trees that can survive and is reluctant to move trees with marginal chances of success as is a black mark on their credibility when one dies, shocks, or struggles to do well.

So to answer the question that you posed about SCE not allowing it is 'no' they wouldn't stop an attempt to move them but their previous act of line clearance pruning #12 makes it a tree that is a poor candidate to do so.

And tree # 10 is a poor candidate for relocation due to its proximity to the boundary wall requiring an off set box with the complication of its location under SCE high tension lines adding to the complexity, and cost, of the operation.

I received your email today while traveling on my way to a remote location in British Columbia and may not have further access to email again until early next week. Feel free to reach out to John with Senna who will likely reply to us with any additional comments after he reviews your email and my reply.

Regards

Jim Borer
Certified Arborist

Sent from my iPhone

Begin forwarded message:

> **From:** Nick Patterson <npatterson@cityventures.com>
> **Date:** September 17, 2024 at 12:54:27 PM PDT
> **To:** jim borer <borerjim@gmail.com>
> **Subject: RE: Tree Report Submittals**
>
> Hi Jim – I talked with the city today about the oak tree removal process and informed them of what your report says about the sizing and the trees being under the power lines. They wanted to know if you or Senna talked to SCE about the trees being under the power lines and therefore deeming that they must be removed.
>
> Thanks,
>
> Nick Patterson
> Director of Development
> City Ventures
> (763) 244-9855
>
> ---
>
> **From:** jim borer <borerjim@gmail.com>
> **Sent:** Wednesday, August 28, 2024 1:46 PM
> **To:** Nick Patterson <npatterson@cityventures.com>
> **Subject:** Re: Tree Report Submittals
>
> Thanks for following up. Keep me posted if you hear from the city of Arcadia, Ca..
>
> JIm

On Wed, Aug 28, 2024 at 1:23 PM Nick Patterson <npatterson@cityventures.com> wrote:

> Hi Jim – it's been received and processed. A check will be cut next week and mailed to you.
>
> Thanks,
>
> Nick Patterson
> Director of Development
> City Ventures
> (763) 244-9855
>
> ---
>
> **From:** jim borer <borerjim@gmail.com>
> **Sent:** Wednesday, August 28, 2024 1:17 PM
> **To:** Nick Patterson <npatterson@cityventures.com>
> **Subject:** Re: Tree Report Submittals
>
> Nick,
>
> Keep me posted. Can you please check and make sure that the mailed copy of the invoice and PO made it to your accounting office in Irvine or N Beach. When you geta chance. No rush on the payment but my last few invoices seemed to get lost in the office shuttle down there somehow. Once they get to accounting its always pretty smooth.
>
> Thanks,
>
> Jim
>
> On Wed, Aug 28, 2024 at 10:02 AM Nick Patterson <npatterson@cityventures.com> wrote:
>
> > Thanks for this Jim. I'll let you know if the city has any questions or concerns.
> >
> > Nick Patterson
> > Director of Development
> > City Ventures
> > (763) 244-9855
> >
> > ---
> >
> > **From:** jim borer <borerjim@gmail.com>
> > **Sent:** Sunday, August 25, 2024 4:10 PM
> > **To:** Nick Patterson <npatterson@cityventures.com>
> > **Subject:** Re: Tree Report Submittals
> >
> > Nick,

Please see the attached addendum to the original report.

Jim

On Thu, Aug 22, 2024 at 9:25 AM jim borer <borerjim@gmail.com> wrote:

> Yes I will write a followup to the report making those credible considerations. Try to get it to you today but by mid day tomorrow nonetheless.
>
> Jim Borer
> Certified Arborist
>
> Sent from my iPhone
>
> > On Aug 21, 2024, at 3:56 PM, Nick Patterson <npatterson@cityventures.com> wrote:
> >
> > Thanks, Jim. Would you be able to write a letter summarizing this and signing off on the removal of these trees that we can include with the rest of your report?
> >
> > Given the size that these trees could grow to, would you also recommend that we don't plant new ones on our site with how tight everything already is? There's a park right across the street that we could replant new ones in.
> >
> > Thank you,
> >
> > Nick Patterson
> > Director of Development
> > City Ventures
> > (763) 244-9855
> >
> > ---
> >
> > **From:** jim borer <borerjim@gmail.com>
> > **Sent:** Tuesday, August 20, 2024 5:36 PM
> > **To:** Nick Patterson <npatterson@cityventures.com>
> > **Subject:** Re: Tree Report Submittals
> >
> > Nick,
> >
> > I think that they would be open to considering it, especially in the case of the boundary tree with the RD Olsen project site, which is quite marginal. The corner oak tree by the site's trash enclosure has other logistical issues that make it logistically super challenging

affecting the price and Senna's opinion that it could perform marginally for the long-term.

Almost all cities with a 'Heritage' tree / tree conservation ordinance have an allowance and are willing to allow for trees to be funded by a zoning change project to be planted off-site to compensate for removals of native or heritage trees that might not be reasonably replaceable on a proposed re-development site. This particular native oak species has the potential to grow to become 60 feet wide over a lifetime and therefore replacing them on your project site may be impractical for the long-term wherein city parks or greenbelts could be much better settings of scale for coast live oak trees, ***Quercus agrifolia.***

Regards,

Jim Borer

On Tue, Aug 20, 2024 at 4:02 PM Nick Patterson <npatterson@cityventures.com> wrote:

> Thanks for this information, John.
>
> Jim, since you've worked with the City of Arcadia before, do you think that they'd be open to removing the trees and replacing them with new ones on our site with the new landscaping?
>
> Thanks,
>
> Nick Patterson
> Director of Development
> City Ventures
> (763) 244-9855
>
> ---
>
> **From:** Johnjr <johnjr@sennatree.com>
> **Sent:** Tuesday, August 20, 2024 12:55 PM
> **To:** John <john@sennatree.com>; Nick Patterson <npatterson@cityventures.com>
> **Cc:** jim borer <borerjim@gmail.com>
> **Subject:** RE: Tree Report Submittals
>
> > You don't often get email from johnjr@sennatree.com. Learn why this is important
> **Nick,**

I inspected both Oak trees today, there are many challenges that would lead me to advise against moving them.

Quercus agrifolia #12, this tree is in sharp decline, with about 80% of its canopy defoliated. It has service power lines above that would need to be removed, it has a fence, concrete curbs on both sides, asphalt and a light pole, all of this would need to be removed prior to boxing. That's lots of small excavations/disturbances into the rootzone before we even begin boxing. We strongly advise against moving this tree. If you must move it, it is a 132" box, a budget number to box and store on site is $18,500.00

The second Quercus agrifolia 144" box (didn't see a #) in the NW corner of the property is in better health, it has codominant form and included bark which can be a future structural failure point. The 2 biggest problems with this tree are:

1. It is 54" from the edge of the trunk to the northern cinderblock wall that separates the 2 properties, if we were to attempt to excavate that side of the rootball the tree would be extremely unbalanced, we would be severing structural buttress roots and the tree would require significant, permanent guywiring (if it survived the large roots, just outside the rootflare that must be cut).
2. The second major problem is that it is located under high voltage electrical transmission lines, we cannot pick this tree with a crane in its current position. What must roll the tree our from under the lines before we could attempt to pick and load it with the crane, this has significant cost consequences. The fact that the box is so offset (Item #1 above) makes rolling the tree very dangerous and slow going.

A budget number to move this Oak then the cost to box, roll out from under the powerlines, load with a crane then store on site and guywire would be $46,000.00

We strongly advise against attempting to box either of these trees.
A much better solution would be to purchase new, vigorous oaks. Our nursery was recently re-stocked with dozens of beautiful mature Coast Live Oaks (Quercus agrifolia) that would be a better solution for this particular job.
Let me know if I can provide you with any photos and pricing of those oaks.
Thanks!

John Mote Jr.
ISA Certified Arborist #WE7648A
NCCCO Certified Crane Operator #060224820R

9255 Sunland Blvd.
Sun Valley, CA 91352

818.957.5755 office
818.957.5255 fax
818.279.3056 cell

From: John <john@sennatree.com>
Sent: Tuesday, August 20, 2024 12:16 PM
To: Nick Patterson <npatterson@cityventures.com>
Cc: jim borer <borerjim@gmail.com>; Johnjr <johnjr@sennatree.com>
Subject: Re: Tree Report Submittals

My Son was working on it, the trees are very poor quality, not worth spending any money on , best to replace with quality trees, our firm will decline to perform moving work fyi
Sent from my iPhone

> On Aug 20, 2024, at 11:27 AM, Nick Patterson <npatterson@cityventures.com> wrote:
>
> Hi John – I wanted to follow up on this and see if you've had a chance to put together the proposal for boxing the 2 oak trees on this project yet.
>
> Thank you,
>
> Nick Patterson
> Director of Development
> City Ventures
> (763) 244-9855
>
> ---
>
> **From:** John <john@sennatree.com>
> **Sent:** Monday, August 12, 2024 1:50 PM
> **To:** Nick Patterson <npatterson@cityventures.com>; jim borer <borerjim@gmail.com>
> **Subject:** Re: Tree Report Submittals

Ok, I'll jump on this first thing Monday when I get in

Thank you.

John C. Mote
President
ISA Certified Arborist #508

Senna Tree Company
9255 Sunland Blvd.
Sun Valley, CA 91352

818.279.3054 C
818.957.5755 O
818.957.5255 F

From: Nick Patterson <npatterson@cityventures.com>
Date: Monday, August 12, 2024 at 1:48 PM
To: John <john@sennatree.com>, jim borer <borerjim@gmail.com>
Subject: RE: Tree Report Submittals

Hi John – that will work. Any sooner would be great as we're trying to submit our plan of action to the city on the 23rd.

Thank you,

Nick Patterson
Director of Development
City Ventures
(763) 244-9855

From: John <john@sennatree.com>
Sent: Monday, August 12, 2024 1:35 PM
To: Nick Patterson <npatterson@cityventures.com>; jim borer <borerjim@gmail.com>
Subject: Re: Tree Report Submittals

Nick,
I am leaving on vacation tomorrow and will be back Monday, I can have you a price by Thursday August 22, does that work?

Thank you.

John C. Mote
President
ISA Certified Arborist #508

Senna Tree Company
9255 Sunland Blvd.
Sun Valley, CA 91352

818.279.3054 C
818.957.5755 O
818.957.5255 F

From: Nick Patterson <npatterson@cityventures.com>
Date: Monday, August 12, 2024 at 1:21 PM
To: jim borer <borerjim@gmail.com>, John <john@sennatree.com>
Subject: RE: Tree Report Submittals

Jim and John – when do you think you'll be able to have pricing confirmed for boxing the two oaks?

Thanks,

Nick Patterson
Director of Development
City Ventures
(763) 244-9855

From: jim borer <borerjim@gmail.com>
Sent: Friday, August 9, 2024 5:34 PM
To: Nick Patterson <npatterson@cityventures.com>; John Jr Mote <john@sennatree.com>

Subject: Re: Tree Report Submittals

Ryan,

I will get you a price(s) and a plan for a contractor you have used previously to allow you to consider relocating them.

Jim

John Jr.

A client of mine and also of yours in the past, Cory Ventures has a redevelopment project at 101 w Huntington drive i Arcadia with two oaks that may require relocation. They'll need a price to side box, maintain in place for 90 days, bottom box, store onsite for a year while they rebuild multi family project in Arcadia, Ca., a d then return and replant.

There are only two oaks on the site. One at northwest corner behind trash bin enclosure and one under power lines along west boundary w site that is under construction by RD Olsen to the west of this site.

Call me on Monday to discuss please. This builder is a good builder to work for.

Jim

Sent from my iPhone

> On Aug 9, 2024, at 4:43 PM, Nick Patterson <npatterson@cityventures.com> wrote:
>
> Hi Jim – I left you a voicemail yesterday but we need to figure out a plan forward with the oak trees. Could you provide us with a price to box them and move them on-site after construction is finalized?

Thank you,

Nick Patterson
Director of Development
City Ventures
(763) 244-9855

From: jim borer <borerjim@gmail.com>
Sent: Thursday, August 8, 2024 9:04 AM
To: Nick Patterson <npatterson@cityventures.com>
Subject: Tree Report Submittals

Nick,

Please find the attached components to the tree inventory and report.

Regards,

Jim Borer
Certified Arborist #496

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Jim Borer, Certified Arborist #496
Specimen tree preservation, and analysis

August 25, 2024

Mr. Nick Patterson
City Ventures

Telefax: This page plus 1

Re: Oak Tree Conservation Issues
101 W. Huntington Drive
Arcadia, Ca.

Dear Nick,

I am writing as a follow-up to my review of the reply that you received from Senna Tree Company regarding their consideration and opinions regarding the feasibility of relocating the two existing coast live oak trees within your proposed redevelopment project.

The logistical issues that Senna related as far as the effect of the location of oak trees, #10 and #12, which are both adjacent to the property's boundaries, and effectively underneath the high-tension wires that course over their respective canopies. Based upon their experience it is credible that these conditions would greatly complicate the physical relocation of the oaks. Senna, the premier tree moving company in southern California, is uncertain of their ability to offset the box wherein the trunk is not in its center to roll it away from the utility lines and the boundary that they appear to straddle. If they were able to roll the box they successfully they are afraid that it would be vulnerable to becoming destabilized and failing in the relocation process. Its long-term systemic viability may be dubious from the effects of offsetting the box.

Senna has indicated that tree # 12, also a native coast live oak specimen, does not meet the minimal vigor requirement to make it a good candidate for relocation within the site. Its low live foliage canopy density is marginal and therefore its performance for the long-term as a transplanted mature specimen would be dubious. I indicated this same opinion in the original arborist report.

Furthermore it my opinion, based upon the species potential to develop and mature to be wider than tall (up to 60 feet in wide at maturity), the coast live oak may not be an ideal species for the project's new landscape. The species' mature canopy width and related viability for replanting on-site may well dispose your resources better directed to using a more upright, non-native, oak species such as holly oak, cork oak, or Englemann oak sub-

PO Box 1803, Rancho Cucamonga, Ca. 91729-1803

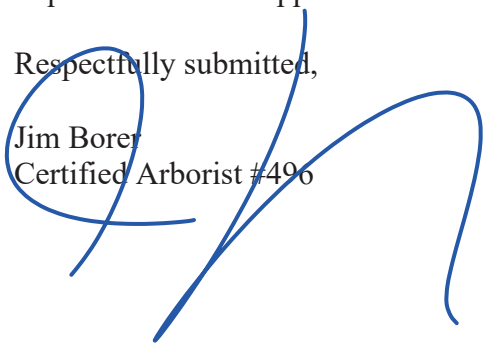
Phone 909/ 997-7020 Fax 909/ 948-8882

E-mail jimborerarborist@charter.net

species if replacement is to take place within the project. These non-native species , which are also well-adapted to our own Mediterrranean climate would be more likely to reach a similar mature heights as the coast live oak but with widths in the 30 feet range in maturity over time. If the city were to require replacement with coast live oaks they may be more well suited for a city park, greenbelt, or other open space location that could more realistically allow for a 60 foot wide mature tree to develop with a nature archetypal form and character.

Please reach out to me if you have any questions, require additional information, or require additional support herein otherwise.

Respectfully submitted,



Jim Borer
Certified Arborist #496

PO Box 1803, Rancho Cucamonga, Ca. 91729-1803

Phone 909/ 997-7020 Fax 909/ 948-8882

E-mail jimborerarborist@charter.net

October 29, 2025

TJW ENGINEERING, INC.
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING CONSULTANTS

Mr. Nick Patterson
CITY VENTURES
3121 Michelson Drive, Suite 150
Irvine, CA 92612

SUBJECT: Arcadia Site VMT Screening
City of Arcadia, California

Dear Mr. Patterson,

TJW Engineering, Inc. (TJW) is pleased to submit this Vehicle Miles Traveled (VMT) Screening for the proposed project located at the northwest corner of Santa Clara Street and Huntington Drive in the City of Arcadia, California. The development includes the construction of 34 multifamily dwelling units. The purpose of this memorandum is to summarize the project VMT Screening.

Proposed Project

The site for the proposed project is located at the northwest corner of Santa Clara Street and Huntington Drive in the City of Arcadia, California. The development includes the construction of 34 multifamily dwelling units. The project will have 68 residential garage spaces and two (2) guest spaces with one of the guest spaces being an ADA space. The municipal code requires two off-street parking spaces per dwelling unit and one guest parking space per every two dwelling units. Therefore, the city municipal code requires the proposed project to have 68 off-street parking spaces and 17 guest parking spaces, resulting in a total of 85 parking spaces. The parking spaces do not meet municipal code for the city of Arcadia as the project provides a total of 70 parking spaces. However, this project is under the State Density Bonus Law which requires projects to provide 1 parking space for studios and 1 bedrooms, 1.5 parking spaces for 2 and 3 bedrooms, and 2.5 parking spaces for 4 bedrooms. Under the State Density Bonus Law, the proposed project is required to provide 53 parking spaces. This plan provides a total of 70 parking spaces and satisfies the requirements for the State Density Bonus Law.

Site access will be provided via two (2) right-in/right/out proposed driveways, the first on Santa Clara Street and the second on Huntington Drive. A site plan is attached for reference.

Vehicle Miles Traveled (VMT) Screening

Senate Bill (SB) 743 was adopted in 2013 requiring the Governor's Office of Planning and Research (OPR) to identify new metrics for identifying and mitigating transportation impacts within the California Environmental Quality Act (CEQA). For land use projects, OPR has identified Vehicle Miles Traveled (VMT) as the new metric for transportation analysis under CEQA. The regulatory changes to the CEQA guidelines that implement SB 743 were approved on December 28th, 2018, with an implementation date of July 1st, 2020, as the new metric.

The *City of Arcadia Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment (City Guidelines)* (August 2020) provides screening criteria and requirements for VMT assessment of land use projects. The guideline states three screening methods with the first being the Transit Priority Area (TPA) Screening. This screening method indicates projects located within a TPA may be presumed to have a less than significant impact on VMT. The project is located in the near vicinity of both the Arcadia Metro A Line Transit Station and the Foothill Transit Route 187. **Appendix A** shows the surrounding transit facilities in the near vicinity of the project. The web-based San Gabriel Valley Council of Governments (SGVCOG) VMT Evaluation Tool was utilized to evaluate the proposed project. The VMT Tool determined that the proposed project is located within a TPA. The SGVCOG VMT Evaluation Tool Report is included in **Appendix A**. The additional criteria for this screening method also includes not having a Floor Area Ratio (FAR) of less than 0.75, containing more parking for use by residents of the project than required by the city, is inconsistent with the Southern California Sustainable Communities Strategy, and will not replace affordable residential units with a smaller number of moderate or high-income residential units. The proposed project does not have a Floor Area Ratio (FAR) of less than 0.75 and does not contain more parking than required by the city. The city municipal code requires the proposed project to have 68 off-street parking spaces and 17 guest parking spaces, resulting in a total of 85 required parking spaces. The proposed project will provide 70 parking spaces and therefore does not exceed the required amount of parking. Additionally, the proposed project is consistent with the Connect SoCal 2024 Sustainable Communities Strategy and will not replace affordable residential units with a smaller number of moderate or high-income residential units. Therefore, the project can be presumed to have a less than significant impact on VMT with the Transit Priority Area screening method.

The second screening method stated in the *City* guidelines is the Low VMT Area Screening. This screening method indicates projects located within a low VMT-generating area may be presumed to have a less than significant impact on VMT. The web-based San Gabriel Valley Council of Governments (SGVCOG) VMT Evaluation Tool was utilized to compare the project generated VMT to the VMT baseline and threshold of 15% below the baseline. The SCVCOG VMT tool determined that the project has 22.31 VMT per capita which is lower than the baseline VMT of 23.29 VMT per capita. However, although it is lower than the baseline, it does not meet the threshold criteria of 15% below the baseline VMT per Capital and therefore cannot be screened from having a less than significant impact on VMT. The SGVCOG VMT Evaluation Tool Report is included in **Appendix A**

The third screening method is Project Type Screening. The *City* guidelines contain a list of project types that would be identified as having a less than significant impact on VMT. The proposed project does not screen with this screening method as it contains 34 multifamily dwelling units while the list shows that projects under 16 multifamily housing units would be considered less than significant.

Summary

This memorandum provides an overview of the VMT screening for the proposed project. Based on the *City Guidelines*, the proposed project may be presumed to have a less than significant impact on VMT as it is located within a TPA.

Please contact us at (949) 878-3509 if you have any questions regarding this analysis.

Sincerely,

Thomas Wheat, PE, TE
President
Registered Civil Engineer *#69467*
Registered Traffic Engineer *#2565*

David Chew, PTP
Transportation Planner

Tiffany Chang
Assistant Transportation Planner

LEGEND
3-STORY UNITS
PLAN 1
PLAN 2
PLAN 3
PLAN 4
OPEN SPACE
UNIT ENTRY
BLDG #
n-PLEX
NUMBER
TYPE
PROJECT BOUNDARY
OVERHEAD POWER LINE
OPEN SPACE
±496 SQ. FT.
OPEN SPACE
±1994 SQ. FT.
BLDG 1
19-PLEX
BLDG 2
10-PLEX
BLDG 3
6-PLEX
PROJECT ENTRY
TRASH ENCLOSURE
EVA
MIN. SIDE SETBACK
MIN. REAR SETBACK
MIN. FRONT SETBACK
PROPOSED DRIVE AISLE
DRIVE AISLE
SAN RAFAEL RD.
SANTA CLARA ST.
HUNTINGTON DR.
50'-0" ROW
6'-0"
10'-0"
20'-0"
26'-0"
27'-5"
32'-0"

APPENDIX A

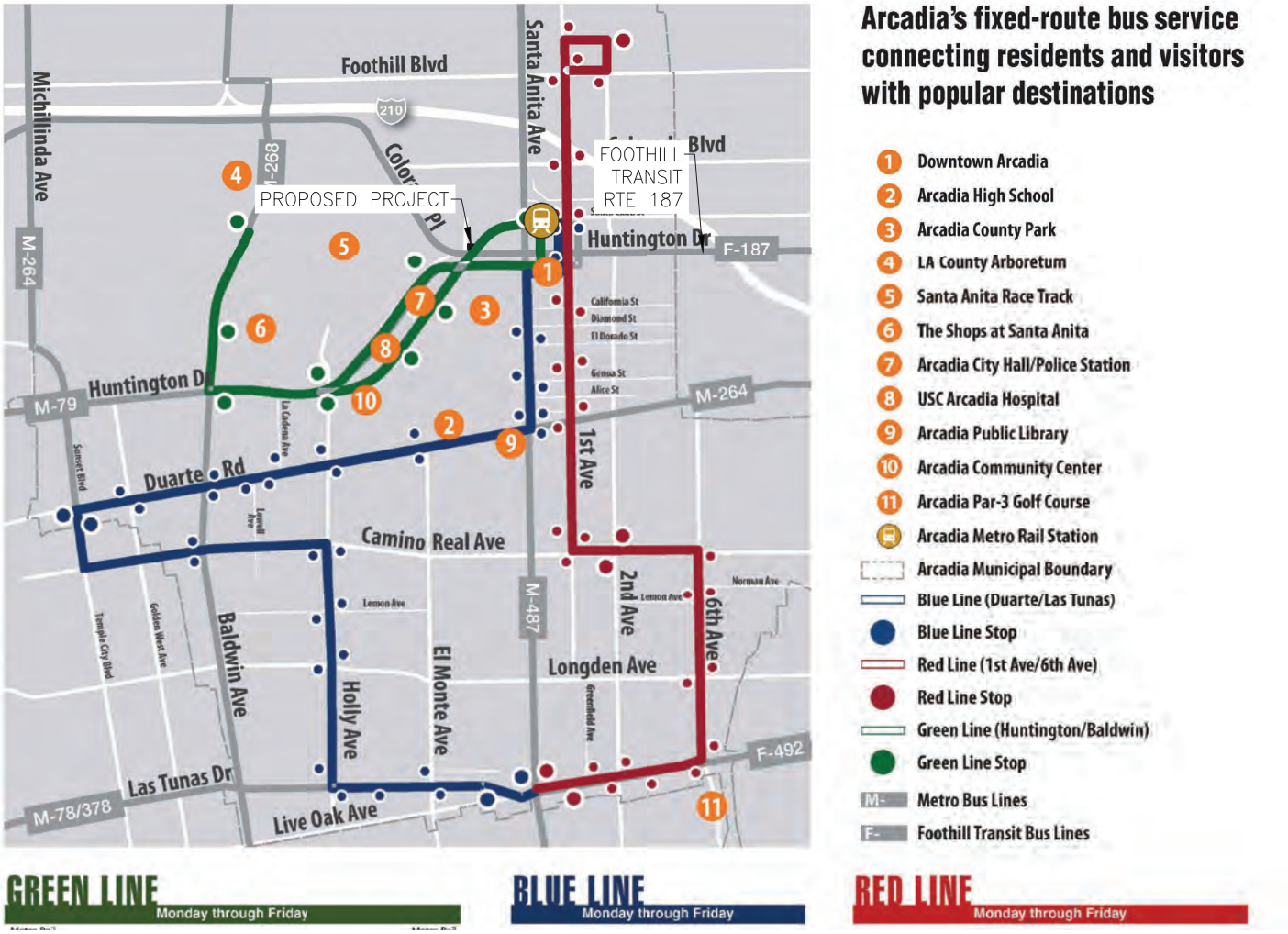


Exhibit 1: Transit Map Location

Arcadia Site Traffic Impact Analysis

CVR-24-007

Not to Scale

Saturday, Sunday & Holidays — A Line

Effective Sep 21 2025

Northbound to Pomona North *En dirección norte a Pomona Norte* (Approximate Times / *Tiempos Aproximados*)

LONG BEACH		CARSON	COMPTON	WILLOWBROOK	FLORENCE	LOS ANGELES		DOWNTOWN LOS ANGELES			LOS ANGELES			PASADENA		DUARTE	AZUSA	SAN DIMAS	POMONA
Downtown Long Beach	Willow St	Del Amo	Compton	Willowbrook/ Rosa Parks	Florence	Washington	Pico	7th Street/ Metro Center	Historic Broadway	Little Tokyo/ Arts District	Union Station	Highland Park	Memorial Park	Sierra Madre Villa	Allen	Duarte/ City of Hope	APU/Citrus College	San Dimas	Pomona North
—	—	—	—	—	—	—	—	—	4:05A	4:09A	4:18A	4:26	4:13A	4:24A	4:31A	4:43A	4:51A	5:00A	5:06A
—	—	—	—	—	—	—	—	—	4:35	4:39	4:48	4:56	4:43	4:54	5:01	5:13	5:21	5:30	5:36
—	—	3:45A	3:51A	3:55A	4:02A	4:11A	4:23A	4:35A	4:45	4:49	4:58	5:06	4:53	5:04	5:11	5:23	5:31	5:40	5:46
—	—	4:05	4:11	4:15	4:22	4:31	4:43	4:55	5:05	5:09	5:18	5:26	5:13	5:24	5:31	5:43	5:51	6:00	6:06
4:08A	4:20A	4:25	4:31	4:35	4:42	4:51	5:03	5:15	5:25	5:29	5:38	5:46	5:33	5:44	5:51	6:03	6:11	6:20	6:26
4:28	4:40	4:45	4:51	4:55	5:02	5:11	5:23	5:35	5:45	5:49	5:58	6:06	5:53	6:04	6:11	6:23	6:31	6:40	6:46
4:48	5:00	5:05	5:11	5:15	5:22	5:31	5:43	5:55	6:05	6:09	6:18	6:26	6:13	6:24	6:31	6:43	6:51	7:00	7:06
5:08	5:20	5:25	5:31	5:35	5:42	5:51	6:03	6:15	6:25	6:29	6:38	6:46	6:33	6:44	6:51	7:03	7:11	7:20	7:26
5:28	5:40	5:45	5:51	5:55	6:02	6:11	6:23	6:35	6:45	6:49	6:58	7:06	6:53	7:04	7:11	7:23	7:31	7:40	7:46
—	—	6:05	6:11	6:15	6:22	6:31	6:43	6:55	7:05	7:09	7:18	7:26	7:13	7:24	7:31	7:43	7:51	8:00	8:06
5:52	6:04	6:09	6:15	6:19	6:26	6:35	6:47	6:59	7:09	7:13	7:22	7:30	7:17	7:28	7:35	7:47	7:55	8:04	8:10
—	—	6:25	6:31	6:35	6:42	6:51	7:03	7:15	7:25	7:29	7:38	7:46	7:33	7:44	7:51	8:03	8:11	8:20	8:26
6:12	6:24	6:29	6:35	6:39	6:46	6:55	7:07	7:19	7:29	7:33	7:42	7:50	7:37	7:48	7:55	8:07	8:15	8:24	8:30
—	—	6:45	6:51	6:55	7:02	7:11	7:23	7:35	7:45	7:49	7:58	8:06	7:53	8:04	8:11	8:23	8:31	8:40	8:46
6:32	6:44	6:49	6:55	6:59	7:06	7:15	7:27	7:39	7:49	7:53	8:02	8:10	7:57	8:08	8:15	8:27	8:35	8:44	8:50
6:52	7:04	7:09	7:15	7:19	7:26	7:35	7:47	7:59	8:09	8:13	8:22	8:30	8:17	8:28	8:35	8:47	8:55	9:04	9:10
7:12	7:24	7:29	7:35	7:39	7:46	7:55	8:07	8:19	8:29	8:33	8:42	8:50	8:37	8:48	8:55	9:07	9:15	9:24	9:30
7:32	7:44	7:49	7:55	7:59	8:06	8:15	8:27	8:39	8:49	8:53	9:02	9:10	8:57	9:08	9:15	9:27	9:35	9:44	9:50
7:52	8:04	8:09	8:15	8:19	8:26	8:35	8:47	8:59	9:09	9:13	9:22	9:30	9:17	9:28	9:35	9:47	9:55	10:04	10:10
8:12	8:24	8:29	8:35	8:39	8:46	8:55	9:07	9:19	9:29	9:33	9:42	9:50	9:37	9:48	9:55	10:07	10:15	10:24	10:30
8:32	8:44	8:49	8:55	8:59	9:06	9:15	9:27	9:39	9:49	9:53	10:02	10:10	9:57	10:08	10:15	10:27	10:35	10:44	10:50
8:52	9:04	9:09	9:15	9:19	9:26	9:35	9:47	9:59	10:09	10:13	10:22	10:30	10:17	10:28	10:35	10:47	10:55	11:04	11:10
9:12	9:24	9:29	9:35	9:39	9:46	9:55	10:07	10:19	10:29	10:33	10:42	10:50	10:37	10:48	10:55	11:07	11:15	11:24	11:30
9:32	9:44	9:49	9:55	9:59	10:06	10:15	10:27	10:39	10:49	10:53	11:02	11:10	10:57	11:08	11:15	11:27	11:35	11:44	11:50
9:52	10:04	10:09	10:15	10:19	10:26	10:35	10:47	10:59	11:09	11:13	11:22	11:30	11:17	11:28	11:35	11:47	11:55	12:04P	12:10P
10:12	10:24	10:29	10:35	10:39	10:46	10:55	11:07	11:19	11:29	11:33	11:42	11:50	11:37	11:48	11:55	12:07P	12:15P	12:24	12:30
10:32	10:44	10:49	10:55	10:59	11:06	11:15	11:27	11:39	11:49	11:53	12:02P	12:10P	11:57	12:08P	12:15P	12:27	12:35	12:44	12:50
10:52	11:04	11:09	11:15	11:19	11:26	11:35	11:47	11:59	12:09P	12:13P	12:22	12:30	12:17P	12:28	12:35	12:47	12:55	1:04	1:10
11:12	11:24	11:29	11:35	11:39	11:46	11:55	12:07P	12:19P	12:29	12:33	12:42	12:50	12:37	12:48	12:55	1:07	1:15	1:24	1:30
11:32	11:44	11:49	11:55	11:59	12:06P	12:15P	12:27	12:39	12:49	12:53	1:02	1:10	12:57	1:08	1:15	1:27	1:35	1:44	1:50
11:52	12:04P	12:09P	12:15P	12:19P	12:26	12:35	12:47	12:59	1:09	1:13	1:22	1:30	1:17	1:28	1:35	1:47	1:55	2:04	2:10
12:12	12:24	12:29	12:35	12:39	12:46	12:55	1:07	1:19	1:29	1:33	1:42	1:50	1:37	1:48	1:55	2:07	2:15	2:24	2:30
12:32	12:44	12:49	12:55	12:59	1:06	1:15	1:27	1:39	1:49	1:53	2:02	2:10	1:57	2:08	2:15	2:27	2:35	2:44	2:50
12:52	1:04	1:09	1:15	1:19	1:26	1:35	1:47	1:59	2:09	2:13	2:22	2:30	2:17	2:28	2:35	2:47	2:55	3:04	3:10
1:12	1:24	1:29	1:35	1:39	1:46	1:55	2:07	2:19	2:29	2:33	2:42	2:50	2:37	2:48	2:55	3:07	3:15	3:24	3:30
1:32	1:44	1:49	1:55	1:59	2:06	2:15	2:27	2:39	2:49	2:53	3:02	3:10	2:57	3:08	3:15	3:27	3:35	3:44	3:50
1:52	2:04	2:09	2:15	2:19	2:26	2:35	2:47	2:59	3:09	3:13	3:22	3:30	3:17	3:28	3:35	3:47	3:55	4:04	4:10
2:12	2:24	2:29	2:35	2:39	2:46	2:55	3:07	3:19	3:29	3:33	3:42	3:50	3:37	3:48	3:55	4:07	4:15	4:24	4:30
2:32	2:44	2:49	2:55	2:59	3:06	3:15	3:27	3:39	3:49	3:53	4:02	4:10	3:57	4:08	4:15	4:27	4:35	4:44	4:50
2:52	3:04	3:09	3:15	3:19	3:26	3:35	3:47	3:59	4:09	4:13	4:22	4:30	4:17	4:28	4:35	4:47	4:55	5:04	5:10
3:12	3:24	3:29	3:35	3:39	3:46	3:55	4:07	4:19	4:29	4:33	4:42	4:50	4:37	4:48	4:55	5:07	5:15	5:24	5:30
3:32	3:44	3:49	3:55	3:59	4:06	4:15	4:27	4:39	4:49	4:53	5:02	5:10	4:57	5:08	5:15	5:27	5:35	5:44	5:50
3:52	4:04	4:09	4:15	4:19	4:26	4:35	4:47	4:59	5:09	5:13	5:22	5:30	5:17	5:28	5:35	5:47	5:55	6:04	6:10
4:12	4:24	4:29	4:35	4:39	4:46	4:55	5:07	5:19	5:29	5:33	5:42	5:50	5:37	5:48	5:55	6:07	6:15	6:24	6:30
4:32	4:44	4:49	4:55	4:59	5:06	5:15	5:27	5:39	5:49	5:53	6:02	6:10	5:57	6:08	6:15	6:27	6:35	6:44	6:50
4:52	5:04	5:09	5:15	5:19	5:26	5:35	5:47	5:59	6:09	6:13	6:22	6:30	6:17	6:28	6:35	6:47	6:55	7:04	7:10
5:12	5:24	5:29	5:35	5:39	5:46	5:55	6:07	6:19	6:29	6:33	6:42	6:50	6:37	6:48	6:55	7:07	7:15	7:24	7:30
5:32	5:44	5:49	5:55	5:59	6:06	6:15	6:27	6:39	6:49	6:53	7:02	7:10	6:57	7:08	7:15	7:27	7:35	7:44	7:50
5:52	6:04	6:09	6:15	6:19	6:26	6:35	6:47	6:59	7:09	7:13	7:22	7:30	7:17	7:28	7:35	7:47	7:55	8:04	8:10
6:12	6:24	6:29	6:35	6:39	6:46	6:55	7:07	7:19	7:29	7:33	7:42	7:50	7:37	7:48	7:55	8:07	8:15	8:24	8:30
6:32	6:44	6:49	6:55	6:59	7:06	7:15	7:27	7:39	7:49	7:53	8:02	8:10	7:57	8:08	8:15	8:27	8:35	8:44	8:50
6:52	7:04	7:09	7:15	7:19	7:26	7:35	7:47	7:59	8:09	8:13	8:22	8:30	8:17	8:28	8:35	8:47	8:55	9:04	9:10
7:12	7:24	7:29	7:35	7:39	7:46	7:55	8:07	8:19	8:29	8:33	8:42	8:50	8:37	8:48	8:55	9:07	9:15	9:24	9:30
7:32	7:44	7:49	7:55	7:59	8:06	8:15	8:27	8:39	8:49	8:53	9:02	9:10	8:57	9:08	9:15	9:27	9:35	9:44	9:50
7:52	8:04	8:09	8:15	8:19	8:26	8:35	8:47	8:59	9:09	9:13	9:22	9:30	9:17	9:28	9:35	9:47	9:55	10:04	10:10
8:12	8:24	8:29	8:35	8:39	8:46	8:55	9:07	9:19	9:29	9:33	9:42	9:50	9:37	9:48	9:55	10:07	10:15	10:24	10:30
8:32	8:44	8:49	8:55	8:59	9:06	9:15	9:27	9:39	9:49	9:53	10:02	10:10	9:57	10:08	10:15	10:27	10:35	10:44	10:50
8:52	9:04	9:09	9:14	9:21	9:30	9:42	9:44	9:48	9:49	9:52	10:05	10:16	10:23	10:35	10:43	10:52	10:58		
9:07	9:19	9:24	9:30	9:34	9:41	9:50	10:02	10:04	10:08	10:09	10:12	10:25	10:36	10:43	10:55	11:03	11:12	11:18	
9:27	9:39	9:44	9:50	9:54	10:01	10:10	10:22	10:24	10:29	10:32	10:45	10:56	11:03	11:15	11:23	11:32	11:38		
9:47	9:59	10:04	10:10	10:14	10:21	10:30	10:42	10:44	10:48	10:49	11:02	11:13	11:20	11:32	11:40	11:52	11:58		
10:07	10:19	10:24	10:30	10:34	10:41	10:50	11:02	11:04	11:08	11:09	11:12	11:25	11:36	11:43	11:55	12:03A	12:12A	12:18A	
10:27	10:39	10:44	10:50	10:54	11:01	11:10	11:22	11:24	11:28	11:29	11:32	11:45	11:56	12:04A	12:15A	12:23	12:32	12:38	
10:47	10:59	11:04	11:10	11:14	11:21	11:30	11:42	11:44	11:48	11:49	12:02P	12:15P	12:26	12:36	12:43	12:55	1:03	1:08	
11:07	11:19	11:24	11:30	11:34	11:41	11:50	12:02A	12:04A	12:08A	12:09P	12:12A	12:25	12:36	12:43	12:55	1:03	1:12	1:18	
11:27	11:39	11:44	11:50	11:54	12:01A	12:10A	12:22	12:24	12:28	12:29	12:32	12:45	12:56	1:03	1:15	1:23	—	—	
11:47	11:59	12:04A	12:10A	12:14A	12:21	12:30	12:42	12:44	12:48	12:49	12:52	1:05	1:16	1:23	1:35	1:43	—	—	

Saturday, Sunday & Holidays — A Line

Southbound to Long Beach *En dirección sur a Long Beach* (Approximate Times / *Tiempos Aproximados*)

POMONA	SAN DIMAS	AZUSA	DUARTE	PASADENA		LOS ANGELES			DOWNTOWN LOS ANGELES			LOS ANGELES		FLORENCE	WILLOWBROOK	COMPTON	CARSON	LONG BEACH	
Pomona North	San Dimas	APU/Citrus College	Duarte/ City of Hope	Sierra Madre Villa	Memorial Park	Highland Park	Union Station	Little Tokyo/ Arts District	Historic Broadway	7th Street/ Metro Center	Pico	Washington	Florence	Willowbrook/ Rosa Parks	Compton	Del Amo	Willow St	Downtown Long Beach
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3:38A	3:57A
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4:03	4:17
—	—	—	—	—	—	—	3:52A	3:56A	3:58A	4:01A	4:03A	4:15	4:22	4:28	4:32	4:38	4:26	4:40
—	—	—	—	—	—	—	4:22	4:26	4:28	4:31	4:33	4:45	4:52	4:58	5:02	5:08	4:56	5:10
—	—	—	—	—	—	—	4:52	4:56	4:58	5:01	5:03	5:15	5:22	5:28	5:32	5:38	5:26	5:40
—	—	—	—	—	—	—	5:22	5:26	5:28	5:31	5:33	5:45	5:52	5:58	6:02	6:08	5:56	6:10
—	—	—	—	—	—	—	5:52	5:56	5:58	6:01	6:03	6:15	6:22	6:28	6:32	6:38	6:26	6:40
—	—	—	—	—	—	—	6:22	6:26	6:28	6:31	6:33	6:45	6:52	6:58	7:02	7:08	6:56	7:10
—	—	—	—	—	—	—	6:52	6:56	6:58	7:01	7:03	7:15	7:22	7:28	7:32	7:38	7:26	7:40
—	—	—	—	—	—	—	7:22	7:26	7:28	7:31	7:33	7:45	7:52	7:58	8:02	8:08	7:56	8:10
—	—	—	—	—	—	—	7:52	7:56	7:58	8:01	8:03	8:15	8:22	8:28	8:32	8:38	8:26	8:40
—	—	—	—	—	—	—	8:22	8:26	8:28	8:31	8:33	8:45	8:52	8:58	9:02	9:08	8:56	9:10
—	—	—	—	—	—	—	8:52	8:56	8:58	9:01	9:03	9:15	9:22	9:28	9:32	9:38	9:26	9:40
—	—	—	—	—	—	—	9:22	9:26	9:28	9:31	9:33	9:45	9:52	9:58	10:02	10:08	9:56	10:10
—	—	—	—	—	—	—	9:52	9:56	9:58	10:01	10:03	10:15	10:22	10:28	10:32	10:38	10:26	10:40
—	—	—	—	—	—	—	10:22	10:26	10:28	10:31	10:33	10:45	10:52	10:58	11:02	11:08	10:56	11:10
—	—	—	—	—	—	—	10:52	10:56	10:58	11:01	11:03	11:15	11:22	11:28	11:32	11:38	11:26	11:40
6:10	6:24	6:33	6:40	6:52	6:59	7:09	7:22	7:26	7:28	7:31	7:33	7:45	7:52	7:58	8:02	8:08	7:56	8:10
—	—	—	—	7:22	7:29	7:39	7:52	7:56	7:58	8:01	8:03	8:15	8:22	8:28	8:32	8:38	8:26	8:40
6:30	6:44	6:53	7:00	7:22	7:29	7:39	7:52	7:56	7:58	8:01	8:03	8:15	8:22	8:28	8:32	8:38	8:26	8:40
—	—	—	—	7:52	7:59	8:09	8:22	8:26	8:28	8:31	8:33	8:45	8:52	8:58	9:02	9:08	8:56	9:10
6:50	7:04	7:13	7:20	7:52	7:59	8:09	8:22	8:26	8:28	8:31	8:33	8:45	8:52	8:58	9:02	9:08	8:56	9:10
7:08	7:14	7:23	7:30	7:42	7:49	7:59	8:12	8:16	8:18	8:21	8:23	8:35	8:42	8:48	8:52	8:58	8:46	9:00
7:18	7:24	7:33	7:40	7:52	7:59	8:09	8:22	8:26	8:28	8:31	8:33	8:45	8:52	8:58	9:02	9:08	8:56	9:10
7:28	7:34	7:43	7:50	8:02	8:09	8:19	8:32	8:36	8:38	8:41	8:43	8:55	9:02	9:08	9:12	9:18	9:06	9:20
7:38	7:44	7:53	8:00	8:12	8:19	8:29	8:42	8:46	8:48	8:51	8:53	9:05	9:12	9:18	9:22	9:28	9:16	9:30
7:48	7:54	8:03	8:10	8:22	8:29	8:39	8:52	8:56	8:58	9:01	9:03	9:15	9:22	9:28	9:32	9:38	9:26	9:40
7:58	8:04	8:13	8:20	8:32	8:39	8:49	9:02	9:06	9:08	9:11	9:13	9:25	9:32	9:38	9:42	9:50	9:36	9:52
8:08	8:14	8:23	8:30	8:42	8:49	8:59	9:12	9:16	9:18	9:21	9:23	9:35	9:42	9:48	9:52	9:58	9:46	10:02
8:18	8:24	8:33	8:40	8:52	8:59	9:09	9:22	9:26	9:28	9:31	9:33	9:45	9:52	9:58	10:02	10:08	9:56	10:10
8:28	8:34	8:43	8:50	9:02	9:09	9:19	9:32	9:36	9:38	9:41	9:43	9:55	10:02	10:08	10:12	10:18	10:06	10:20
8:38	8:44	8:53	9:00	9:12	9:19	9:29	9:42	9:46	9:48	9:51	9:53	10:05	10:12	10:18	10:22	10:28	10:16	10:30
8:48	8:54	9:03	9:10	9:22	9:29	9:39	9:52	9:56	9:58	10:01	10:03	10:15	10:22	10:28	10:32	10:38	10:26	10:40
8:58	9:04	9:13	9:20	9:32	9:39	9:49	10:02	10:06	10:08	10:11	10:13	10:25	10:32	10:38	10:42	10:48	10:36	10:50
9:08	9:14	9:23	9:30	9:42	9:49	9:59	10:12	10:16	10:18	10:21	10:23	10:35	10:42	10:48	10:52	10:58	10:46	11:00
9:18	9:24	9:33	9:40	9:52	9:59	10:09	10:22	10:26	10:28	10:31	10:33	10:45	10:52	10:58	11:02	11:08	10:56	11:10
9:28	9:34	9:43	9:50	10:02	10:09	10:19	10:32	10:36	10:38	10:41	10:43	10:55	11:02	11:08	11:12	11:18	11:06	11:20
9:38	9:44	9:53	10:00	10:12	10:19	10:29	10:42	10:46	10:48	10:51	10:53	11:05	11:12	11:18	11:22	11:28	11:16	11:30
9:48	9:54	10:03	10:10	10:22	10:29	10:39	10:52	10:56	10:58	11:01	11:03	11:15	11:22	11:28	11:32	11:38	11:26	11:40
9:58	10:04	10:13	10:20	10:32	10:39	10:49	11:02	11:06	11:08	11:11	11:13	11:25	11:32	11:38	11:42	11:48	11:36	11:50
10:08	10:14	10:23	10:30	10:42	10:49	10:59	11:12	11:16	11:18	11:21	11:23	11:35	11:42	11:48	11:52	11:58	11:46	12:00P
10:18	10:24	10:33	10:40	10:52	10:59	11:09	11:22	11:26	11:28	11:31	11:33	11:45	11:52	11:58	12:02P	12:08P	11:56	12:10P
10:28	10:34	10:43	10:50	11:02	11:09	11:19	11:32	11:36	11:38	11:41	11:43	11:55	12:02P	12:08P	12:12P	12:18P	12:06P	12:20P
10:38	10:44	10:53	11:00	11:12	11:19	11:29	11:42	11:46	11:48	11:51	11:53	12:05P	12:12P	12:18P	12:22P	12:28P	12:16P	12:30P
10:48	10:54	11:03	11:10	11:22	11:29	11:39	11:52	11:56	11:58	12:01P	12:03P	12:15P	12:22P	12:28P	12:32P	12:38P	12:26P	12:40P
10:58	11:04	11:13	11:20	11:32	11:39	11:49	12:02P	12:06P	12:08P	12:11	12:13	12:25	12:32	12:38	12:42	12:48	12:36	12:50
11:08	11:14	11:23	11:30	11:42	11:49	11:59	12:12	12:16	12:18	12:21	12:23	12:35	12:42	12:48	12:52	12:58	12:46	1:00
11:18	11:24	11:33	11:40	11:52	11:59	12:09P	12:22	12:26	12:28	12:31	12:33	12:45	12:52	12:58	1:02	1:08	12:56	1:10
11:28	11:34	11:43	11:50	12:02P	12:09P	12:19	12:32	12:36	12:38	12:41	12:43	12:55	1:02	1:08	1:12	1:20	1:06	1:22
11:38	11:44	11:53	12:00P	12:12P	12:19	12:29	12:42	12:46	12:48	12:51	12:53	1:05	1:12	1:18	1:22	1:30	1:16	1:32
11:48	11:54	12:03P	12:10	12:22	12:29	12:39	12:52	12:56	12:58	1:01	1:03	1:15	1:22	1:28	1:32	1:40	1:26	1:42
11:58	12:04P	12:13	12:20	12:32	12:39	12:49	1:02	1:06	1:08	1:11	1:13	1:25	1:32	1:38	1:42	1:50	1:36	1:52
12:08P	12:14	12:23	12:30	12:42	12:49	12:59	1:12	1:16	1:18	1:21	1:23	1:35	1:42	1:48	1:52	2:00	1:46	2:02
12:18	12:24	12:33	12:40	12:52	12:59	1:09	1:22	1:26	1:28	1:31	1:33	1:45	1:52	1:58	2:02	2:10	1:56	2:12
12:28	12:34	12:43	12:50	1:02	1:09	1:19	1:32	1:36	1:38	1:41	1:43	1:55	2:02	2:08	2:12	2:20	2:06	2:22
12:38	12:44	12:53	1:00	1:12	1:19	1:29	1:42	1:46	1:48	1:51	1:53	2:05	2:12	2:18	2:22	2:30	2:16	2:32
12:48	12:54	1:03	1:10	1:22	1:29	1:39	1:52	1:56	1:58	2:01	2:03	2:15	2:22	2:28	2:32	2:40	2:26	2:42
12:58	1:04	1:13	1:20	1:32	1:39	1:49	2:02	2:06	2:08	2:11	2:13	2:25	2:32	2:38	2:42	2:50	2:36	2:52
1:08	1:14	1:23	1:30	1:42	1:49	1:59	2:12	2:16	2:18	2:21	2:23	2:35	2:42	2:48	2:52	3:00	2:46	3:02
1:18	1:24	1:33	1:40	1:52	1:59	2:09	2:22	2:26	2:28	2:31	2:33	2:45	2:52	2:58	3:02	3:10	2:56	3:12
1:28	1:34	1:43	1:50	2:02	2:09	2:19	2:32	2:36	2:38	2:41	2:43	2:55	3:02	3:08	3:12	3:20	3:06	3:22
1:38	1:44	1:53	2:00	2:12	2:19	2:29	2:42	2:46	2:48	2:51	2:53	3:05	3:12	3:18	3:22	3:30	3:16	3:32
1:48	1:54	2:03	2:10	2:22	2:29	2:39	2:52	2:56	2:58	3:01	3:03	3:15	3:22	3:28	3:32	3:40	3:26	3:42
1:58	2:04	2:13	2:20	2:32	2:39	2:49	3:02	3:06	3:08	3:11	3:13	3:25	3:32	3:38	3:42	3:50	3:36	3:52
2:08	2:14	2:23	2:30	2:42	2:49	2:59	3:12	3:16	3:18	3:21	3:23	3:35	3:42	3:48	3:52	4:00	3:46	4:02
2:18	2:24	2:33	2:40	2:52	2:59	3:09	3:22	3:26	3:28	3:31	3:33	3:45	3:52	3:58	4:02	4:10	3:56	4:12
2:28	2:34	2:43	2:50	3:02	3:09	3:19	3:32	3:36	3:38	3:41	3:43	3:55	4:02	4:08	4:12	4:20	4:06	4:22
2:38	2:44	2:53	3:00	3:12	3:19	3:29	3:42	3:46	3:48

SGVCOG VMT Evaluation Tool Report

Project Details

Timestamp of Analysis	October 15, 2025, 04:15:26 PM
Project Name	Arcadia Site Traffic Study
Project Description	Construction of 34 multi-family dwelling unit

Project Location Map

jurisdiction:

Arcadia

APN	TAZ
5775023015	22220100

Analysis Details

Data Version	SCAG Regional Travel Demand Model 2024
Analysis Methodology	TAZ
Target Baseline Year	2025

Project Land Use

Residential:

Single Family DU:	0
Multifamily DU:	34
Total DUs:	34

Non-Residential:

Office KSF:	0
Industrial KSF:	0
Local Serving Retail KSF:	0

Residential Affordability (percent of all units):

Low Income:	0 %

Parking:

Motor Vehicle Parking:	70
Bicycle Parking:	7

Proximity Transit Screening

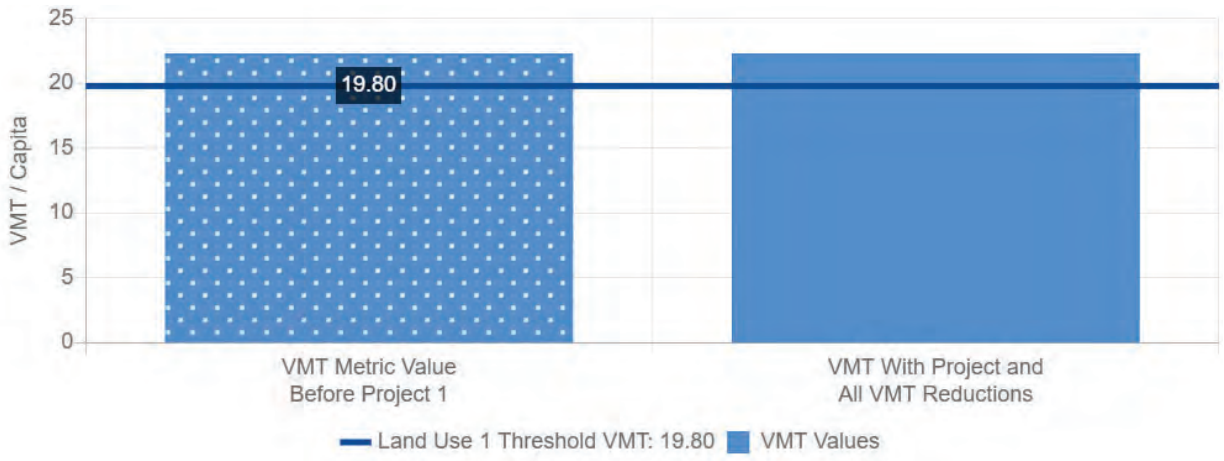
Inside a transit priority area?	Yes

SGVCOG VMT Evaluation Tool Report

Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type	Residential
VMT Metric	Home-Based VMT per Capita
VMT Baseline Description	Northwest
VMT Baseline Value	23.29
VMT Threshold Description / Threshold Value	-15% / 19.80

Summary	Project Without TDM Reduction	Project With TDM Reduction
Project Generated Vehicle Miles Traveled (VMT) Rate	22.31	22.31
Screening Results	Yes (Pass)	Yes (Pass)



Arcadia Site
Traffic Impact Analysis

City of Arcadia, California

November 5, 2025

Prepared by:

TJW ENGINEERING, INC.
9841 Irvine Center Drive, Suite 200
Irvine, CA 92618
949.878.3509 | www.tjwengineering.com

November 5, 2025

TJW ENGINEERING, INC.
TRAFFIC ENGINEERING &
TRANSPORTATION PLANNING
CONSULTANTS

Mr. Nick Patterson
CITY VENTURES
3121 Michelson Drive, Suite 150
Irvine, CA 92612

Subject: Traffic Impact Analysis – Arcadia Site, City of Arcadia, California

Dear Mr. Patterson:

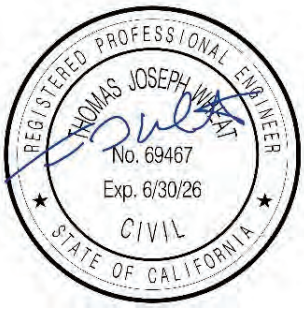
TJW ENGINEERING, INC. (TJW) is pleased to present you with this traffic impact analysis for the proposed residential development located at the northwest corner of Santa Clara Street and Huntington Drive in the City of Arcadia, California. The development includes the construction of 34 multifamily dwelling units.

This traffic study has been prepared to meet the traffic study requirements for the City of Arcadia and assesses the forecast traffic operations associated with the proposed project and its impact on the local street network. This report is being submitted to you for review and forwarding to the City of Arcadia.

Please contact us at (949) 878-3509 if you have any questions regarding this analysis.

Sincerely,

Thomas Wheat, PE, TE
President
Registered Civil Engineer *#69467*
Registered Traffic Engineer *#2565*



David Chew, PTP
Transportation Planner

Travis Yokota
Assistant Transportation Planner

Arcadia Site
Traffic Impact Analysis

City of Arcadia, California

November 5, 2025

Prepared for:

Mr. Nick Patterson
CITY VENTURES
3121 Michelson Drive, Suite 150
Irvine, CA 92612

Prepared by:

Thomas Wheat, PE, TE
David Chew, PTP
Travis Yokota

TJW ENGINEERING, INC.
9841 Irvine Center Drive, Suite 200
Irvine, CA 92618
949.878.3509 | www.tjwengineering.com

Table of Contents

1.0 EXECUTIVE SUMMARY 6

1.1 SUMMARY OF LEVEL OF SERVICE ANALYSIS RESULTS 6
1.2 SITE ACCESS AND QUEUE REVIEW 7
1.3 CIRCULATION AND SAFE SITE ACCESS REVIEW 7

2.0 INTRODUCTION 9

2.1 PROJECT DESCRIPTION 9
2.2 STUDY AREA 9
2.3 INTERSECTION ANALYSIS METHODOLOGY 10
2.4 PERFORMANCE CRITERIA 12

3.0 EXISTING CONDITIONS 16

3.1 EXISTING CIRCULATION NETWORK/STUDY AREA CONDITIONS 16
3.2 EXISTING PUBLIC TRANSIT SERVICES 16
3.3 PEDESTRIANS AND BICYCLES 17
3.4 EXISTING TRAFFIC VOLUMES 17
3.5 EXISTING CONDITIONS INTERSECTION LEVEL OF SERVICE ANALYSIS 17
3.6 EXISTING CONDITIONS INTERSECTION QUEUING ANALYSIS 17

4.0 PROPOSED PROJECT 21

4.1 PROJECT DESCRIPTION 21
4.2 PROJECT TRIP GENERATION 21
4.3 PROJECT TRIP DISTRIBUTION 21
4.4 CORNER SIGHT DISTANCE ANALYSIS 22
4.5 TURNING MOVEMENTS 23

5.0 OPENING YEAR TRAFFIC CONDITIONS 27

5.1 ROADWAY IMPROVEMENTS 27
5.2 CUMULATIVE PROJECTS 27
5.3 OPENING YEAR TRAFFIC VOLUMES 29
5.4 EXISTING PLUS PROJECT INTERSECTION LEVEL OF SERVICE ANALYSIS 29
5.4 OPENING YEAR CONDITIONS INTERSECTION QUEUING ANALYSIS 29

6.0 OPENING YEAR PLUS PROJECT TRAFFIC CONDITIONS 33

6.1 ROADWAY IMPROVEMENTS 33
6.2 OPENING YEAR PLUS PROJECT TRAFFIC VOLUMES 33
6.3 OPENING YEAR PLUS PROJECT INTERSECTION LEVEL OF SERVICE ANALYSIS 33
6.4 OPENING YEAR PLUS PROJECT INTERSECTION QUEUING ANALYSIS 34

List of Tables

Table 1: ICU – LOS & V/C Ranges – Signalized Intersections 10
Table 2: HCM – LOS & Delay Ranges – Unsignalized Intersections 11
Table 3: Roadway Characteristics within Study Area 16
Table 4: Intersection LOS Analysis – Existing Conditions 17
Table 5: Queuing Analysis – Existing Conditions 18
Table 6: Proposed Project Trip Generation 21
Table 7: Cumulative Project Trip Generation 28
Table 8: Intersection LOS Analysis – Opening Year Conditions 29
Table 9: Queuing Analysis – Opening Year Conditions 30
Table 10: Intersection LOS Analysis – Opening Year Plus Project Conditions 33
Table 11: Queuing Analysis – Opening Year Plus Project Conditions 34

List of Exhibits

Exhibit 1: Project Location 13
Exhibit 2: Proposed Project Site Plan 14
Exhibit 3: Project Study Area 15
Exhibit 4: Existing Conditions Lane Geometry and Intersection Controls 19
Exhibit 5: Existing Conditions AM and PM Peak Hour Volumes 20
Exhibit 6: Proposed Trip Distribution 24
Exhibit 7: Project Driveways Corner Sight Distance Analysis 25
Exhibit 8: Passenger Car Turning Movements 26
Exhibit 9: Cumulative Project Locations 31
Exhibit 10: Opening Year Conditions AM and PM Peak Hour Volumes 32
Exhibit 11: Opening Year Plus Project Conditions Lane Geometry and Intersection Controls 36
Exhibit 12: Opening Year Plus Project Conditions AM and PM Peak Hour Volumes 37

Appendices

Appendix A: Glossary of Terminology
Appendix B: Scoping Agreement and City Documents
Appendix C: Existing Traffic Counts
Appendix D: HCM Analysis Sheets

1.0 EXECUTIVE SUMMARY

This traffic impact analysis (TIA) analyzes the projected traffic operations associated with the proposed residential development project located at the northwest corner of Santa Clara Street and Huntington Drive in the City of Arcadia, California. The purpose of this TIA is to evaluate potential circulation system deficiencies that may result from the development of the proposed project, and to recommend improvements to achieve acceptable operations, if applicable. This analysis has been prepared in coordination with the City of Arcadia via a scoping agreement (see **Appendix B**) and follows the *City of Arcadia General Plan* (November 2010) and the *City of Arcadia Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (August 2020).

The proposed project includes the construction of 34 multifamily residential units. Site access will be provided via two (2) right-in/right/out proposed driveways, one on Santa Clara Street and one on Huntington Drive. The area of the project site is currently designated for Commercial (50 du/ac & 0.5 FAR) land use and zoned as General Commercial (C-G) with Residential Flex Overlay (R-F). A vacant building previously used as a bank exists on the site.

The proposed project is anticipated to be built and generating trips in 2026. The proposed project is projected to generate 229 daily trips including 14 AM peak hour trips and 17 PM peak hour trips.

Three (3) intersections in the vicinity of the project site have been included in the intersection level of service (LOS) analysis:

1. Santa Clara Street – Huntington Drive (one-way northbound) / Huntington Drive
2. Santa Clara Street / Project Driveway #1
3. Project Driveway #2 / Huntington Drive.

The study intersections are analyzed for the following study scenarios:

- Existing Traffic Conditions
- Opening Year Traffic Conditions
- Opening Year Plus Project Traffic Conditions.

1.1 SUMMARY OF LEVEL OF SERVICE ANALYSIS RESULTS

Table ES-1 summarizes the results of the intersection level of service analysis based on the City of Arcadia thresholds of significance for analyzing transportation deficiencies.

Table ES-1
Summary of Transportation Deficiencies at Study Intersections

Intersection			Study Scenarios		
			Existing	Opening Year	Opening Year + Project
1	Santa Clara Street – Huntington Drive (one-way northbound)	Huntington Drive	Not Deficient	Not Deficient	Not Deficient
2	Santa Clara Street	Project Driveway #1	Not Deficient	Not Deficient	Not Deficient
3	Project Driveway #2	Huntington Drive	Not Deficient	Not Deficient	Not Deficient

Existing Traffic Conditions

The study intersections are projected to operate at an acceptable LOS during the AM and PM peak hours for *Existing* traffic conditions.

Opening Year Traffic Conditions

The study intersections are projected to operate at an acceptable LOS during the AM and PM peak hours for *Opening Year* traffic conditions.

Opening Year Plus Project Traffic Conditions

The study intersections are projected to operate at an acceptable LOS during the AM and PM peak hours for *Opening Year Plus Project* traffic conditions.

1.2 SITE ACCESS AND QUEUE REVIEW

A queuing analysis was conducted as part of the TIA due to the close proximity of Project Driveway #1 to the Intersection 1: Santa Clara Street – Huntington Drive (northbound) / Huntington Drive. Based on the analysis results, a right-in/right-out configuration for the driveway is recommended.

1.3 CIRCULATION AND SAFE SITE ACCESS REVIEW

The access roadway between project buildings allows two-way circulation. Residents retrieving their vehicles at the back of their tandem parking garage may temporarily move the front vehicle onto one lane while other vehicles may utilize the opposite lane.

A template, shown in **Exhibit 8** of Section 4.5 Turning Movements, illustrates the expected turning movements by standard passenger vehicles entering the project access roadway at Driveway #1 to Unit 18,

the unit closest to Driveway #1, and entering the parking lot at Driveway #2 to Unit 34, the unit closest to Driveway #2, demonstrating the sufficiency of space to safely maneuver from City roadways to those units.

Trip generation estimates, based on the Institute of Transportation Engineers Trip Generation Manual (11th Edition, 2021), indicate that during the AM peak hour, three (3) vehicles are projected to enter the site and 11 vehicles to exit. During the PM peak hour, 11 vehicles are projected to enter and six (6) to exit. These trips are distributed between two driveways, further reducing the likelihood of conflicting movements at any one location.

For a conflict to occur between an entering and exiting vehicle, both would need to arrive at the driveway simultaneously, a scenario with low probability given the limited trip volumes, even during peak periods. If such a conflict were to occur, such as a brief delay while a vehicle completes a garage maneuver, it would be expected to resolve quickly without resulting in queuing or operational concerns. Maneuvering vehicles traveling at low speeds would further reduce the potential for any operational issues.

These types of minor interactions are common in residential and commercial developments throughout Southern California and typically do not impact overall circulation. Unlike higher-volume land uses, such as shopping centers, the low trip generation of this project supports the likelihood that on-site circulation will operate effectively. Additionally, clear and unobstructed sight distance at the project driveways will allow drivers to anticipate and complete turning movements with minimal difficulty.

2.0 INTRODUCTION

This traffic impact analysis (TIA) analyzes the projected traffic operations associated with the proposed residential development project located at the northwest corner of Santa Clara Street and Huntington Drive in the City of Arcadia, California. The purpose of this TIA is to evaluate potential circulation system deficiencies that may result from the development of the proposed project, and to recommend improvements to achieve acceptable operations, if applicable. This analysis has been prepared in coordination with the City of Arcadia via a scoping agreement (see **Appendix B**) and follows the *City of Arcadia General Plan* (City General Plan) (November 2010) and the *City of Arcadia Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (City Guidelines) (August 2020).

2.1 PROJECT DESCRIPTION

The proposed project includes the construction of 34 multifamily residential units. Site access will be provided via two (2) right-in/right/out proposed driveways, one on Santa Clara Street and one on Huntington Drive. The area of the project site is currently designated for Commercial (50 du/ac & 0.5 FAR) land use and zoned as General Commercial (C-G) with Residential Flex Overlay (R-F). A vacant building previously used as a bank exists on the site.

Exhibit 1 displays a map with the proposed project location. **Exhibit 2** shows the project site plan.

2.2 STUDY AREA

Three (3) intersections in the vicinity of the project site have been included in the intersection level of service (LOS) analysis. Each study intersection is located within the City of Arcadia. **Exhibit 3** displays a map with the location of each intersection. The intersections are:

1. Santa Clara Street – Huntington Drive (one-way northbound) / Huntington Drive
2. Santa Clara Street / Project Driveway #1
3. Project Driveway #2 / Huntington Drive.

The study intersections are analyzed for the following study scenarios:

- Existing Traffic Conditions
- Opening Year Traffic Conditions
- Opening Year Plus Project Traffic Conditions.

Traffic operations for the intersections are evaluated for the following time periods:

- Weekday AM Peak Hour occurring between 7:00 AM to 9:00 AM;

- Weekday PM Peak Hour occurring between 4:00 PM to 6:00 PM.

2.3 INTERSECTION ANALYSIS METHODOLOGY

Level of Service (LOS) is commonly used to describe the quality of flow on roadways and at intersections using a range of LOS from LOS A (free flow with little congestion) to LOS F (severely congested conditions). The definitions for LOS for interruption of traffic flow differ depending on the type of traffic control (traffic signal, unsignalized intersection with side street stops, unsignalized intersection with all-way stops). Per the City Guidelines, operations for signalized intersections is evaluated using the Intersection Capacity Utilization (ICU) methodology. Operations for unsignalized intersections is evaluated using the Highway Capacity Manual 7th Edition (HCM) (Transportation Research Board, 2022) methodology.

The ICU methodology provides a comparison of the theoretical hourly vehicle capacity of an intersection to the number of vehicles passing through that intersection during the peak hour. The results are reported in terms of a volume-to-capacity (V/C) ratio and a corresponding level of service (LOS). The LOS is used to describe the quality of flow on roadways and intersections. LOS is represented by letter grades, A through F, with LOS A indicating free flow with little congestion and LOS F indicating severely congested conditions.

Table 1 describes the general characteristics of traffic flow and accompanying delay ranges at signalized intersections.

Table 1:
ICU – LOS & V/C Ranges – Signalized Intersections

Level of Service	Description	V/C
A	EXCELLENT. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	≤0.600
B	VERY GOOD. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized, and traffic queues start to form.	>0.600 to ≤0.700
C	GOOD. Occasionally drivers may have to wait more than 60 seconds, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted.	>0.700 to ≤0.800
D	FAIR. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.	>0.800 to ≤0.900
E	POOR. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	>0.900 to ≤1.000
F	FAILURE. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable.	>1.000

Source: *City of Arcadia General Plan* (November 2010).

Collected peak hour traffic volumes have been adjusted using a peak hour factor (PHF) to reflect peak 15-minute volumes. It is a common practice in LOS analysis to conservatively use a peak 15-minute flow rate applied to the entire hour to derive flow rates in vehicles per hour that are used in the LOS analysis. The PHF is the relationship between the peak 15-minute flow rate and the full hourly volume. PHF = [Hourly Volume]/ [4 * Peak 15-Minute Volume]. The use of a 15-minute PHF produces a more detailed and conservative analysis compared to analyzing vehicles per hour. Existing PHFs, obtained from the existing traffic counts have been used for all analysis scenarios in this study.

The HCM methodology, utilized for unsignalized intersections, is based on the weighted average control delay expressed in seconds per vehicle. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The procedure for stop-control analysis determines the average total delay, expressed in seconds of delay per vehicle. At a two-way or side-street stop-controlled intersection, LOS is calculated for each stop-controlled minor street movement, for the left-turn movement(s) from the major street, and for the intersection as a whole. For all-way stop-controlled intersection, LOS is computed for the intersection as a whole.

Table 2 describes the general characteristics of traffic flow and accompanying delay ranges at unsignalized intersections.

Table 2:
HCM – LOS & Delay Ranges – Unsignalized Intersections

Level of Service	Description	Delay (in seconds)
A	Very favorable progression; most vehicles arrive during green signal and do not stop. Short cycle lengths.	0 – 10.00
B	Good progression, short cycle lengths. More vehicles stop than for LOS A.	10.01 – 20.00
C	Fair progression; longer cycle lengths. Individual cycle failures may begin to appear. The number of vehicles stopping is significant, though many vehicles still pass through without stopping.	20.01 – 35.00
D	Progression less favorable, longer cycle length and high flow/capacity ratio. The proportion of vehicles that pass through without stopping diminishes. Individual cycle failures are obvious.	35.01 – 55.00
E	Severe congestion with some long-standing queues on critical approaches. Poor progression, long cycle lengths and high flow/capacity ratio. Individual cycle failures are frequent.	55.01 – 80.00
F	Very poor progression, long cycle lengths and many individual cycle failures. Arrival flow rates exceed capacity of intersection.	> 80.01

Source: *Highway Capacity Manual, 7th Edition* (Transportation Research Board, 2022).

This analysis utilizes *PTV Vistro*, Version 2025, analysis software for all signalized and unsignalized intersections. Vistro is a macroscopic traffic software program that is based on the signalized intersection capacity analysis specified in Chapter 16 of the HCM. The level of service and capacity analysis performed

within Vistro takes the optimization and coordination of signalized intersections within a network into consideration.

2.4 PERFORMANCE CRITERIA

The City General Plan has established that all intersections shall operate at LOS “D” or better for both signalized and unsignalized intersections.

Legend:

Project Site

Exhibit 1: Project Location

Arcadia Site Traffic Impact Analysis

CVR-24-007

Not to Scale

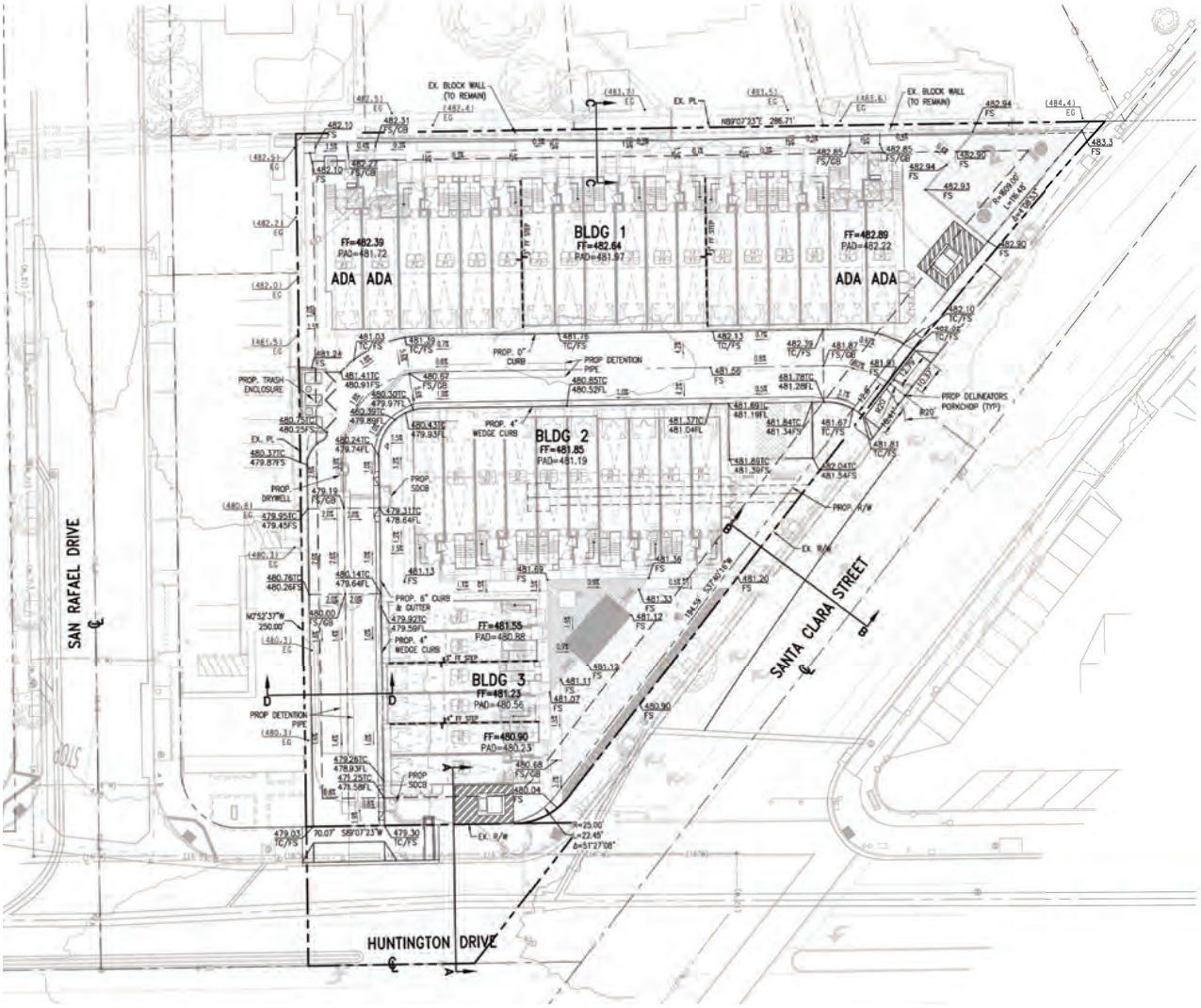


Exhibit 2: Proposed Project Site Plan

Arcadia Site Traffic Impact Analysis

CVR-24-007

Not to Scale

Legend:

Project Site

(#) Study Intersection Location

Exhibit 3: Project Study Area

Arcadia Site Traffic Impact Analysis

CVR-24-007

Not to Scale

3.0 EXISTING CONDITIONS

3.1 EXISTING CIRCULATION NETWORK/STUDY AREA CONDITIONS

The City of Arcadia classifies its roadways based on the roadway characteristics. **Appendix B** contains a map of the City roadway plan and cross-sections for each City roadway classification. Characteristics of the Existing roadways of the study intersections are described in **Table 3.**

Table 3:
Roadway Characteristics within Study Area

Roadway	Classification[1]	Jurisdiction	Direction	Existing Travel Lanes	Median Type[2]	Speed Limit (mph)	On-Street Parking
Santa Clara Street	Secondary Arterial	Arcadia	North-South	6	NM	35	Yes
Huntington Drive	Primary Arterial	Arcadia	East-West	6	RM	35	No
Huntington Drive (one-way northbound)	Major Arterial 1-Way	Arcadia	North-South	3	-	45	No

1: Source: City of Arcadia General Plan (November 2010).
2: RM= Raised Median; NM = No Median.

Exhibit 4 shows the Existing study intersection lane geometry and intersection controls.

3.2 EXISTING PUBLIC TRANSIT SERVICES

Rail services are provided to the City of Arcadia by the LA Metro "A" Line which connects Downtown Long Beach, Downtown Los Angeles, and the City of Azusa. The "A" Line stops at the Arcadia Train Station located within a one-half mile radius of the proposed project site. **Appendix B** contains a map and schedule of the "A" Line.

Bus services are provided to the City of Arcadia by both the Arcadia Transit Agency which operates throughout the City of Arcadia and LA Metro operating throughout Los Angeles County. The Arcadia Transit Green and Blue Lines and LA Metro Lines 179 and 287 all utilize bus stops within a one-half mile radius of the proposed project site including stops at the Arcadia Train Station. The Green Line connects Downtown Arcadia, the Santa Anita Race Track, City Police Station, City Hall, The Shops at Santa Anita, and the Los Angeles Arboretum. The Blue Line travels through the western and southern City limits. Line 179 connects with the Rose Hill Transit Station. Line 287 connects with the City of El Monte. **Appendix B** contains maps and schedules of the Arcadia Transit Green and Blue Lines and LA Metro Lines 179 and 287.

3.3 PEDESTRIANS AND BICYCLES

Currently, class II bicycle lanes are marked on Santa Clara Street and the northbound one-way leg of Huntington Drive. **Appendix B** displays a map of the City bikeway plan. There are paved sidewalks along both Santa Clara Street and Huntington Drive in the study area.

3.4 EXISTING TRAFFIC VOLUMES

To determine the existing operation of the study intersections, AM and PM peak period traffic volumes were collected on Tuesday, April 1, 2025. **Appendix C** provides detailed traffic count data. **Exhibit 5** shows existing AM and PM peak hour volumes at the study intersection.

3.5 EXISTING CONDITIONS INTERSECTION LEVEL OF SERVICE ANALYSIS

The intersection analysis of the AM and PM peak hours for Existing traffic conditions is shown in **Table 4.** Calculations are based on the existing geometrics at the study area intersections as shown previously in **Exhibit 4**. HCM analysis sheets are provided in **Appendix D**.

Table 4:
Intersection LOS Analysis – Existing Conditions

Intersection			Control Type	Peak Hour	Existing Conditions	
					V/C[1]	LOS
1	Santa Clara Street – Huntington Drive (one-way northbound)	Huntington Drive	Signal	AM	0.832	D
				PM	0.666	B

1: V/C = Vehicle-To-Capacity Ratio

As shown in **Table 4**, the study intersections are currently operating at an acceptable LOS during the AM and PM peak hours for Existing traffic conditions.

3.6 EXISTING CONDITIONS INTERSECTION QUEUING ANALYSIS

The sufficiency of storage space for Existing volumes at the southbound leg right-turn pockets of Intersection 1: Santa Clara Street – Huntington Drive (one-way northbound)/Huntington Drive was analyzed. Using Existing volumes, PTV Vistro 2025 was utilized to calculate the 95th percentile queue lengths at the intersection leg movements. **Table 5** compares this length with the Existing storage space of the turning movement.

Table 5:
Queuing Analysis – Existing Conditions

Intersection			Control	Leg[1]	Movement[2]	Storage Length (ft)[3]	95th Percentile Queue (ft)	
							AM Peak	PM Peak
1	Santa Clara Street – Huntington Drive (one-way northbound)	Huntington Drive	Signal	SB	RT	180	210	99

1: SB = Southbound.
2: RT = Right-Turn.
3: Average car length = 25 feet.

Table 5 shows the 95th percentile queue length under Existing conditions does not exceed the turn pocket storage length at the study intersection with the exception of:

- The AM peak hour only.

While the 95th percentile queue length exceeds the storage length, vehicles traveling southbound are prevented from turning left into the gated driveway of the car dealership due to the double-yellow line median. An additional gated driveway exists further from intersection which can receive southbound vehicles turning left. However, southbound vehicles turning left into this driveway will not be blocked by vehicle stacking as the driveway distance from the intersection exceeds the 95th percentile queue length.

Santa Clara St - Huntington Dr. (1-Wy NB)
/ Huntington Dr.

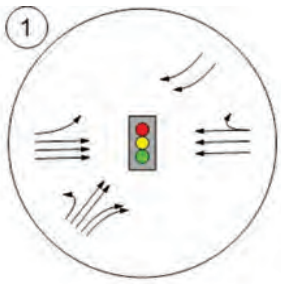
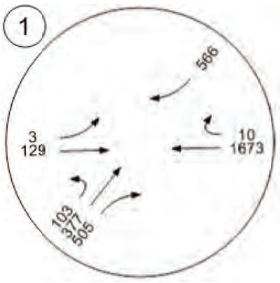


Exhibit 4: Existing Lane Geometry and Intersection Controls

AM Peak Hour Volumes

Santa Clara St - Huntington Dr. (1-Wy NB) / Huntington Dr.



PM Peak Hour Volumes

Santa Clara St - Huntington Dr. (1-Wy NB) / Huntington Dr.

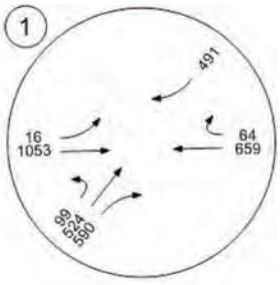


Exhibit 5: Existing AM and PM Peak Hour Volumes

Arcadia Site Traffic Impact Analysis

CVR-24-007

Not to Scale

4.0 PROPOSED PROJECT

4.1 PROJECT DESCRIPTION

The proposed project consists of the construction of 34 multifamily residential units. Site access will be provided via two (2) right-in/right/out proposed driveways. The area of the project site is currently designated for Commercial (50 du/ac & 0.5 FAR) land use and zoned as General Commercial (C-G) with Residential Flex Overlay (R-F). A vacant building previously used as a bank exists on the site.

Exhibit 2 previously showed the proposed project site plan.

4.2 PROJECT TRIP GENERATION

Trip generation represents the amount of traffic, both inbound and outbound, produced by a development. Determining trip generation for a proposed project is based on projecting the amount of traffic that the specific land uses being proposed will produce. Industry standard *Institute of Transportation Engineers (ITE) Trip Generation Manual* (11th Edition, 2021) trip generation rates were used to determine trip generation of for the proposed project land uses.

Table 6 summarizes the projected AM peak hour, PM peak hour and daily trip generation of the proposed project. The proposed project is projected to generate 229 daily trips including 14 AM peak hour trips and 17 PM peak hour trips.

Table 6:
Proposed Project Trip Generation

Proposed Land Use[1]	ITE Code	Qty	Unit[2]	Daily		AM Peak Hour					PM Peak Hour				
				Rate	Volume	Rate	In:Out Split	Volume			Rate	In:Out Split	Volume		
								In	Out	Total			In	Out	Total
Multifamily Housing (Low Rise)	220	34	DU	6.74	229	0.4	24:76	3	11	14	0.51	63:37	11	6	17

1: Trip generation rates are from the ITE Trip Generation Manual (11th Edition, 2021).
2: DU = Dwelling Unit.

4.3 PROJECT TRIP DISTRIBUTION

Projecting trip distribution involves the process of identifying probable destinations and traffic routes that will be utilized by the proposed project's traffic. The potential interaction between the proposed land use and surrounding regional access routes are considered to identify the probable routes onto which project generated trips to and from the project site would distribute as well as the percentage of the trips through each route. **Exhibit 6** shows the project proposed trip distribution. The project proposes right-turn only access to and from its driveways. Given the existing roadway designs, locations of driveways, and traffic

circulation, left-in/left-out movements at either driveway intersection are not recommended at this time as there are potential conflicts and line of sight concerns.

4.4 CORNER SIGHT DISTANCE ANALYSIS

A corner sight distance analysis has been prepared based on applicable HDM and CA MUTCD standards for corner sight distance analysis. Topic 405.1 of the HDM discusses corner sight distance. Corner sight distance refers to the area of the roadway that will allow the stopped vehicle to turn into the appropriate lane on the road. In accordance with the HDM, the minimum corner sight distance equation, $1.47V_mT_g$ with V_m representing the design speed in miles per hour (mph) of the major road and T_g representing the time gap in seconds for the minor road vehicles, is used. HDM **Table 405.1A** below shows the minimum corner sight distance time gap for unsignalized intersection.

Table 405.1A
Corner Sight Distance Time Gap (Tg) for Unsignalized Intersection

Design Vehicle	Left-turn from Stop (seconds)	Right-turn from Stop & Crossing Maneuver (seconds)
Passenger Car Private Road Intersection Rural Driveway	**7.5**	**6.5**
Single-Unit Truck Public Road Intersection	**9.5**	**8.5**
Combination Truck Major and Minor Roads on Routes: National Network Terminal or Service Access California Legal KpRA Advisory	**11.5**	**10.5**

Source: Highway Design Manual on Intersection Design Standards (July 1, 2020).

As shown in **Table 405.1A** design vehicle of passenger car utilizes 7.5 seconds for a left turn from stop and 6.5 seconds for a right turn from stop. These time gaps and the 35 mph speed limit on both Santa Clara Street and Huntington Drive were used with the minimum corner sight distance equation to determine a 335-foot corner sight distance for right turns. **Exhibit 7** shows the corner sight distances for both project driveways.

4.5 TURNING MOVEMENTS

A template displaying navigation by passenger vehicle entering the project parking lot at Project Driveway #1 on Santa Clara Street was generated to demonstrate the sufficiency of space to maneuver to Unit 18, the unit closest to Driveway #1. The template also displays navigation by passenger vehicle entering the project parking lot at Project Driveway #2 on Huntington Drive to demonstrate the sufficiency of space to maneuver to Unit 34, the unit closest to Driveway #2. A standard "P" Passenger Car of 19-feet in length was used for the template. The template is shown in **Exhibit 8**.

Legend:

Project Site

(#) Study Intersection Location

(XX%) Percent Trip Distribution

Exhibit 6: Project Trip Distribution

Arcadia Site Traffic Impact Analysis

CVR-24-007

Not to Scale

PROJECT DRIVEWAY #1 / SANTA CLARA ST. (35 MPH)

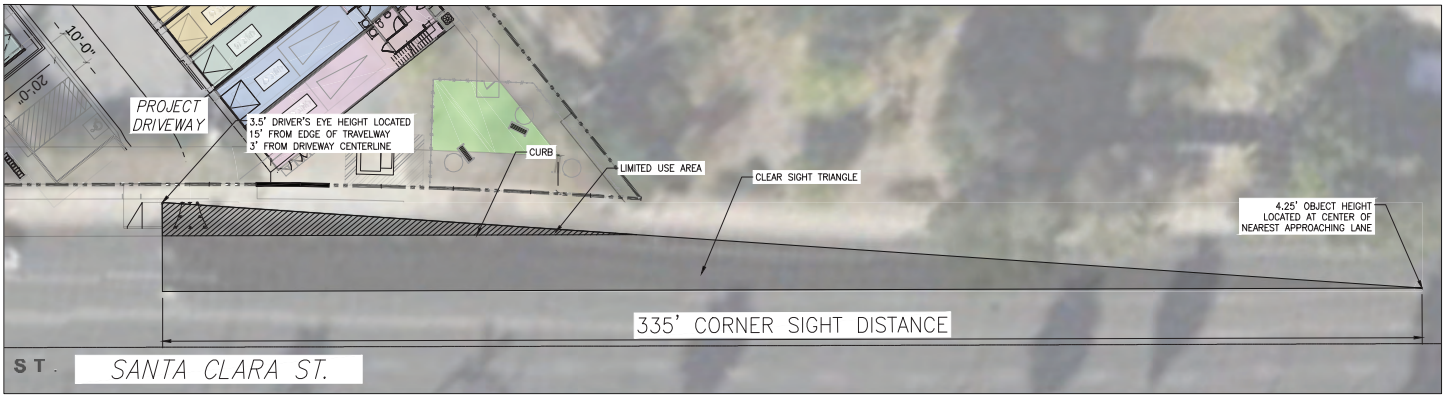
* NOTE: FOR URBAN DRIVEWAYS, SECTION 405.1 OF THE HDM RECOMMENDS PARKING RESTRICTIONS BE SET PER CA MUTCD SECTION 3B.19.

SECTION 3B.19 RECOMMENDS A CLEARANCE OF **6-FEET** MEASURED FROM CURB RETURN SHOULD BE PROVIDED AT BOTH SIDES OF A DRIVEWAY.

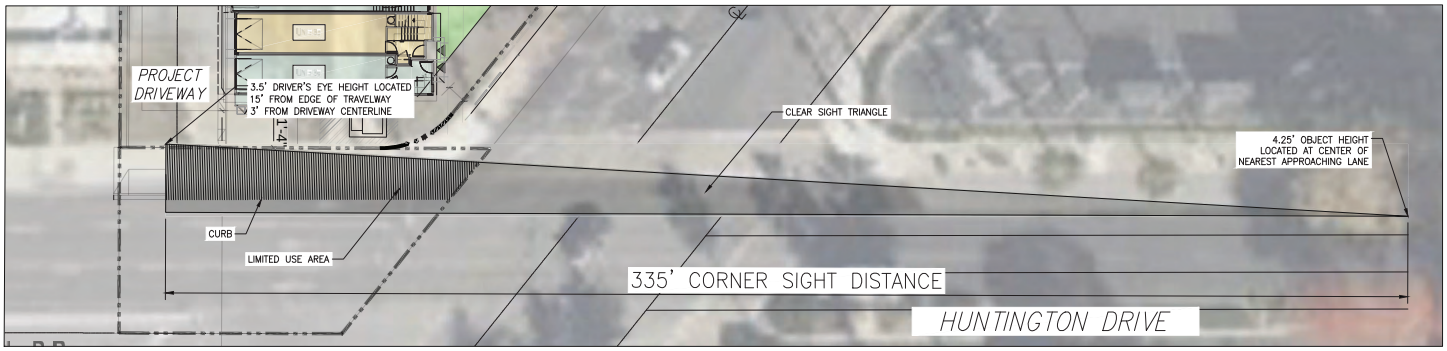
CORNER SIGHT DISTANCE NOTES:

FOR PRIVATE ROAD/RURAL DRIVEWAYS, THE HIGHWAY DESIGN MANUAL (HDM) RECOMMENDS CORNER SIGHT DISTANCE EQUAL (1.47)(Vm)(Tg).

RIGHT-TURN: Vm=35MPH, Tg=6.5
CORNER SIGHT DISTANCE: 335''''



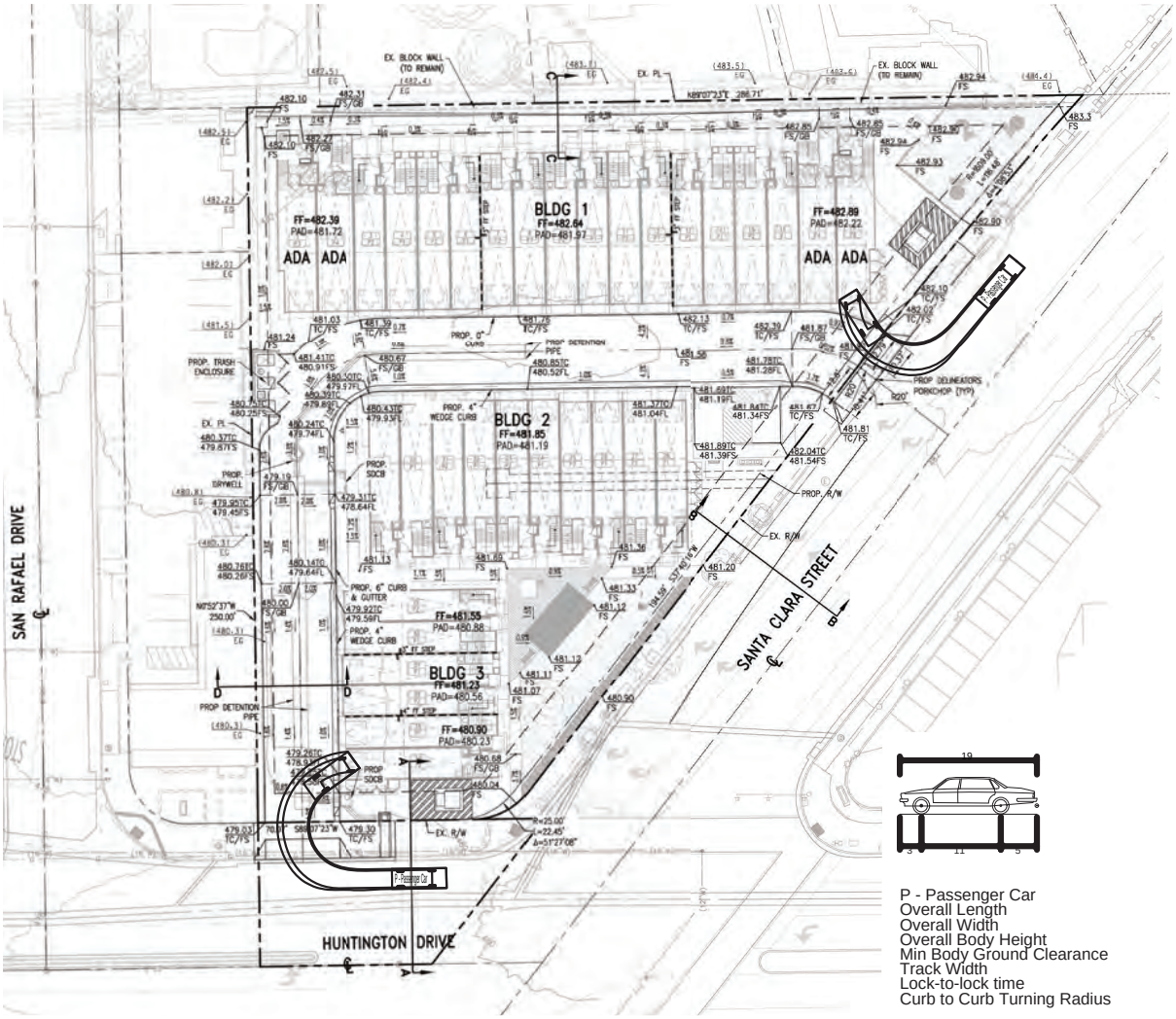
PROJECT DRIVEWAY #2 / HUNTINGTON DR. (35 MPH)



SCALE: 1" = 40'

20 0 20 40 60

Exhibit 7: Project Driveways Corner Sight Distance Analysis



P - Passenger Car

Overall Length	19.000ft
Overall Width	7.000ft
Overall Body Height	5.101ft
Min Body Ground Clearance	1.116ft
Track Width	6.000ft
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	24.000ft

Exhibit 8: Passenger Car Turning Movements

Arcadia Site Traffic Impact Analysis

CVR-24-007

Not to Scale

5.0 OPENING YEAR TRAFFIC CONDITIONS

The Opening Year traffic conditions analysis is intended to identify the near-term conditions at the time of the opening of the proposed project. It includes traffic generated by nearby projects currently in development.

5.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for the Opening Year traffic conditions scenario are consistent with those previously shown in **Exhibit 4**.

5.2 CUMULATIVE PROJECTS

City Guidelines require that other reasonably foreseeable development projects which are either approved or are currently being processed in the study area also be included as part of a cumulative analysis scenario. A list of cumulative projects was developed for this analysis through consultation with City of Arcadia staff, and obtainment of current development status reports**.** A summary of the cumulative projects including their land uses and trip generation are shown in **Table 7**. A map of the cumulative project locations is provided in **Exhibit 9**.

Table 7:
Cumulative Project Trip Generation

	Project	Land Use[1]	ITE Code	Qty	Unit[2]	Daily		AM Peak Hour					PM Peak Hour				
						Rate	Volume	Rate	In:Out Split	Volume			Rate	In:Out Split	Volume		
										In	Out	Total			In	Out	Total
1	Hilton Hotel	Hotel	310	175	RM	7.99	1,398	0.46	56:44	45	36	81	0.59	51:49	53	50	103
2	Hilton Tempo	Hotel	310	91	RM	7.99	727	0.46	56:44	24	18	42	0.59	51:49	28	26	54
3	Arcadia Town Center	Multifamily Housing Low-Rise	220	181	DU	6.74	1,220	0.4	24:76	17	55	72	0.51	63:37	58	34	92
		Strip Retail Plaza (<40k)	822	13.1	TSF	54.45	715	2.36	60:40	19	12	31	6.59	50:50	44	43	87
4	Alexan Mixed Use	Multifamily Housing Low-Rise	220	293	DU	6.74	1,975	0.4	24:76	28	89	117	0.51	63:37	94	55	149
		Affordable Housing	223	26	DU	4.81	125	0.36	29:71	3	6	9	0.46	59:41	7	5	12
5	205 N Santa Anita	Multifamily Housing Low-Rise	220	108	DU	6.74	728	0.4	24:76	10	33	43	0.51	63:37	35	20	55
		Strip Retail Plaza (<40k)	822	7.8	TSF	54.45	424	2.36	60:40	11	7	18	6.59	50:50	26	25	51
6	Alexan Arroyo	Multifamily Housing Low-Rise	220	374	DU	6.74	2,521	0.4	24:76	36	114	150	0.51	63:37	120	71	191
7	33 E Colorado	Multifamily Housing Low-Rise	220	3	DU	6.74	20	0.4	24:76	0	1	1	0.51	63:37	1	1	2
8	36-42 E Colorado	Multifamily Housing Low-Rise	220	10	DU	6.74	67	0.4	24:76	1	3	4	0.51	63:37	3	2	5
9	142 La Porte	Warehousing	150	3.8	TSF	1.71	7	0.17	77:23	1	0	1	0.18	28:72	0	1	1
10	150 La Porte	Warehousing	150	4.0	TSF	1.71	7	0.17	77:23	1	0	1	0.18	28:72	0	1	1
11	Huntington Plaza	Multifamily Housing Low-Rise	220	170	DU	6.74	1,146	0.4	24:76	16	52	68	0.51	63:37	55	32	87
		Strip Retail Plaza (<40k)	822	13.9	TSF	54.45	757	2.36	60:40	20	13	33	6.59	50:50	46	46	92
12	Derby Mixed Use	Multifamily Housing Low-Rise	220	205	DU	6.74	1,382	0.4	24:76	20	62	82	0.51	63:37	66	39	105
		Affordable Housing	223	9	DU	4.81	43	0.36	29:71	1	2	3	0.46	59:41	2	2	4
		Strip Retail Plaza (<40k)	822	17.6	TSF	54.45	956	2.36	60:40	25	16	41	6.59	50:50	58	58	116
13	306 California	Multifamily Housing Low-Rise	220	8	DU	6.74	54	0.4	24:76	1	2	3	0.51	63:37	3	1	4
14	158 California	Multifamily Housing Low-Rise	220	4	DU	6.74	27	0.4	24:76	0	2	2	0.51	63:37	1	1	2
15	314-326 S 2nd	Multifamily Housing Low-Rise	220	16	DU	6.74	108	0.4	24:76	1	5	6	0.51	63:37	5	3	8
16	157 Genoa	Multifamily Housing Low-Rise	220	4	DU	6.74	27	0.4	24:76	0	2	2	0.51	63:37	1	1	2
17	214 Genoa	Multifamily Housing Low-Rise	220	2	DU	6.74	13	0.4	24:76	0	1	1	0.51	63:37	1	0	1
18	25 E Duarte	Strip Retail Plaza (<40k)	822	10.7	TSF	54.45	583	2.36	60:40	15	10	25	6.59	50:50	36	35	71

Results	Daily Volume	AM Peak Hour	In	Out	Total	PM Peak Hour	In	Out	Total
Net Total	**15,030**		**295**	**541**	**836**		**743**	**552**	**1,295**

1: Trip Generation Rates are from the ITE Trip Generation Manual (11th Edition, 2021).
2: RM = Room; DU = Dwelling Units; TSF = Thousand Square Feet.

5.3 OPENING YEAR TRAFFIC VOLUMES

The Opening Year traffic volumes are those volumes projected for the project opening year, 2026, plus volumes generated by cumulative projects. The City of Arcadia provided an annual growth rate of 2% that was applied to Existing volumes for the one year from 2025 to 2026. Volumes from the nearby cumulative projects are then added.

Opening Year Volumes = (Existing (2025) Counts * 1.02) + Cumulative Projects.

Exhibit 10 shows Opening Year AM and PM peak hour volumes at the study intersections.

5.4 EXISTING PLUS PROJECT INTERSECTION LEVEL OF SERVICE ANALYSIS

The intersection analysis for AM and PM peak hours under Opening Year traffic conditions is shown in **Table 8.** HCM worksheets are shown in **Appendix D**.

Table 8:
Intersection LOS Analysis – Opening Year Conditions

Intersection			Control Type	Peak Hour	Opening Year	
					V/C[1]	LOS
1	Santa Clara Street – Huntington Drive (one-way northbound)	Huntington Drive	Signal	AM	0.858	D
				PM	0.699	B

1: V/C = Vehicle-To-Capacity Ratio

As shown in **Table 8**, the study intersections are projected to operate at an acceptable LOS during the AM and PM peak hours for Opening Year traffic conditions.

5.4 OPENING YEAR CONDITIONS INTERSECTION QUEUING ANALYSIS

The sufficiency of storage space for Opening Year volumes at the southbound leg right-turn pockets of Intersection 1: Santa Clara Street – Huntington Drive (one-way northbound)/Huntington Drive was analyzed. Using Opening Year volumes, PTV Vistro 2025 was utilized to calculate the 95th percentile queue lengths at the intersection leg movements. **Table 9** compares this Opening Year length with the Existing storage space of the turning movement.

Table 9:
Queuing Analysis – Opening Year Conditions

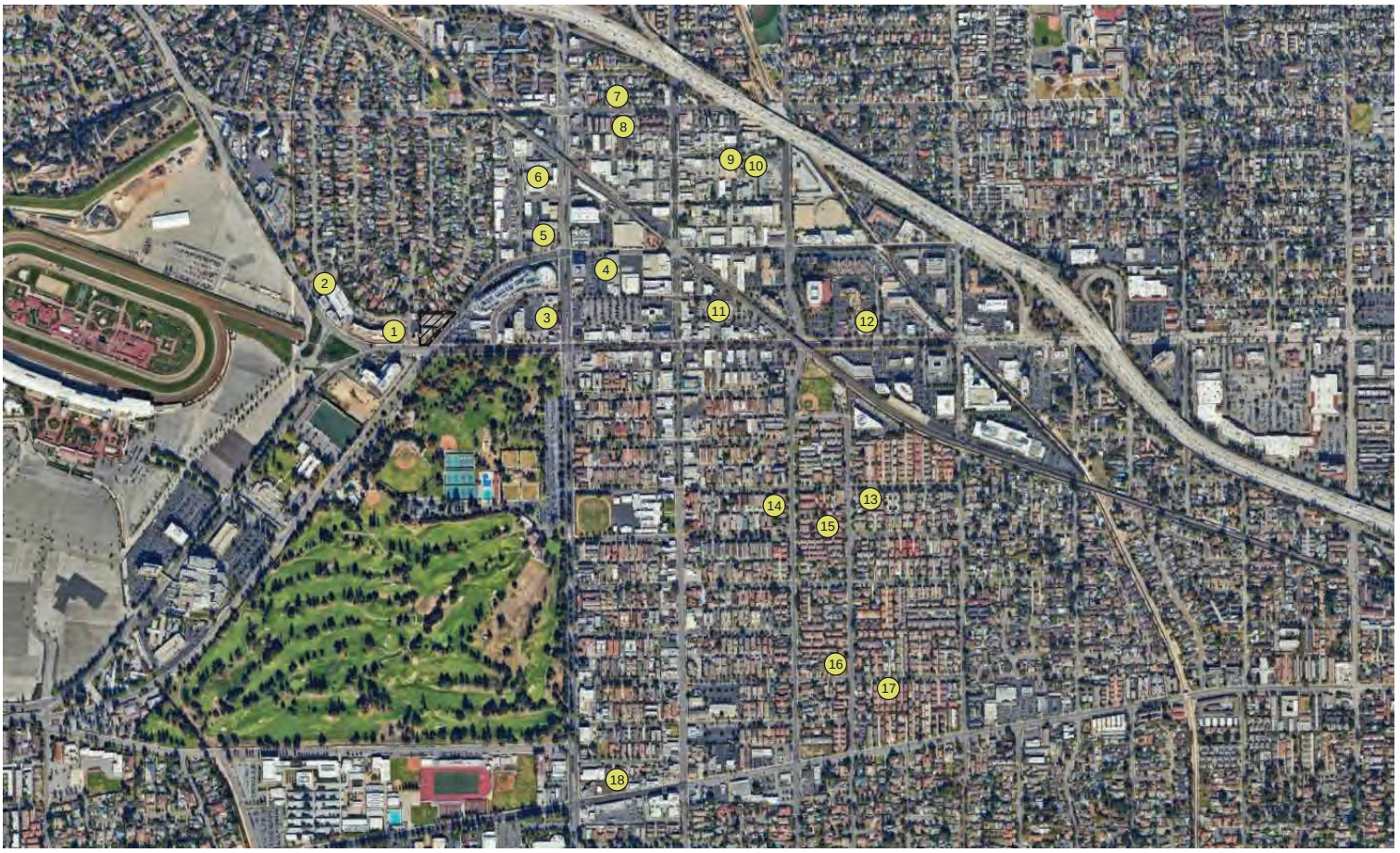
Intersection			Control	Leg[1]	Movement[2]	Storage Length (ft)[3]	95th Percentile Queue (ft)	
							AM Peak	PM Peak
1	Santa Clara Street – Huntington Drive (one-way northbound)	Huntington Drive	Signal	SB	RT	180	250	107

1: SB = Southbound.
2: RT = Right-Turn.
3: Average car length = 25 feet.

Table 9 shows the 95th percentile queue length under Opening Year conditions does not exceed the turn pocket storage length at the study intersection with the exception of:

- The AM peak hour only.

While the 95th percentile queue length exceeds the storage length, vehicles traveling southbound are prevented from turning left into the gated driveway of the car dealership due to the double-yellow line median. An additional gated driveway exists further from intersection which can receive southbound vehicles turning left. However, southbound vehicles turning left into this driveway will not be blocked by vehicle stacking as the driveway distance from the intersection exceeds the 95th percentile queue length.



Legend:

- Project Site
- (#) Study Intersection Location
- (X) Approximate Cumulative Project Locations

Exhibit 9: Cumulative Project Location

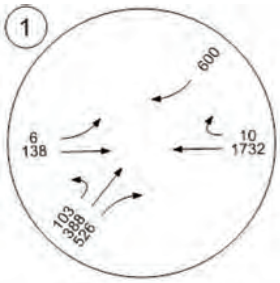
Arcadia Site Traffic Impact Analysis

CVR-24-007

Not to Scale

AM Peak Hour Volumes

Santa Clara St - Huntington Dr. (1-Wy NB) / Huntington Dr.



PM Peak Hour Volumes

Santa Clara St - Huntington Dr. (1-Wy NB) / Huntington Dr.

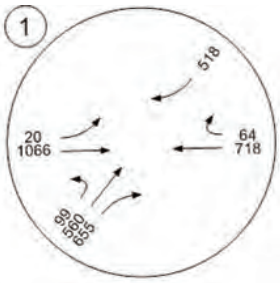


Exhibit 10: Opening Year AM and PM Peak Hour Volumes

Arcadia Site Traffic Impact Analysis

CVR-24-007

Not to Scale

6.0 OPENING YEAR PLUS PROJECT TRAFFIC CONDITIONS

The Opening Year Plus Project traffic conditions analysis is intended to identify the impacts of traffic generated by the proposed project when the project opens. It includes traffic generated by nearby projects in currently development.

6.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for the Opening Year Plus Project traffic conditions scenario includes the two project driveways as shown in **Exhibit 11**.

6.2 OPENING YEAR PLUS PROJECT TRAFFIC VOLUMES

The Opening Year Plus Project traffic volumes are those volumes projected for the project opening year, 2026 including volumes generated by both the proposed project and cumulative projects. The City of Arcadia provided an annual growth rate of 2% that was applied to Existing volumes for the one year from 2025 to 2026. Volumes from the proposed project and nearby cumulative projects are then added. **Exhibit 12** displays the Opening Year Plus Project AM and PM peak hour volumes.

Opening Year Plus Project Volumes = (Existing (2025) Counts * 1.02) + Cumulative Projects + Project.

6.3 OPENING YEAR PLUS PROJECT INTERSECTION LEVEL OF SERVICE ANALYSIS

The Opening Year Plus Project traffic conditions AM and PM peak hour intersection analysis is shown in **Table 10**. HCM analysis sheets are provided in **Appendix D**.

Table 10:
Intersection LOS Analysis – Opening Year Plus Project Conditions

Intersection			Control Type[1]	Peak Hour	Opening Year		Opening Year + Project	
					V/C[2]	LOS	V/C[2] – Delay[3]	LOS
1	Santa Clara Street – Huntington Drive (one-way northbound)	Huntington Drive	Signal	AM	0.858	D	0.859	D
				PM	0.699	B	0.699	B
2	Santa Clara Street	Project Driveway #1	TWSC	AM	-	-	0.0	A
				PM	-	-	0.0	A
3	Project Driveway #2	Huntington Drive	TWSC	AM	-	-	30.8	D
				PM	-	-	15.6	C

1: TWSC = Two-Way Stop-Control.
2: V/C = Vehicle-To-Capacity Ratio.
3: Delay is shown in seconds per vehicle. Per the Highway Capacity Manual 7th Edition, for intersections with one- or two-way stop-control, the delay and LOS for the worst individual movement is shown.

As shown in **Table 10**, the study intersections are projected to operate at an acceptable LOS during the AM and PM peak hours for Opening Year Plus Project traffic conditions.

6.4 OPENING YEAR PLUS PROJECT INTERSECTION QUEUING ANALYSIS

The sufficiency of storage space for Opening Year Plus Project volumes at the southbound leg right-turn pockets of Intersection 1: Santa Clara Street – Huntington Drive (one-way northbound)/Huntington Drive was analyzed. Using Opening Year Plus Project volumes, PTV Vistro 2025 was utilized to calculate the 95th percentile queue lengths at the intersection leg movements. **Table 11** compares the Opening Year Plus Project length with the Existing storage space of the turning movement.

Table 11:
Queuing Analysis – Opening Year Plus Project Conditions

Intersection			Control	Leg[1]	Movement[2]	Storage Length (ft)[3]	95th Percentile Queue (ft)			
							Opening Year		Opening Year + Project	
							AM Peak	PM Peak	AM Peak	PM Peak
1	Santa Clara Street – Huntington Drive (one-way northbound)	Huntington Drive	Signal	SB	RT	180	250	107	247	108
2	Santa Clara Street	Project Driveway #1	TWSC	SB	RT	~	~	~	<20	<20

1: SB = Southbound.
2: RT = Right-Turn.
3: Average car length = 25 feet.

Table 11 shows the 95th percentile queue length under Opening Year and Opening Year Plus Project conditions. It is determined that the queue lengths for the turning movements do not exceed the turn pocket storage length at the study intersections with the exception of:

- **Intersection 1 (Santa Clara Street / Huntington Drive) SB RT Movement -** AM peak hour

The 95th percentile queue length for the *Opening Year Plus Project* Scenario for the southbound right turn lane is determined to be 247 feet. The existing storage length for the turn is 180 feet. while the 95th percentile queue length for the southbound right turn lane exceeds the storage length, sufficient space is provided as the queue does not reach the two way left turn lane. A gated driveway exists further from intersection which can receive southbound vehicles turning left. However, southbound vehicles turning left into this driveway will not be blocked by vehicle stacking as the driveway distance from the intersection exceeds the 95th percentile queue length. Additionally, the Project Driveway is a right in/ right out access. To ensure vehicles traveling north along Santa Clara are prohibited to turn left into the site, the project driveway will contain delineators in the shape of a porkchop. **Exhibit 2** shows the site plan with the delineators.

Of note, Opening Year conditions include trips associated with ambient growth and cumulative projects in the area. The project itself would contribute a minor amount of trips to the existing queue, even assuming a worst case scenario where all 11 AM peak hour outbound trips exited from the Driveway #1 on Santa Clara Street. This scenario is not likely as Driveway #2 provides an additional exit in the same direction that those exiting Driveway #1 would take. Nevertheless, should all 11 AM peak hour trips exit Driveway #1, the project will not appreciably impact the 95th percentile queue length.

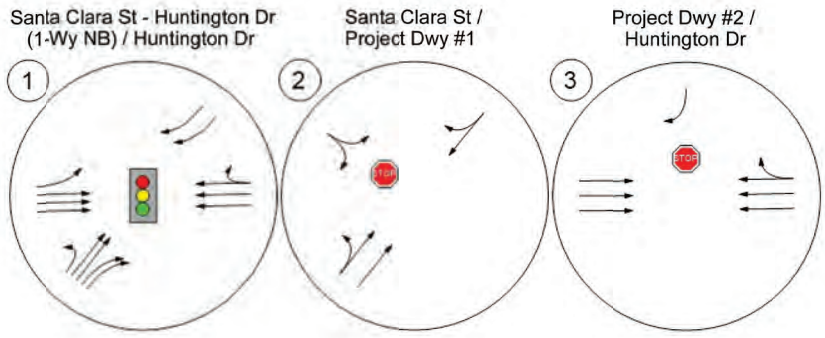
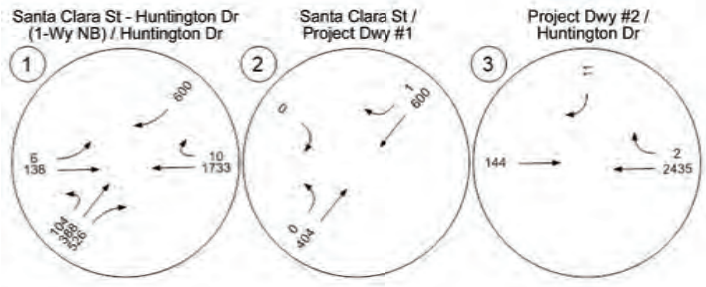


Exhibit 11: OYP Lane Geometry and Intersection Controls

AM Peak Hour Volumes



PM Peak Hour Volumes

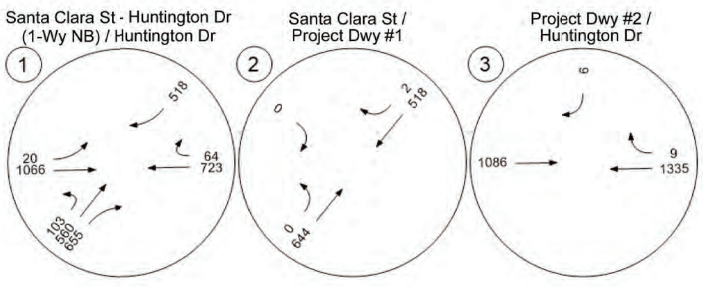


Exhibit 12: OYP AM and PM Peak Hour Volumes

Arcadia Site Traffic Impact Analysis

CVR-24-007

Not to Scale

APPENDIX

Appendix A: Glossary of Terminology
Appendix B: Scoping Agreement & City Documents
Appendix C: Existing Traffic Counts
Appendix D: HCM Analysis Sheets

APPENDIX A

GLOSSARY OF TERMINOLOGY

Glossary of Terminology

ACRONYMS:

AC	Acres
ADT	Average Daily Traffic
Caltrans	California Department of Transportation
DU	Dwelling Unit
ICU	Intersection Capacity Utilization
LOS	Level of Service
TSF	Thousand Square Feet
V/C	Volume/Capacity
VMT	Vehicle Miles Traveled

TERMS

AVERAGE DAILY TRAFFIC – *The average 24-hour volume for a stated period divided by the number of days in that period. For example, Annual Average Daily Traffic is the total volume during a year divided by 365 days.*

CAPACITY – T*he maximum number of vehicles that can be reasonably expected to pass over a given section of a lane or a roadway in a given time period.*

CYCLE LENGTH – *The time period in seconds required for a traffic signal to complete one full cycle of indications.*

DAILY CAPACITY – *A theoretical value representing the daily traffic volume that will typically result in a peak hour volume equal to the capacity of the roadway.*

DELAY – *The time consumed while traffic is impeded in its movement by some element over which it has no control, usually expressed in seconds per vehicle.*

DENSITY – *The number of vehicles occupying in a unit length of the through traffic lanes of a roadway at any given instant. Usually expressed in vehicles per mile.*

DESIGN SPEED – *A speed selected for purposes of design. Features of a highway, such as curvature, superelevation, and sight distance (upon which the safe operation of vehicles is dependent) are correlated to design speed.*

DIRECTIONAL SPLIT – *The percent of traffic in the peak direction at any point in time.*

FREE FLOW – *Volumes are well below capacity. Vehicles can maneuver freely and travel is unimpeded by other traffic.*

HEADWAY – *Time or distance spacing between successive vehicles in a traffic stream, front bumper to front bumper.*

LEVEL OF SERVICE – *A qualitative measure of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs.*

PASSENGER CAR EQUIVALENT (PCE) – *A metric used to assess the impact of larger vehicles, such as trucks, recreational vehicles, and buses, by converting the traffic volume of larger vehicles to an equivalent number of passenger cars.*

PEAK HOUR – *The 60 consecutive minutes with the highest number of vehicles.*

QUEUE LENGTH – *The length of vehicle queue, typically expressed in feet, waiting at a service area such as a Traffic signal, stop sign, or access gate.*

SIGHT DISTANCE – *The continuous length of roadway visible to a driver or roadway user.*

SIGNAL CYCLE – *The time period in seconds required for one complete sequence of signal indications.*

SIGNAL PHASE – *The part of the signal cycle allocated to one or more traffic movements.*

STARTING DELAY – *The delay experienced in initiating the movement of queued traffic from a stop to an average running speed through an intersection.*

TRAFFIC-ACTUATED SIGNAL – *A type of traffic signal that directs traffic to stop and go in accordance with the demands of traffic, as registered by the actuation of detectors.*

TRIP – *The movement of a person or vehicle from one location (origin) to another (destination). For example, from home to store to home is two trips, not one.*

TRIP GENERATION RATE – *The quantity of trips produced and/or attracted by a specific land use stated in terms of units such as per dwelling, per acre, and per 1,000 square feet of floor space.*

VEHICLE MILES OF TRAVEL – *A measure of the amount of usage of a section of highway, obtained by multiplying the average daily traffic by length of facility in miles.*

APPENDIX B

SCOPING AGREEMENT AND CITY DOCUMENTS

Scoping Agreement for Traffic Impact Analysis

This form acknowledges the requirements for the traffic impact analysis of the following project. The analysis will follow the local jurisdiction's traffic impact analysis guidelines.

Project Name:	Arcadia Site Traffic Study and VMT Screening
Project Address:	Northeast corner of Santa Clara Street and Huntington Drive, City of Arcadia (101 West Huntington Drive)
Project Description:	Construction of 34 multi-family dwelling units

	Consultant	Developer
Name:	TJW Engineering	City Ventures
Address:	9841 Irvine Center Drive, Suite 200	3121 Michelson Drive, Suite 150
	Irvine, CA 92618	Irvine, CA 92612
Telephone:	949-878-3509	
Email:		

Trip Generation Source: ITE Trip Generation Manual, 11th Edition (2021)

Current GP Land Use:	Commercial (50 du/ac, 0.5 FAR)	Proposed Land Use:	same
Current Zoning:	General Commercial C-G w/ residential flex overlay	Proposed Zoning:	same

Is the project screened from LOS analysis? [ ] Yes [x] No

Justification:	Per letter dated July 10, 2024, Mr. Edwin Arreola, Acting Senior Planner at the City of Arcadia Development Services Department, indicated that a traffic impact analysis (TIA) will be required for this proposed project.

Is the project screened from VMT analysis? [x] Yes [ ] No

Justification:	The proposed project was identified by the web-based SGVCOG VMT Evaluation Tool as being in a Transit Priority Area (TPA) and in a low VMT-generating TAZ. See attachment.

	Existing Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips				3	11	14
PM Trips				11	6	17
Daily						229

Internal Trip Capture: [ ] Yes [x] No _____ % Trip Discount

Pass-By Allowance: [ ] Yes [x] No _____ % Trip Discount

Trip Distribution: See attached exhibit

Project Build-out Year: 2026 Annual Ambient Growth Rate: 2%

Study Intersections:

1. Santa Clara Street/ Huntington Drive
2. Santa Clara Street/ Project Driveway #1
3. Project Driveway #2/ Huntington Drive
4.
5.
6.
7.
8.
9.
10.

Study Roadway Segments:

1.
2.
3.
4.

Analysis Scenarios:

1. Existing Traffic Conditions
2. Opening Year Traffic Conditions
3. Opening Year Plus Project Traffic Conditions
4.
5.

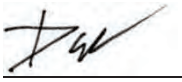
Other Jurisdiction Analyzed? [ ] Yes [x] No Name of Jurisdiction: _____

Date of Traffic Counts: New counts will be collected

Additional Items to be Addressed:	-Queue study of the southbound RT lanes at Santa Clara Street/Huntington Drive -City of Arcadia to provide list of cumulative projects -Line of sight exhibits for project driveways -Queuing exhibit for vehicles accessing units 17, 18, and 34 in relation to queuing onto right-of-way.

Additional Notes:	-Project is applying for State Density Bonus -Trip Distribution accounts for larger inbound volume using Huntington Drive vs Santa Clara Street due to potential queuing at southbound Santa Clara Street.

Authorizations:

David Chew, PTP	Kevin Merrill, City Engineer
Consultant's Representative	City (Approved By)
	
Signature	Signature
March 20, 2025	03/26/2025
Date	Date

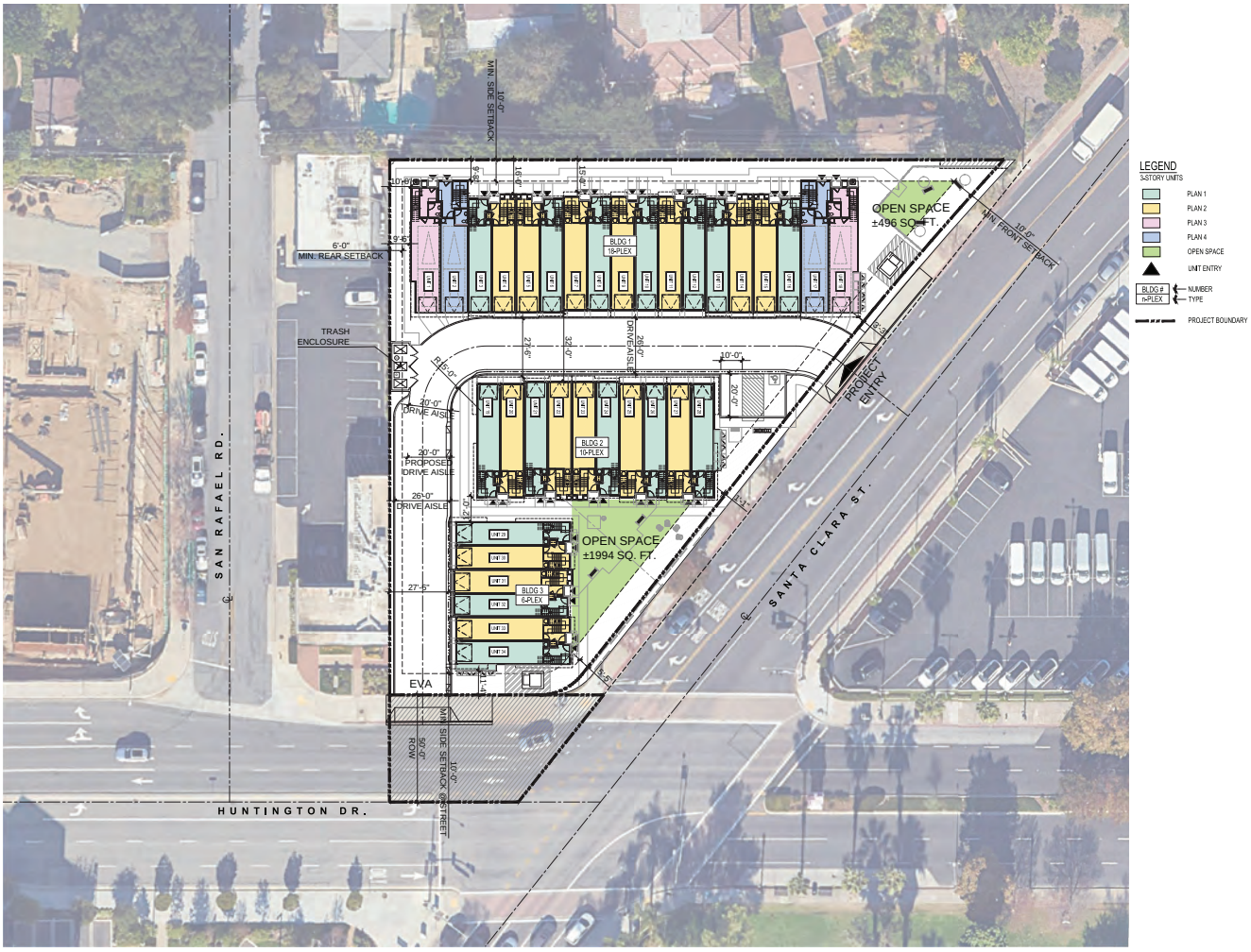

LEGEND
3-STORY UNITS
PLAN 1
PLAN 2
PLAN 3
PLAN 4
OPEN SPACE
UNIT ENTRY
BLDG #
6-PLEX
NUMBER
TYPE
PROJECT BOUNDARY
MIN. SIDE SETBACK
10'-0"
MIN. REAR SETBACK
6'-0"
TRASH ENCLOSURE
OPEN SPACE
±496 SQ. FT.
MIN. FRONT SETBACK
10'-0"
BLDG 1
19-PLEX
BLDG 2
10-PLEX
BLDG 3
6-PLEX
DRIVE AISLE
26'-0"
20'-0"
PROPOSED DRIVE AISLE
PROJECT ENTRY
OPEN SPACE
±1994 SQ. FT.
SAN RAFAEL RD.
SANTA CLARA ST.
HUNTINGTON DR.
EVA
50'-0" ROW
MIN. SIDE SETBACK ON STREET
10'-0"

Table 1
Project Trip Generation

Proposed Land Use[1]	ITE Code	Qty	Unit[2]	Daily		AM Peak Hour					PM Peak Hour				
				Rate	Volume	Rate	In:Out Split	Volume			Rate	In:Out Split	Volume		
								In	Out	Total			In	Out	Total
Multifamily Housing (Low-Rise), Not Close to Rail	220	34	DU	6.74	229	0.4	24:76	3	11	14	0.51	63:37	11	6	17

1: Trip generation and pass-by rates are from the ITE Trip Generation Manual (11th Edition, 2021).

2: DU = Dwelling Units.

Trip Distribution
Arcadia Site
CVR-24-007
San Miguel Dr
Santa Clara St
N
20%
San Rafael Rd
Project Site
100%
45%
Huntington Dr
35%
Google Earth

SGVCOG VMT Evaluation Tool Report

Project Details

Timestamp of Analysis: August 09, 2024, 09:16:57 AM

Project Name: Arcadia Site Traffic Study

Project Description: Construction of 34 multi-family dwelling units.

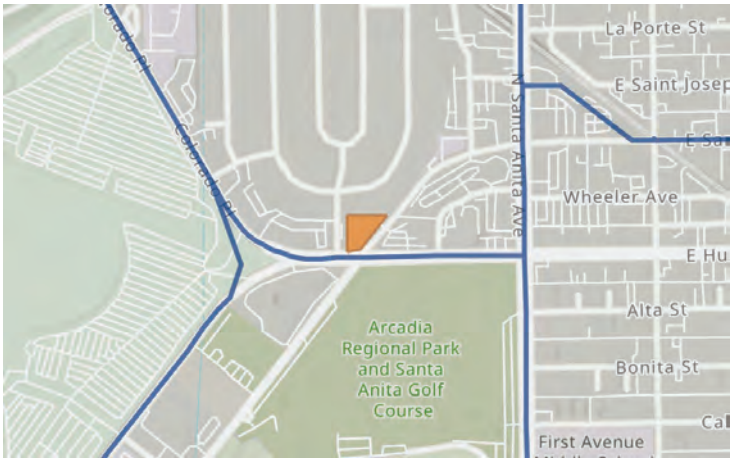
Project Location

jurisdiction: Arcadia

apn	TAZ
5775-023-015	22220100

Inside a TPA?

Yes (Pass)



Analysis Details

Data Version: SCAG Regional Travel Demand Model 2016 RTP Base Year 2012

Analysis Methodology: TAZ

Baseline Year: 2012

Project Land Use

Residential:

Single Family DU:	
Multifamily DU:	34
Total DUs:	34

Non-Residential:

Office KSF:

Local Serving Retail KSF:

Industrial KSF:

Residential Affordability (percent of all units):

Extremely Low Income:	0 %
Very Low Income:	0 %
Low Income:	0 %

Parking:

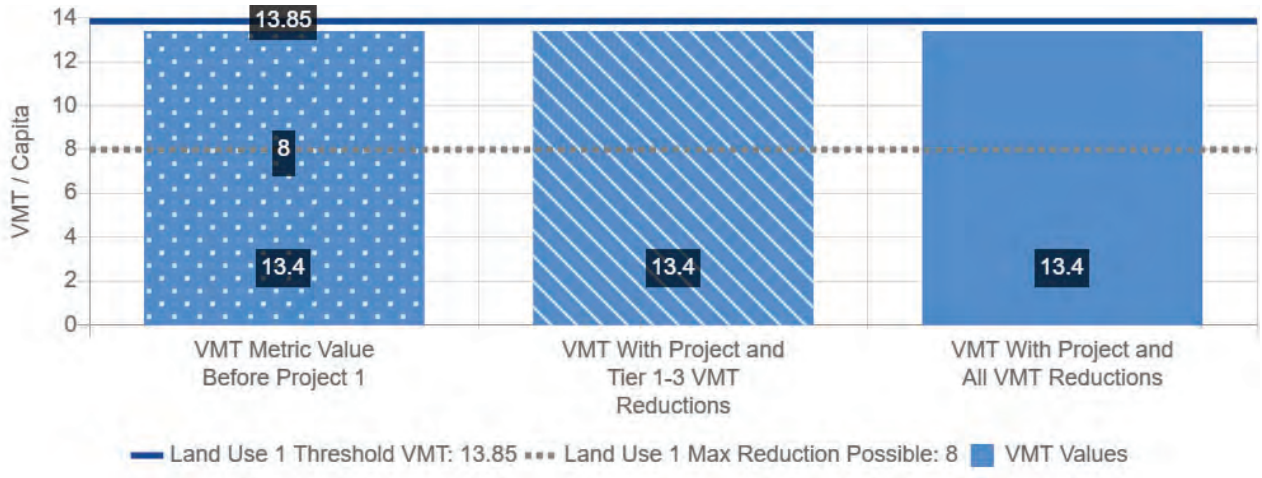
Motor Vehicle Parking:

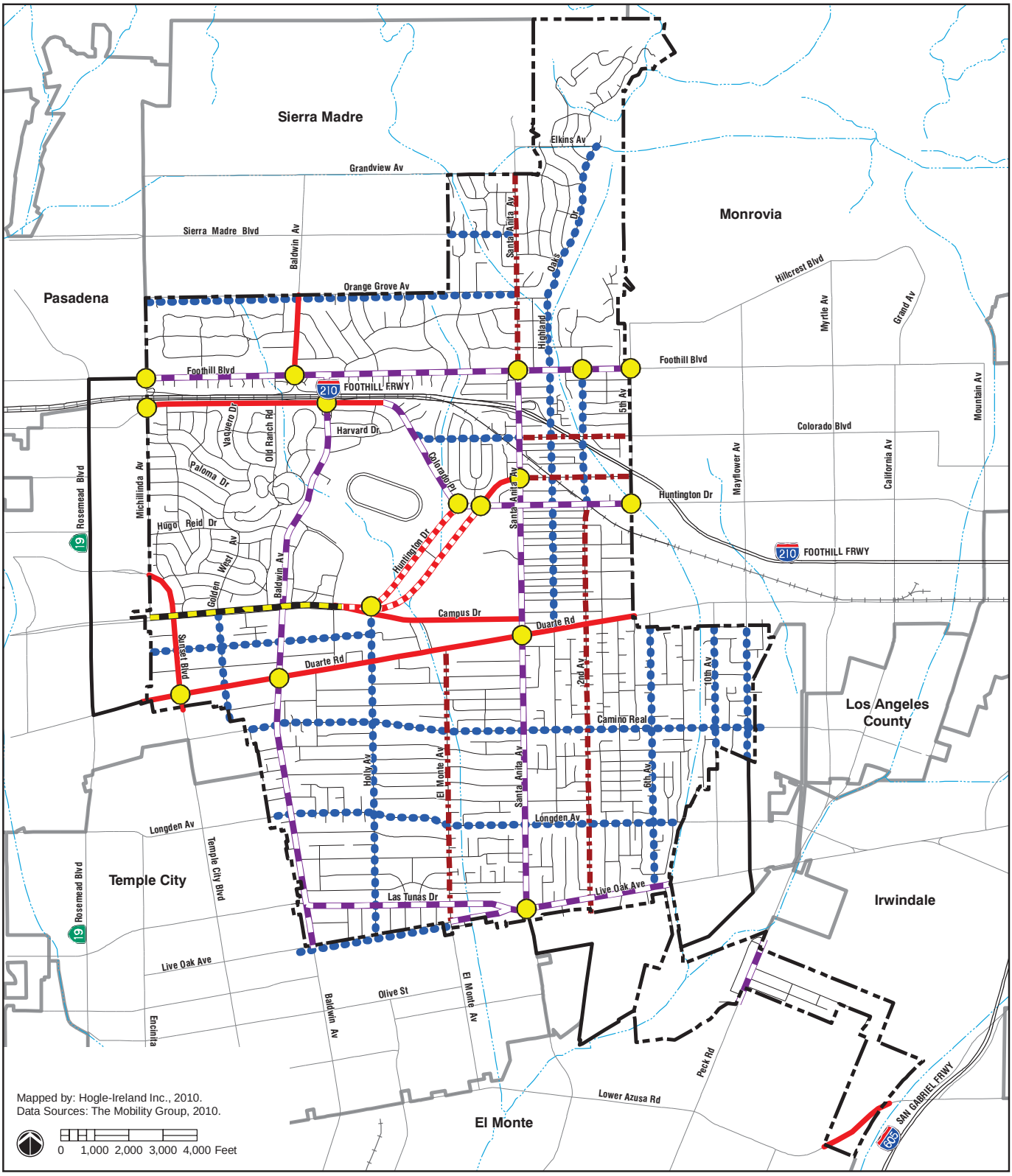
Bicycle Parking:

Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Residential
VMT Without Project 1:	Home-based VMT per Capita
VMT Baseline Description 1:	Subarea
VMT Baseline Value 1:	16.29
VMT Threshold Description 1:	-15%
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	13.4	13.4	13.4
Low VMT Screening Analysis	Yes (Pass)	Yes (Pass)	Yes (Pass)





Roadway Plan

- Major Arterial
- Major Arterial 1-Way
- Primary Arterial
- Secondary Arterial
- Enhanced Collector
- Collector
- Enhanced Intersection Location

Base Map Features

- City Boundary
- Sphere of Influence
- Freeway
- Local Road
- Railroad
- Water Feature

FIGURE CI-3: ROADWAY PLAN

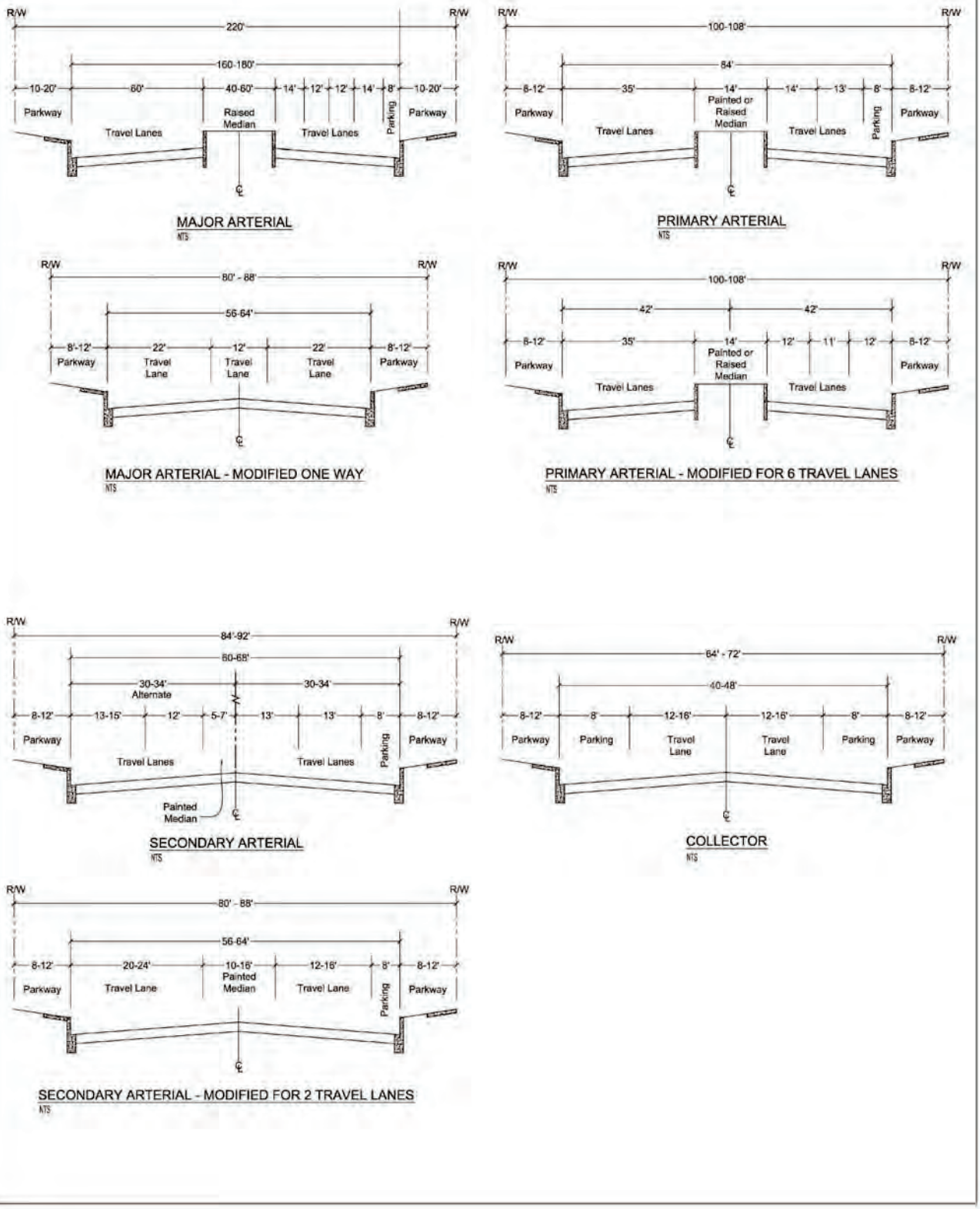
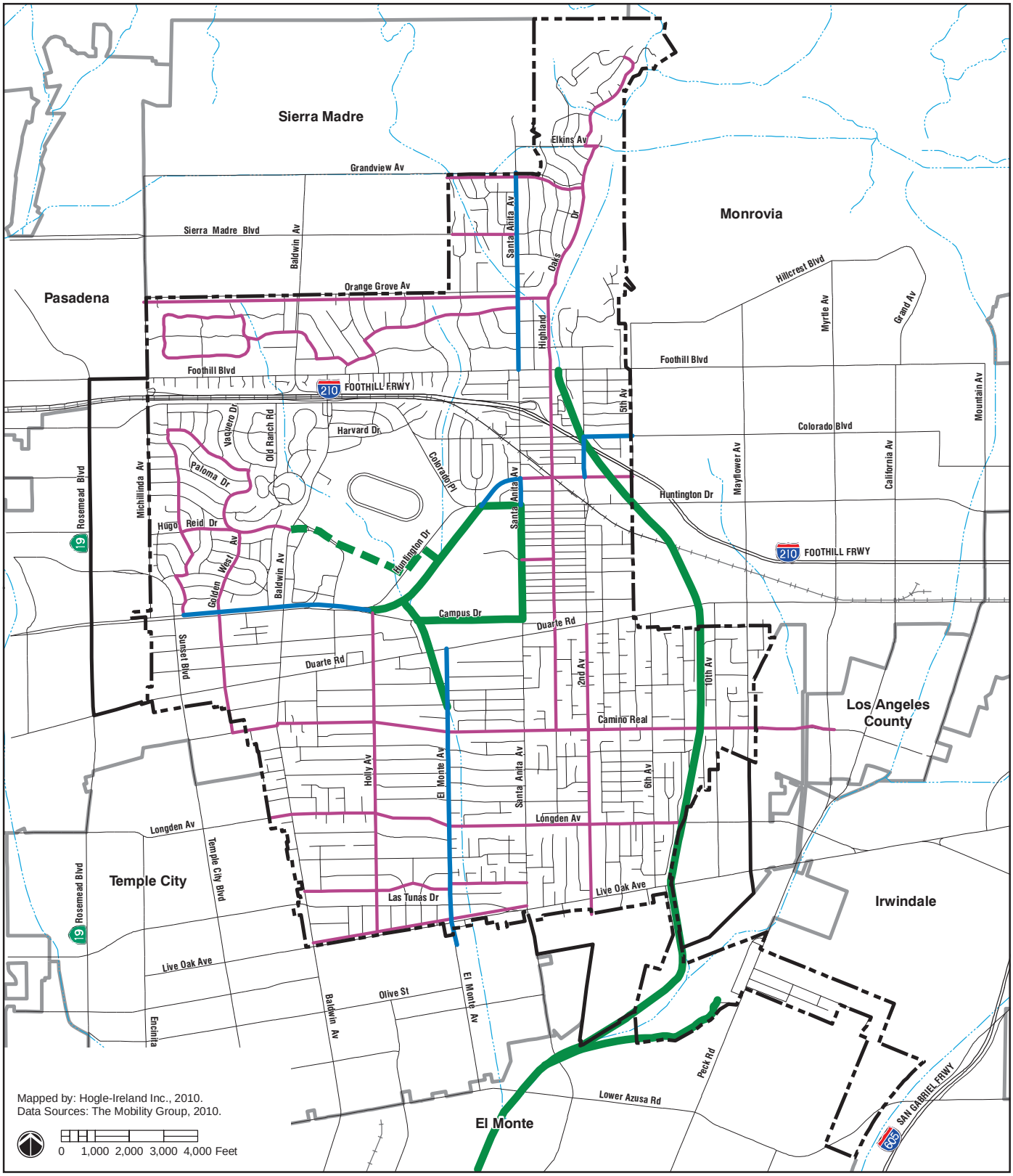


FIGURE CI-4: STREET CROSS SECTIONS



Bike Classification

- Class I Bike Path
- Potential Class I Bike Path
- Class II Bike Lane
- Class III Bike Lane

Base Map Features

- City Boundary
- Sphere of Influence
- Freeway
- Local Road
- Railroad
- Water Feature

FIGURE CI-7: BIKEWAY PLAN

Monday through Friday

Effective Dec 15 2024

A Line

Northbound to Azusa *En dirección norte a Azusa* (Approximate Times / *Tiempos Aproximados*)

| LONG BEACH | CARSON | COMPTON | WILLOWBROOK | WATTS | FLORENCE | LOS ANGELES | DOWNTOWN LOS ANGELES | | |

Saturday, Sunday & Holidays — A Line

Effective Dec 15 2024

Northbound to Azusa *En dirección norte a Azusa* (Approximate Times / *Tiempos Aproximados*)

LONG BEACH		CARSON	COMPTON	WILLOWBROOK	WATTS	FLORENCE	LOS ANGELES	DOWNTOWN LOS ANGELES				LOS ANGELES	PASADENA		DUARTE	AZUSA
Downtown Long Beach	Willow St	Del Amo	Compton	Willowbrook/ Rosa Parks	103rd Street/ Watts Towers	Florence	Washington	Pico	7th Street/ Metro Center	Grand Av Arts/ Bunker Hill	Historic Broadway	Little Tokyo/ Arts District	Union Station	Highland Park	Memorial Park	Sierra Madre Villa	Duarte/ City of Hope	APU/ Citrus College
–	–	–	–	–	–	–	–	–	–	4:04A	4:04A	4:08A	4:10A	4:13A	4:24A	4:31A	4:42A	4:50A
–	–	–	–	–	–	–	–	–	–	4:34	4:34	4:38	4:40	4:43	4:54	5:01	5:12	5:20
–	–	3:43A	3:49A	3:53A	3:55A	4:00A	4:09A	4:22A	4:24	4:26	4:28	4:30	4:34	4:37	4:48	4:55	5:06	5:14
–	–	4:03	4:09	4:13	4:15	4:20	4:29	4:42	4:44	4:46	4:48	4:50	4:54	5:07	5:18	5:25	5:36	5:44
4:07A	4:19A	4:24	4:30	4:34	4:36	4:41	4:50	5:03	5:05	5:07	5:09	5:11	5:15	5:28	5:39	5:46	5:57	6:05
4:27	4:39	4:44	4:50	4:54	4:56	5:01	5:10	5:23	5:25	5:27	5:29	5:31	5:35	5:48	5:59	6:06	6:17	6:25
4:47	4:59	5:04	5:10	5:14	5:16	5:21	5:30	5:43	5:45	5:47	5:49	5:51	5:55	6:08	6:19	6:26	6:37	6:45
5:07	5:19	5:24	5:30	5:34	5:36	5:41	5:50	6:03	6:05	6:07	6:09	6:11	6:15	6:28	6:39	6:46	6:57	7:05
5:27	5:39	5:44	5:50	5:54	5:56	6:01	6:10	6:23	6:25	6:27	6:29	6:31	6:35	6:48	6:59	7:06	7:17	7:25
5:47	5:59	6:04	6:10	6:14	6:16	6:21	6:30	6:43	6:45	6:47	6:49	6:51	6:55	7:08	7:19	7:26	7:37	7:45
6:07	6:19	6:24	6:30	6:34	6:36	6:41	6:50	7:03	7:05	7:07	7:09	7:11	7:15	7:28	7:39	7:46	7:57	8:05
6:27	6:39	6:44	6:50	6:54	6:56	7:01	7:10	7:23	7:25	7:27	7:29	7:31	7:35	7:48	7:59	8:06	8:17	8:25
6:48	6:52	6:57	7:03	7:07	7:09	7:14	7:23	7:36	7:38	7:40	7:42	7:44	7:48	8:01	8:12	8:19	8:30	8:38
6:50	7:02	7:07	7:13	7:17	7:19	7:24	7:33	7:46	7:48	7:50	7:52	7:54	7:58	8:11	8:22	8:29	8:40	8:48
7:08	7:12	7:17	7:23	7:27	7:29	7:34	7:43	7:56	7:58	8:00	8:02	8:04	8:08	8:21	8:32	8:39	8:50	8:58
7:10	7:22	7:27	7:33	7:37	7:39	7:44	7:53	8:06	8:08	8:10	8:12	8:14	8:18	8:31	8:42	8:49	9:00	9:08
7:30	7:42	7:47	7:53	7:57	7:59	8:04	8:13	8:26	8:28	8:30	8:32	8:34	8:38	8:51	9:02	9:09	9:20	9:28
7:50	7:52	7:57	8:03	8:07	8:09	8:14	8:23	8:36	8:38	8:40	8:42	8:44	8:48	9:01	9:12	9:19	9:30	9:38
8:00	8:02	8:07	8:13	8:17	8:19	8:24	8:33	8:46	8:48	8:50	8:52	8:54	8:58	9:11	9:22	9:29	9:40	9:48
8:00	8:12	8:17	8:23	8:27	8:29	8:34	8:43	8:56	8:58	9:00	9:02	9:04	9:08	9:21	9:32	9:39	9:50	9:58
8:20	8:22	8:27	8:33	8:37	8:39	8:44	8:53	9:06	9:08	9:10	9:12	9:14	9:18	9:31	9:42	9:49	10:00	10:08
8:20	8:32	8:37	8:43	8:47	8:49	8:54	9:03	9:16	9:18	9:20	9:22	9:24	9:28	9:41	9:52	9:59	10:10	10:18
8:30	8:42	8:47	8:53	8:57	8:59	9:04	9:13	9:26	9:28	9:30	9:32	9:34	9:38	9:51	10:02	10:09	10:20	10:28
8:40	8:52	8:57	9:03	9:07	9:09	9:14	9:23	9:36	9:38	9:40	9:42	9:44	9:48	10:01	10:12	10:19	10:30	10:38
8:50	9:02	9:07	9:13	9:17	9:19	9:24	9:33	9:46	9:48	9:50	9:52	9:54	9:58	10:11	10:22	10:29	10:40	10:48
9:00	9:12	9:17	9:23	9:27	9:29	9:34	9:43	9:56	9:58	10:00	10:02	10:04	10:08	10:21	10:32	10:39	10:50	10:58
9:10	9:22	9:27	9:33	9:37	9:39	9:44	9:53	10:06	10:08	10:10	10:12	10:14	10:18	10:31	10:42	10:49	11:00	11:08
9:20	9:32	9:37	9:43	9:47	9:49	9:54	10:03	10:16	10:18	10:20	10:22	10:24	10:28	10:41	10:52	10:59	11:10	11:18
9:30	9:42	9:47	9:53	9:57	9:59	10:04	10:13	10:26	10:28	10:30	10:32	10:34	10:38	10:51	11:02	11:09	11:20	11:28
9:40	9:52	9:57	10:03	10:07	10:09	10:14	10:23	10:36	10:38	10:40	10:42	10:44	10:48	11:01	11:12	11:19	11:30	11:38
9:50	10:02	10:07	10:13	10:17	10:19	10:24	10:33	10:46	10:48	10:50	10:52	10:54	10:58	11:11	11:22	11:29	11:40	11:48
10:00	10:12	10:17	10:23	10:27	10:29	10:34	10:43	10:56	10:58	11:00	11:02	11:04	11:08	11:21	11:32	11:39	11:50	11:58
10:10	10:22	10:27	10:33	10:37	10:39	10:44	10:53	11:06	11:08	11:10	11:12	11:14	11:18	11:31	11:42	11:49	12:00P	12:08P
10:20	10:32	10:37	10:43	10:47	10:49	10:54	11:03	11:16	11:18	11:20	11:22	11:24	11:28	11:41	11:52	11:59	12:10	12:18
10:30	10:42	10:47	10:53	10:57	10:59	11:04	11:13	11:26	11:28	11:30	11:32	11:34	11:38	11:51	12:02P	12:09P	12:20	12:28
10:40	10:52	10:57	11:03	11:07	11:09	11:14	11:23	11:36	11:38	11:40	11:42	11:44	11:48	12:01P	12:12	12:19	12:30	12:38
10:50	11:02	11:07	11:13	11:17	11:19	11:24	11:33	11:46	11:48	11:50	11:52	11:54	11:58	12:11P	12:22	12:29	12:40	12:48
11:00	11:12	11:17	11:23	11:27	11:29	11:34	11:43	11:56	11:58	12:00P	12:02P	12:04P	12:08P	12:21	12:32	12:39	12:50	12:58
11:10	11:22	11:27	11:33	11:37	11:39	11:44	11:53	12:06P	12:08P	12:10	12:12	12:14	12:18	12:31	12:42	12:49	1:00	1:08
11:20	11:32	11:37	11:43	11:47	11:49	11:54	12:03P	12:16	12:18	12:20	12:22	12:24	12:28	12:41	12:52	12:59	1:10	1:18
11:30	11:42	11:47	11:53	11:57	11:59	12:04P	12:13	12:26	12:28	12:30	12:32	12:34	12:38	12:51	1:02	1:09	1:20	1:28
11:40	11:52	11:57	12:03P	12:07P	12:09P	12:14	12:23	12:36	12:38	12:40	12:42	12:44	12:48	1:01	1:12	1:19	1:30	1:38
11:50	12:02P	12:07P	12:13	12:17	12:19	12:24	12:33	12:46	12:48	12:50	12:52	12:54	12:58	1:11	1:22	1:29	1:40	1:48
12:00P	12:12	12:17	12:23	12:27	12:29	12:34	12:43	12:56	12:58	1:00	1:02	1:04	1:08	1:21	1:32	1:39	1:50	1:58
12:10	12:22	12:27	12:33	12:37	12:39	12:44	12:53	1:06	1:08	1:10	1:12	1:14	1:18	1:31	1:42	1:49	2:00	2:08
12:20	12:32	12:37	12:43	12:47	12:49	12:54	1:03	1:16	1:18	1:20	1:22	1:24	1:28	1:41	1:52	1:59	2:10	2:18
12:30	12:42	12:47	12:53	12:57	12:59	1:04	1:13	1:26	1:28	1:30	1:32	1:34	1:38	1:51	2:02	2:09	2:20	2:28
12:40	12:52	12:57	1:03	1:07	1:09	1:14	1:23	1:36	1:38	1:40	1:42	1:44	1:48	2:01	2:12	2:19	2:30	2:38
12:50	1:02	1:07	1:13	1:17	1:19	1:24	1:33	1:46	1:48	1:50	1:52	1:54	1:58	2:11	2:22	2:29	2:40	2:48
1:00	1:12	1:17	1:23	1:27	1:29	1:34	1:43	1:56	1:58	2:00	2:02	2:04	2:08	2:21	2:32	2:39	2:50	2:58
1:10	1:22	1:27	1:33	1:37	1:39	1:44	1:53	2:06	2:08	2:10	2:12	2:14	2:18	2:31	2:42	2:49	3:00	3:08
1:20	1:32	1:37	1:43	1:47	1:49	1:54	2:03	2:16	2:18	2:20	2:22	2:24	2:28	2:41	2:52	2:59	3:10	3:18
1:30	1:42	1:47	1:53	1:57	1:59	2:04	2:13	2:26	2:28	2:30	2:32	2:34	2:38	2:51	3:02	3:09	3:20	3:28
1:40	1:52	1:57	2:03	2:07	2:09	2:14	2:23	2:36	2:38	2:40	2:42	2:44	2:48	3:01	3:12	3:19	3:30	3:38
1:50	2:02	2:07	2:13	2:17	2:19	2:24	2:33	2:46	2:48	2:50	2:52	2:54	2:58	3:11	3:22	3:29	3:40	3:48
2:00	2:12	2:17	2:23	2:27	2:29	2:34	2:43	2:56	2:58	3:00	3:02	3:04	3:08	3:21	3:32	3:39	3:50	3:58
2:10	2:22	2:27	2:33	2:37	2:39	2:44	2:53	3:06	3:08	3:10	3:12	3:14	3:18	3:31	3:42	3:49	4:00	4:08
2:20	2:32	2:37	2:43	2:47	2:49	2:54	3:03	3:16	3:18	3:20	3:22	3:24	3:28	3:41	3:52	3:59	4:10	4:18
2:30	2:42	2:47	2:53	2:57	2:59	3:04	3:13	3:26	3:28	3:30	3:32	3:34	3:38	3:51	4:02	4:09	4:20	4:28
2:40	2:52	2:57	3:03	3:07	3:09	3:14	3:23	3:36	3:38	3:40	3:42	3:44	3:48	4:01	4:12	4:19	4:30	4:38
2:50	3:02	3:07	3:13	3:17	3:19	3:24	3:33	3:46	3:48	3:50	3:52	3:54	3:58	4:11	4:22	4:29	4:40	4:48
3:00	3:12	3:17	3:23	3:27	3:29	3:34	3:43	3:56	3:58	4:00	4:02	4:04	4:08	4:21	4:32	4:39	4:50	4:58
3:10	3:22	3:27	3:33	3:37	3:39	3:44	3:53	4:06	4:08	4:10	4:12	4:14	4:18	4:31	4:42	4:49	5:00	5:08
3:20	3:32	3:37	3:43	3:47	3:49	3:54	4:03	4:16	4:18	4:20	4:22	4:24	4:28	4:41	4:52	4:59	5:10	5:18
3:30	3:42	3:47	3:53	3:57	3:59	4:04	4:13	4:26	4:28	4:30	4:32	4:34	4:38	4:51	5:02	5:09	5:20	5:28
3:40	3:52	3:57	4:03	4:07	4:09	4:14	4:23	4:36	4:38	4:40	4:42	4:44	4:48	5:01	5:12	5:19	5:30	5:38
3:50	4:02	4:07	4:13	4:17	4:19	4:24	4:33	4:46	4:48	4:50	4:52	4:54	4:58	5:11	5:22	5:29	5:40	5:48
4:00	4:12	4:17	4:23	4:27	4:29	4:34	4:43	4:56	4:58	5:00	5:02	5:04	5:08	5:21	5:32	5:39	5:50	5:58
4:10	4:22	4:27	4:33	4:37	4:39	4:44	4:53	5:06	5:08	5:10	5:12	5:14	5:18	5:31	5:42	5:49	6:00	6:08
4:20	4:32	4:37	4:43	4:47	4:49	4:54	5:03	5:16	5:18	5:20	5:22	5:24	5:28	5:41	5:52	5:59	6:10	6:18
4:30	4:42	4:47	4:53	4:57	4:59	5:04	5:13	5:26	5:28	5:30	5:32	5:34	5:38	5:51	6:02	6:09	6:20	6:28
4:40	4:52	4:57	5:03	5:07	5:09	5:14	5:23	5:36	5:38	5:40	5:42	5:44	5:48	6:01	6:12	6:19	6:30	6:38
4:50	5:02	5:07	5:13	5:17	5:19	5:24	5:33	5:46	5:48	5:50	5:52	5:54	5:58	6:11	6:22	6:29	6:40	6:48
5:00	5:12	5:17	5:23	5:27	5:29	5:34	5:43	5:56	5:58	6:00	6:02	6:04	6:08	6:21	6:32	6:39	6:50	6:58
5:10	5:22	5:27	5:33	5:37	5:39	5:44	5:53	6:06	6:08	6:10	6:12	6:14	6:18	6:31	6:42	6:49	7:00	7:08
5:20	5:32	5:37	5:43	5:47	5:49	5:54	6:03	6:16	6:18	6:20	6:22	6:24	6:28	6:41	6:52	6:59	7:10	7:18
5:30	5:42	5:47	5:53	5:57	5:59	6:04	6:13	6:26	6:28	6:30	6:32	6:34	6:38	6:51	7:02	7:09	7:20	7:28
5:40	5:52	5:57	6:03	6:07	6:09	6:14	6:23	6:36	6:38	6:40	6:42	6:44	6:48	7:01	7:12	7:19	7:30	7:38
5:50	6:02	6:07	6:13	6:17	6:19	6:24	6:33	6:46	6:48	6:50	6:52	6:54	6:58	7:11	7:22	7:29	7:40	7:48
6:00	6:12	6:17	6:23	6:27	6:29	6:34	6:43	6:56	6:58	7:00	7:02	7:04	7:08	7:21	7:32	7:39	7:50	7:58
6:10	6:22	6:27	6:33	6:37	6:39	6:44	6:53	7:06	7:08	7:10	7:12	7:14	7:18	7:31	7:42	7:49	8:00	8:08
6:20	6:32	6:37	6:43	6:47	6:49	6:54	7:03	7:16	7:18	7:20	7:22	7:24	7:28	7:41	7:52	7:59	8:10	8:18
6:30	6:42	6:47	6:53	6:57	6:59	7:04	7:13	7:26	7:28	7:30	7:32	7:34	7:38	7:51	8:02	8:09	8:20	8:28
6:40	6:52	6:57	7:03	7:07	7:09	7:14	7:23	7:36	7:38	7:40	7:42	7:44	7:48	8:01	8:12	8:19	8:30	8:38
6:50	7:02	7:07	7:13	7:17	7:19	7:24	7:33	7:46	7:48	7:50	7:52	7:54	7:58	8:11	8:22	8:29	8:40	8:48
7:00	7:12	7:17	7:23	7:27	7:29	7:34	7:43	7:56	7:58	8:00	8:02	8:04	8:08	8:21	8:32	8:39	8:50	8:58
7:10	7:22	7:27	7:33	7:37	7:39	7:44	7:53	8:06	8:08	8:10	8:12	8:14	8:18	8:31	8:42	8:49	9:00	9:08
7:22	7:34	7:39	7:45	7:49	7:51	7:56	8:05	8:18	8:20	8:22	8:24	8:26	8:30	8:43	8:54	9:01	9:12	9:20
7:34	7:46	7:51	7:57	8:01	8:03	8:08	8:17	8:30	8:32	8:34	8:36	8:38	8:42	8:55	9:06	9:13	9:24	9:32
7:46	7:58	8:03	8:09	8:13	8:15	8:20	8:29	8:42	8:44	8:46	8:48	8:50	8:54	9:07	9:18	9:25	9:36	9:44
7:58	8:10	8:15	8:21	8:25	8:27	8:32	8:41	8:54	8:56	8:58	9:00	9:02	9:06	9:19	9:30	9:37	[287]	
8:10	8:22	8:27	8:33	8:37	8:39	8:44	8:53	9:06	9:08	9:10	9:12	9:14	9:18	9:31	9:42	9:49	10:00	10:08
8:25	8:37	8:42	8:48	8:52	8:54	8:59	9:08	9:21	9:23	9:25	9:27	9:29	9:33	9:46	9:57	10:04	10:15	10:23
8:45	8:57	9:02	9:08	9:12	9:14	9:19	9:28	9:41	9:43	9:45	9:47	9:49	9:53	10:06	10:17	10:24	10:35	10:43
9:05	9:17	9:22	9:28	9:32	9:34	9:39	9:48	10:01	10:03	10:05	10:07	10:09	10:13	10:26	10:37	10:44	10:55	11:03
9:25	9:37	9:42	9:48	9:52	9:54	9:59	10:08	10:21	10:23	10:25	10:27	10:29	10:33	10:46	10:57	11:04	11:15	11:23
9:45	9:57	10:02	10:08	10:12	10:14	10:19	10:28	10:41	10:43	10:45	10:47	10:49	10:53	11:06	11:17	11:24	11:35	11:43
10:05	10:17	10:22	10:28	10:32	10:34	10:39	10:48	11:01	11:03	11:05	11:07	11:09	11:13	11:26	11:37	11:44	11:55	12:03A
10:25	10:37	10:42	10:48	10:52	10:54	10:59	11:08	11:21	11:23	11:25	11:27	11:29	11:33	11:46	11:57	12:04A	12:15A	12:23
10:45	10:57	11:02	11:08	11:12	11:14	11:19	11:28	11:41	11:43	11:45	11:47	11:49	11:53	12:06A	12:17A	12:24	12:35	12:43
11:05	11:17	11:22	11:28	11:32	11:34	11:39	11:48	12:01A	12:03A	12:05A	12:07A	12:09A	12:13A	12:26	12:37	12:44	12:55	1:03
11:25	11:37	11:42	11:48	11:52	11:54	11:59	12:08A	12:21	12:23	12:25	12:27	12:29	12:33	12:46	12:57	1:04	1:15	1:23
11:45	11:57	12:02A	12:08A	12:12A	12:14A	12:19A	12:28A	12:41	12:43	12:45	12:47	12:49	12:53	1:06	1:17	1:24	1:35	1:43

Saturday, Sunday and Holiday Schedules

Saturday, Sunday and Holiday Schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de sábado, domingo y días feriados

Horarios de sábado, domingo y días feriados en efecto para año nuevo, día conmemorativo, cuatro de julio, día del trabajo, día de acción de gracias, y Navidad.

Saturday, Sunday & Holidays — A Line

Southbound to Long Beach *En dirección sur a Long Beach* (Approximate Times / *Tiempos Aproximados*)

AZUSA	DUARTE	PASADENA		LOS ANGELES		DOWN TOWN LOS ANGELES				LOS ANGELES	FLORENCE	WATTS	WILLOWBROOK	COMPTON	CARSON	LONG BEACH	
APU/ Citrus College	Duarte/ City of Hope	Sierra Madre Villa	Memorial Park	Highland Park	Union Station	Little Tokyo/ Arts District	Historic Broadway	Grand Av Arts/ Bunker Hill	7th Street/ Metro Center	Pico	Washington	103rd Street/ Watts Towers	Willowbrook/ Rosa Parks	Compton	Del Amo	Willow St	Downtown Long Beach
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	3:38A	3:52A
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	4:03	4:17
–	–	–	–	–	3:57A	3:54A	3:58A	3:59A	4:01A	4:03A	4:14	4:20	4:24	4:30	4:38	4:44	4:58
4:07A	4:19A	4:24	4:30	4:36A	4:13	4:17	4:19	4:20	4:22	4:24	4:35	4:41	4:45	4:51	4:59	5:05	5:19
3:44A	3:51A	4:03	4:10	4:20	4:37	4:39	4:41	4:42	4:44	4:46	4:55	5:01	5:05	5:11	5:19	5:25	5:39
4:04	4:11	4:23	4:30	4:40	4:53	4:57	4:59	5:00	5:02	5:04	5:15	5:21	5:25	5:31	5:39	5:45	5:59
4:24	4:31	4:43	4:50	5:00	5:13	5:17	5:19	5:20	5:22	5:24	5:35	5:41	5:45	5:51	5:59	6:05	6:19
4:44	4:51	5:03	5:10	5:20	5:33	5:37	5:39	5:40	5:42	5:44	5:55	6:01	6:05	6:11	6:19	6:25	6:39
5:04	5:11	5:23	5:30	5:40	5:53	5:57	5:59	6:00	6:02	6:04	6:15	6:21	6:25	6:31	6:39	6:45	6:59
5:24	5:31	5:43	5:50	6:00	6:13	6:17	6:19	6:20	6:22	6:24	6:35	6:41	6:45	6:47	6:51	6:59	7:05
5:44	5:51	6:03	6:10	6:20	6:33	6:37	6:39	6:40	6:42	6:44	6:55	7:01	7:05	7:07	7:11	7:19	7:25
6:04	6:11	6:23	6:30	6:40	6:53	6:57	6:59	7:00	7:02	7:04	7:15	7:21	7:25	7:27	7:31	7:39	7:45
6:24	6:31	6:43	6:50	7:00	7:13	7:17	7:19	7:20	7:22	7:24	7:35	7:41	7:45	7:47	7:51	7:59	8:05
–	–	6:58	7:05	7:15	7:28	7:32	7:34	7:35	7:37	7:39	7:50	7:56	8:00	8:02	8:06	8:14	8:20
6:44	6:51	7:03	7:10	7:20	7:33	7:37	7:39	7:40	7:42	7:44	7:55	8:01	8:05	8:07	8:11	8:19	8:25
–	–	7:18	7:25	7:35	7:48	7:52	7:54	7:55	7:57	7:59	8:10	8:16	8:20	8:22	8:26	8:34	8:40
7:03	7:10	7:22	7:29	7:39	7:52	7:56	7:58	7:59	8:01	8:03	8:14	8:20	8:24	8:26	8:30	8:38	8:44
7:23	7:30	7:42	7:49	7:59	8:12	8:16	8:18	8:19	8:21	8:23	8:34	8:40	8:44	8:46	8:50	8:58	9:04
7:33	7:40	7:52	7:59	8:09	8:22	8:26	8:28	8:29	8:31	8:33	8:44	8:50	8:54	8:56	9:00	9:08	9:14
7:43	7:50	8:02	8:09	8:19	8:32	8:36	8:38	8:39	8:41	8:43	8:54	9:00	9:04	9:06	9:10	9:18	9:24
7:53	8:00	8:12	8:19	8:29	8:42	8:46	8:48	8:49	8:51	8:53	9:04	9:10	9:14	9:16	9:20	9:28	9:34
8:03	8:10	8:22	8:29	8:39	8:52	8:56	8:58	8:59	9:01	9:03	9:14	9:20	9:24	9:26	9:30	9:38	9:44
8:13	8:20	8:32	8:39	8:49	9:02	9:06	9:08	9:09	9:11	9:13	9:24	9:30	9:34	9:36	9:40	9:48	9:54
8:23	8:30	8:42	8:49	8:59	9:12	9:16	9:18	9:19	9:21	9:23	9:34	9:40	9:44	9:46	9:50	9:58	10:04
8:33	8:40	8:52	8:59	9:09	9:22	9:26	9:28	9:29	9:31	9:33	9:44	9:50	9:54	9:56	10:00	10:08	10:14
8:43	8:50	9:02	9:09	9:19	9:32	9:36	9:38	9:39	9:41	9:43	9:54	10:00	10:04	10:06	10:10	10:18	10:24
8:53	9:00	9:12	9:19	9:29	9:42	9:46	9:48	9:49	9:51	9:53	10:04	10:10	10:14	10:16	10:20	10:28	10:34
9:03	9:10	9:22	9:29	9:39	9:52	9:56	9:58	9:59	10:01	10:03	10:14	10:20	10:24	10:26	10:30	10:38	10:44
9:13	9:20	9:32	9:39	9:49	10:02	10:06	10:08	10:09	10:11	10:13	10:24	10:30	10:34	10:36	10:40	10:48	10:54
9:23	9:30	9:42	9:49	9:59	10:12	10:16	10:18	10:19	10:21	10:23	10:34	10:40	10:44	10:46	10:50	10:58	11:04
9:33	9:40	9:52	9:59	10:09	10:22	10:26

Monday through Friday

Effective Jun 23 2024

179

Eastbound (Approximate Times)

ROSE HILL	LOS ANGELES	ARCADIA	
1	2	3	4
Rose Hill Transit Center	Huntington & Maycrest	The Shops at Santa Anita	Arcadia Station
5:21A	5:29A	B5:50A	5:59A
6:20	6:29	B6:50	6:59
6:48	6:57	B7:19	7:28
7:18	7:27	B7:49	7:58
7:47	7:56	8:21	8:30
8:17	8:26	8:52	9:01
8:47	8:56	9:23	9:32
9:17	9:26	9:53	10:02
9:47	9:56	10:23	10:32
10:17	10:26	10:55	11:04
10:47	10:56	11:25	11:34
11:17	11:26	11:55	12:04P
11:47	11:56	12:25P	12:34
12:17P	12:26P	12:55	1:04
12:47	12:56	1:25	1:34
1:17	1:26	1:55	2:04
1:47	1:56	2:26	2:36
2:17	2:26	2:56	3:06
2:47	2:56	3:26	3:36
3:17	3:26	3:56	4:06
3:47	3:56	4:26	4:37
4:17	4:26	4:56	5:07
4:47	4:56	5:26	5:36
5:17	5:26	5:54	6:04
5:47	5:56	6:23	6:33
6:20	6:28	6:55	7:05
6:50	6:58	7:24	7:33
7:18	7:26	7:52	8:01
7:49	7:57	8:22	8:31
8:18	8:26	8:51	9:00
8:59	9:06	9:30	9:39
9:46	9:53	B10:13	10:24
10:44	10:51	B11:11	11:22
11:44	11:51	B12:11A	12:22A

Westbound (Approximate Times)

ARCADIA		LOS ANGELES	ROSE HILL
4	3	2	1
Arcadia Station	The Shops at Santa Anita	Huntington & Maycrest	Rose Hill Transit Center
5:23A	B5:32A	5:53A	6:00A
5:54	B6:03	6:24	6:32
6:24	B6:33	6:54	7:02
6:54	B7:03	7:24	7:32
7:22	7:30	7:54	8:02
7:52	8:00	8:24	8:32
8:22	8:30	8:54	9:02
8:52	9:00	9:24	9:32
9:22	9:30	9:54	10:02
9:52	10:00	10:24	10:32
10:22	10:30	10:54	11:02
10:52	11:00	11:24	11:32
11:20	11:28	11:54	12:02P
11:49	11:58	12:24P	12:32
12:19P	12:28P	12:54	1:02
12:49	12:58	1:24	1:32
1:19	1:28	1:54	2:02
1:49	1:58	2:24	2:32
2:19	2:28	2:54	3:02
2:48	2:57	3:23	3:32
3:19	3:28	3:54	4:03
3:49	3:58	4:24	4:32
4:19	4:28	4:54	5:02
4:49	4:58	5:24	5:32
5:19	5:28	5:54	6:02
5:50	5:59	6:24	6:31
6:21	6:29	6:54	7:01
6:54	7:02	7:24	7:31
7:24	7:32	7:54	8:01
8:10	8:18	8:39	8:46
8:57	9:05	9:26	9:33
10:00	B10:08	10:27	10:34
11:00	B11:08	11:27	11:34

Saturday, Sunday and Holiday Schedules

Saturday, Sunday and Holiday Schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de sábado, domingo y días feriados

Horarios de sábado, domingo y días feriados en efecto para año nuevo, día conmemorativo, cuatro de julio, día del trabajo, día de acción de gracias, y Navidad.

Special Notes

B Time shown is for Huntington & Baldwin. Trip does not go into The Shops at Santa Anita.

Avisos especiales

B *El tiempo que se muestra es para Huntington & Baldwin. El viaje no entra en* The Shops at Santa Anita.

Lose something?

Learn more about Metro's Lost & Found service.
Visit *metro.net/lostandfound* or call 323.937.8920.

Metro

Subject to change without notice
Sujeto a cambios sin previo aviso

metro.net
323.GO.METRO
Wheelchair Hotline
800.621.7828
Travel Info
511
California Relay Service
711

Effective Jun 23 2024

Metro Local

179

Eastbound to Arcadia
Westbound to Rose Hill
via Huntington Dr

Saturday, Sunday and Holidays

Effective Jun 23 2024

179

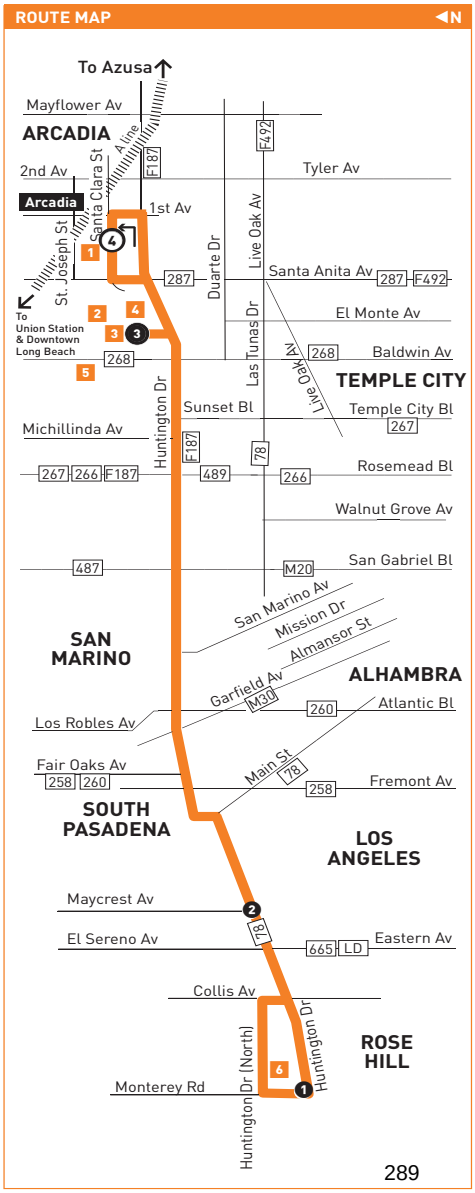
Eastbound (Approximate Times)

ROSE HILL	LOS ANGELES	ARCADIA	
1	2	3	4
Rose Hill Transit Center	Huntington & Maycrest	The Shops at Santa Anita	Arcadia Station
5:57A	6:04A	B6:24A	6:33A
6:36	6:44	B7:04	7:13
7:16	7:24	B7:44	7:53
7:55	8:04	B8:24	8:34
8:35	8:44	9:07	9:15
9:15	9:24	9:47	9:55
9:55	10:04	10:27	10:36
10:35	10:44	11:09	11:18
11:15	11:24	11:51	11:59
11:55	12:04P	12:31P	12:40P
12:35P	12:44	1:11	1:20
1:15	1:24	1:51	2:00
1:55	2:04	2:31	2:40
2:35	2:44	3:11	3:20
3:15	3:24	3:51	4:00
3:55	4:04	4:31	4:40
4:34	4:44	5:09	5:18
5:14	5:24	5:49	5:58
5:55	6:04	6:27	6:36
6:35	6:44	7:07	7:16
7:12	7:20	7:42	7:51
7:53	8:01	8:23	8:32
8:47	8:54	9:17	9:26
9:45	9:52	B10:12	10:23
10:43	10:50	B11:10	11:21
11:43	11:50	B12:10A	12:21A

Westbound (Approximate Times)

ARCADIA		LOS ANGELES	ROSE HILL
4	3	2	1
Arcadia Station	The Shops at Santa Anita	Huntington & Maycrest	Rose Hill Transit Center
5:44A	B5:51A	6:10A	6:17A
6:25	B6:32	6:51	6:58
7:05	B7:12	7:31	7:39
7:45	B7:52	8:11	8:20
8:25	B8:32	8:51	9:00
9:02	9:09	9:31	9:40
9:42	9:49	10:11	10:20
10:22	10:29	10:51	11:00
11:01	11:09	11:31	11:39
11:41	11:49	12:11P	12:19P
12:20P	12:28P	12:51	12:59
12:59	1:07	1:31	1:39
1:39	1:47	2:11	2:19
2:19	2:27	2:51	2:59
2:58	3:07	3:31	3:39
3:38	3:47	4:11	4:19
4:17	4:26	4:51	4:59
4:57	5:05	5:31	5:39
5:38	5:46	6:11	6:19
6:18	6:26	6:51	6:59
7:00	7:08	7:31	7:39
7:59	8:07	8:30	8:37
8:57	9:05	9:26	9:33
10:00	B10:08	10:27	10:34
11:00	B11:08	11:27	11:34

ROUTE MAP



LEGEND

- Line 179 Route
- Metro Rail
- Local Stop Timepoint
- Local Stop Timepoint - Single Direction Only
- Local Stop
- Local Stop - Single Direction Only
- Metro Rail/Busway Station & Timepoint
- Transit Center
- Map Notes
- Connecting Line
- AM — Amtrak
- ML — Metrolink
- FA — FlyAway
- F — Foothill Transit
- LD — LADOT DASH
- M — Montebello Bus Lines

MAP NOTES

1. **Arcadia Station**
   Metro A Line, 179, 287; F187, F270; Arcadia Transit Shuttle
2. **Santa Anita Park Racetrack**
3. **The Shops at Santa Anita**
   Metro 179; F187
4. **USC Arcadia Hospital**
5. **LA County Arboretum**
6. **Rose Hill Transit Center**
   Metro 179, 182, 665; LD City Ride

Monday through Friday

Effective Dec 15 2024

287

Northbound (Approximate Times)

MONTEBELLO	SOUTH EL MONTE		EL MONTE	ARCADIA	
1	2	3	4	5	6
The Shops at Montebello	Garvey & Lee	Rush & Santa Anita	El Monte Station	Santa Anita & Live Oak	Arcadia Station
5:17A	5:28A	5:36A	5:48A	5:59A	6:11A
6:01	6:13	6:21	6:33	6:46	6:58
6:38	6:50	6:59	7:13	7:28	7:41
7:15	7:28	7:38	7:53	8:08	8:21
7:54	8:08	8:18	8:33	8:48	9:01
8:35	8:49	8:58	9:13	9:28	9:41
9:14	9:29	9:38	9:53	10:08	10:21
9:54	10:09	10:18	10:33	10:48	11:01
10:34	10:49	10:58	11:13	11:28	11:41
11:13	11:29	11:38	11:53	12:08P	12:21P
11:53	12:09P	12:18P	12:33P	12:48	1:01
12:33P	12:49	12:58	1:13	1:28	1:42
1:13	1:29	1:38	1:53	2:08	2:22
1:52	2:08	2:18	2:33	2:48	3:02
2:32	2:48	2:58	3:13	3:28	3:42
3:12	3:28	3:38	3:53	4:08	4:22
3:52	4:08	4:18	4:33	4:48	5:02
4:31	4:47	4:57	5:13	5:28	5:42
5:11	5:27	5:37	5:53	6:08	6:20
5:54	6:09	6:19	6:33	6:48	7:00
6:33	6:47	6:57	7:10	7:23	7:35
7:16	7:28	7:37	7:50	8:03	8:15
7:57	8:09	8:18	8:30	8:43	8:55
—	—	—	9:14	9:27	9:39
—	—	—	10:14	10:27	10:39

Southbound (Approximate Times)

ARCADIA		EL MONTE	SOUTH EL MONTE		MONTEBELLO
6	5	4	3	2	1
Arcadia Station	Santa Anita & Live Oak	El Monte Station	Rush & Santa Anita	Garvey & Rosemead	The Shops at Montebello
4:56A	5:03A	5:16A	5:27A	5:36A	5:52A
5:51	5:58	6:11	6:23	6:32	6:48
6:35	6:43	6:56	7:09	7:20	7:37
7:15	7:23	7:36	7:49	8:00	8:20
7:51	8:01	8:16	8:29	8:39	8:59
8:31	8:41	8:56	9:09	9:19	9:39
9:13	9:22	9:36	9:49	9:59	10:19
9:53	10:02	10:16	10:29	10:39	10:59
10:33	10:42	10:56	11:09	11:19	11:39
11:13	11:22	11:36	11:49	11:59	12:19P
11:52	12:02P	12:16P	12:29P	12:39P	12:59
12:32P	12:42	12:56	1:09	1:19	1:39
1:12	1:22	1:36	1:49	1:59	2:19
1:51	2:02	2:16	2:29	2:39	2:59
2:31	2:42	2:56	3:09	3:19	3:39
3:11	3:22	3:36	3:49	3:59	4:19
3:51	4:02	4:16	4:29	4:39	4:59
4:31	4:42	4:56	5:09	5:19	5:39
5:11	5:22	5:36	5:49	5:59	6:19
5:51	6:02	6:16	6:28	6:37	6:57
6:42	6:52	7:06	7:18	7:27	7:44
7:43	7:53	8:06	8:18	8:27	8:44
8:49	8:57	9:06	—	—	—
9:49	9:57	10:06	—	—	—

Saturday , Sunday and Holiday

287

Northbound (Approximate Times)

EL MONTE	ARCADIA	
4	5	6
El Monte Station	Santa Anita & Live Oak	Arcadia Station
6:00A	6:12A	6:22A
7:00	7:12	7:22
8:00	8:13	8:23
9:00	9:13	9:24
10:00	10:13	10:24
11:00	11:13	11:24
11:59	12:13P	12:24P
1:00P	1:14	1:26
2:00	2:14	2:26
3:00	3:14	3:26
4:00	4:14	4:26
5:00	5:14	5:26
6:00	6:12	6:22
7:00	7:12	7:22
8:00	8:12	8:22
9:00	9:12	9:22

Southbound (Approximate Times)

ARCADIA		EL MONTE
6	5	4
Arcadia Station	Santa Anita & Live Oak	El Monte Station
6:27A	6:34A	6:47A
7:27	7:35	7:49
8:27	8:35	8:49
9:27	9:35	9:49
10:27	10:35	10:48
11:27	11:35	11:48
12:27P	12:35P	12:48P
1:27	1:36	1:49
2:27	2:37	2:50
3:27	3:37	3:50
4:27	4:37	4:50
5:27	5:37	5:50
6:27	6:35	6:48
7:27	7:34	7:47
8:27	8:34	8:46
9:27	9:34	9:46

Saturday, Sunday & Holiday Schedules	*Horarios de sábado, domingo y días feriados*
Saturday, Sunday & Holiday schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.	*Horarios de sábado, domingo y días feriados en efecto para año nuevo, día conmemorativo, cuatro de julio, día del trabajo, día de acción de gracias, y Navidad.*

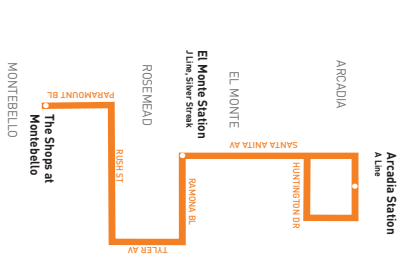
Need information?

Transit Information: 323.466.3876
Customer Relations: 213.922.6235
In an Emergency: 1.888.950.7233 or 911

And for all you need to know, visit *metro.net*.

Metro

Subject to change without notice
Sujeto a cambios sin previo aviso



290

Wheelchair Hotline 800.621.7828
metro.net 323.GO.METRO
Travel Info 511
California Relay Service 711

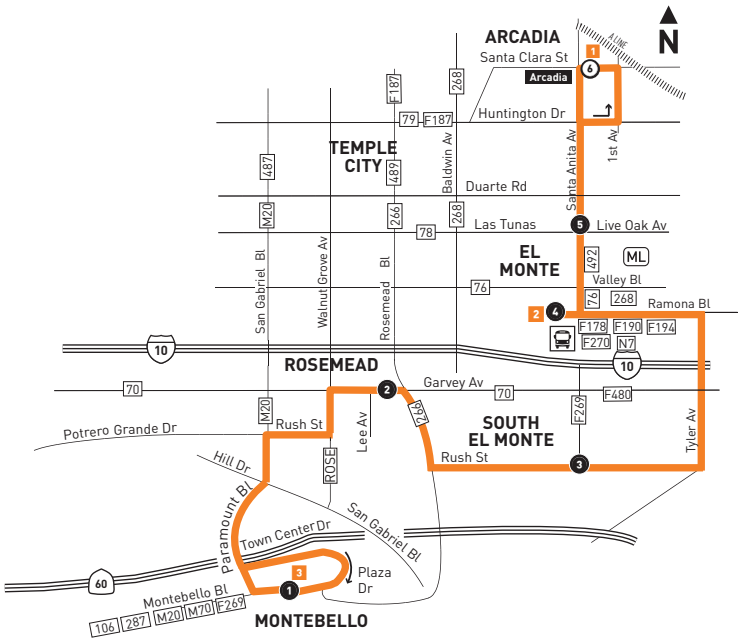
Effective Dec 15 2024

Metro Local

Northbound to Arcadia Station
Southbound to The Shops at Montebello
via Santa Anita Av & Paramount Bl

287

ROUTE MAP



LEGEND

- Line 287 Route
- Metro Rail
- Local Stop Timepoint
- Local Stop Timepoint - Single Direction Only
- Metro Rail / Busway Station
- Transit Center
- Map Notes
- Connecting Line
- ML Metrolink
- F Foothill Transit
- M Montebello Bus Lines
- N Norwalk Transit
- ROSE Rosemead Explorer

MAP NOTES

1. **Arcadia Station**
   Metro A Line, 79, 287; F187, F270; Arcadia Transit Blue, Green Red Lines
2. **El Monte Station**
   Upper Level: J Line (910/950) F486, F488, F492, Silver Streak; FlixBus; Greyhound, Hollywood Bowl Shuttle; Megabus
   Lower Level: Metro 70, 76, 267, 268 287, 577; F178, F190, F194, F269, F282; N7
3. **The Shops at Montebello**
   Metro 106, 287; F269; M20, M70 Rosemead Explorer

182071

Follow us.

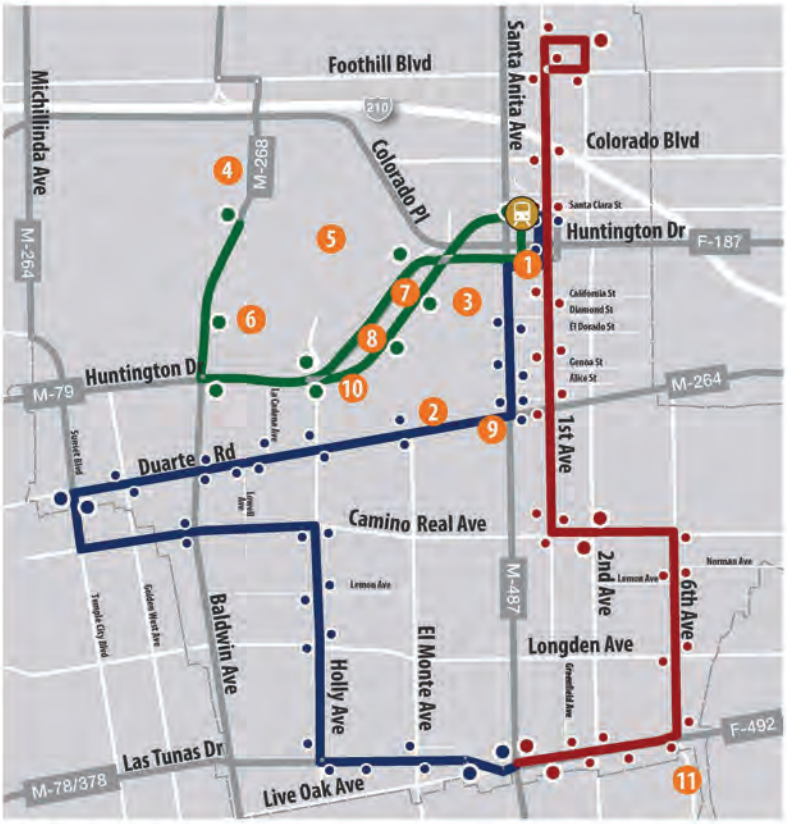
@metrolosangeles
@losangelesmetro
@metrolosangeles

For transportation news and views, visit *metro.net/thesource*.

Lose something?

Learn more about Metro's Lost & Found service. Visit *metro.net/lostandfound* or call 323.937.8920.

ARCADIA TRANSIT



Arcadia's fixed-route bus service connecting residents and visitors with popular destinations

1. Downtown Arcadia
2. Arcadia High School
3. Arcadia County Park
4. LA County Arboretum
5. Santa Anita Race Track
6. The Shops at Santa Anita
7. Arcadia City Hall/Police Station
8. USC Arcadia Hospital
9. Arcadia Public Library
10. Arcadia Community Center
11. Arcadia Par-3 Golf Course

Arcadia Metro Rail Station
Arcadia Municipal Boundary
Blue Line (Duarte/Las Tunas)
Blue Line Stop
Red Line (1st Ave/6th Ave)
Red Line Stop
Green Line (Huntington/Baldwin)
Green Line Stop
M- Metro Bus Lines
F- Foothill Transit Bus Lines

GREEN LINE

Monday through Friday

Metro Rail Station (Depart)	City Hall	Race Track	Mall Promenade	Arboretum	Huntington @ Baldwin	Hospital @ Police	Metro Rail Station (Arrive)
6:30 A	6:35	6:37	6:44	6:48	6:50	6:55	7:04
7:10	7:15	7:17	7:24	7:28	7:30	7:35	7:44
7:46	7:51	7:53	8:00	8:04	8:06	8:11	8:20
8:22	8:27	8:29	8:36	8:40	8:42	8:47	8:56
8:58	9:03	9:05	9:12	9:16	9:18	9:23	9:32
9:34	9:39	9:41	9:48	9:52	9:54	9:59	10:08
10:10	10:15	10:17	10:24	10:28	10:30	10:35	10:44
10:45	10:50	10:52	10:59	11:03	11:05	11:10	11:19
11:15	11:20	11:22	11:29	11:33	11:35	11:40	11:49
11:30	11:35	11:37	11:44	11:48	11:50	11:55	12:04
11:50	11:55	11:57	12:04	12:08	12:10	12:15	12:24
12:15 P	12:20	12:22	12:29	12:33	12:35	12:40	12:49
12:30	12:35	12:37	12:44	12:48	12:50	12:55	1:04
1:00	1:05	1:07	1:14	1:18	1:20	1:25	1:34
1:15	1:20	1:22	1:29	1:33	1:35	1:40	1:49
2:10	2:15	2:17	2:24	2:28	2:30	2:35	2:44
2:30	2:35	2:37	2:44	2:48	2:50	2:55	3:04
2:55	3:00	3:02	3:09	3:13	3:15	3:20	3:29
3:15	3:20	3:22	3:29	3:33	3:35	3:40	3:49
3:30	3:35	3:37	3:44	3:48	3:50	3:55	4:04
4:00	4:05	4:07	4:14	4:18	4:20	4:25	4:34
4:15	4:20	4:22	4:29	4:33	4:35	4:40	4:49
4:45	4:50	4:52	4:59	5:03	5:05	5:10	5:19
5:00	5:05	5:07	5:14	5:18	5:20	5:25	5:34
5:30	5:35	5:37	5:44	5:48	5:50	5:55	6:04
5:45	5:50	5:52	5:59	6:03	6:05	6:10	6:19
6:15	6:20	6:22	6:29	6:33	6:35	6:40	6:49
6:30	6:35	6:37	6:44	6:48	6:50	6:55	7:04
7:00	7:05	7:07	7:14	7:18	7:20	7:25	7:34

Saturday-Sunday

Metro Rail Station (Depart)	City Hall	Race Track	Mall Promenade	Arboretum	Huntington @ Baldwin	Hospital @ Police	Metro Rail Station (Arrive)
9:20 A	9:25	9:27	9:34	9:38	9:42	9:47	9:56
9:45	9:50	9:52	9:59	10:03	10:07	10:12	10:21
10:05	10:10	10:12	10:19	10:23	10:27	10:32	10:41
10:30	10:35	10:37	10:44	10:48	10:52	10:57	11:06
10:50	10:55	10:57	11:04	11:08	11:12	11:17	11:26
11:15	11:20	11:22	11:29	11:33	11:37	11:42	11:51
11:35	11:40	11:42	11:49	11:53	11:57	12:02	12:11
12:00 P	12:05	12:07	12:14	12:18	12:22	12:27	12:36
12:20	12:25	12:27	12:34	12:38	12:42	12:47	12:56
12:45	12:50	12:52	12:59	12:38	13:07	13:12	13:21
1:30	1:35	1:37	1:44	1:03	1:52	1:57	2:06
1:55	2:00	2:02	2:09	1:48	2:17	2:22	2:31
2:15	2:20	2:22	2:29	2:13	2:37	2:42	2:51
2:40	2:45	2:47	2:54	2:33	3:02	3:07	3:16
3:00	3:05	3:07	3:14	2:58	3:22	3:27	3:36
3:25	3:30	3:32	3:39	3:18	3:47	3:52	4:01
3:45	3:50	3:52	3:59	3:43	4:07	4:12	4:21
4:05	4:10	4:12	4:17	4:03	4:25	4:30	4:39
4:25	4:30	4:32	4:39	4:21	4:47	4:52	5:01
4:45	4:50	4:52	4:59	4:43	5:07	5:12	5:21
5:05	5:10	5:12	5:17	5:03	5:25	5:30	5:39
5:25	5:30	5:32	5:39	5:21	5:47	5:52	6:01
5:45	5:50	5:52	5:59	6:03	6:07	6:12	6:21

BLUE LINE

Monday through Friday

Westbound Live Oak @ Santa Anita (Depart)	Northbound Sunset @ Duarte	Metro Rail Station (Depart)	Southbound Sunset @ Duarte	Eastbound Live Oak @ Santa Anita (Arrive)
6:30 A	6:45	6:58	7:08	7:20
7:15	7:30	7:43	7:53	8:05
8:10	8:25	8:38	8:48	9:00
9:05	9:20	9:33	9:43	9:55
10:00	10:15	10:28	10:38	10:50
11:30	11:45	11:58	12:08	12:20
12:25 P	12:40	12:53	1:03	1:15
1:15	1:30	1:43	1:53	2:05
2:20	2:35	2:48	2:58	3:10
3:00	3:15	3:28	3:48	4:00
4:00	4:15	4:28	4:38	4:50
4:50	5:05	5:15	5:25	5:37
6:10	6:25	6:38	6:48	7:00
7:00	7:15	7:28	7:38	7:50
7:50	8:05	8:15	8:25	8:37

Saturday-Sunday

Westbound Live Oak @ Santa Anita (Depart)	Northbound Sunset @ Duarte	Metro Rail Station (Depart)	Southbound Sunset @ Duarte	Eastbound Live Oak @ Santa Anita (Arrive)
7:00 A	7:11	7:24	7:34	7:46
7:45	7:56	8:09	8:19	8:31
8:35	8:46	8:59	9:09	9:21
9:50	10:01	10:14	10:24	10:36
10:40	10:51	11:04	11:14	11:26
11:25	11:36	11:49	11:59	12:11
12:15 P	12:26	12:39	12:49	1:01
1:00	1:11	1:24	1:34	1:46
1:50	2:01	2:14	2:24	2:36
2:35	2:46	2:59	3:09	3:21
3:25	3:36	3:49	3:59	4:11
4:40	4:51	5:04	5:14	5:26
5:30	5:41	5:54	6:04	6:16

RED LINE

Monday through Friday

Eastbound Live Oak @ Santa Anita (Depart)	Westbound Camino Real @ 2nd	Metro Rail Station North	Sycamore @ 2nd	Metro Rail Station South	Eastbound Camino Real @ 2nd	Westbound Live Oak @ Santa Anita (Arrive)
6:30 A	6:37	6:45	6:49	6:57	7:06	7:13
7:25	7:32	7:40	7:44	7:52	8:01	8:08
8:10	8:17	8:25	8:29	8:38	8:47	8:54
9:05	9:12	9:20	9:24	9:32	9:51	9:56
10:05	10:12	10:20	10:24	10:32	10:41	10:48
11:30	11:37	11:45	11:49	11:57	12:05	12:12
12:25 P	12:32	12:40	12:44	12:52	1:01	1:08
1:15	1:22	1:30	1:34	1:42	1:51	1:58
2:20	2:27	2:35	2:39	2:47	2:56	3:03
3:10	3:17	3:25	3:29	3:37	3:46	3:53
4:00	4:07	4:15	4:19	4:27	4:36	4:43
4:50	4:57	5:05	5:09	5:17	5:26	5:33
6:10	6:17	6:25	6:29	6:37	6:46	6:53
7:00	7:07	7:15	7:19	7:27	7:36	7:43
7:50	7:57	8:05	8:09	8:17	8:26	8:33

Saturday-Sunday

Eastbound Live Oak @ Santa Anita (Depart)	Westbound Camino Real @ 2nd	Metro Rail Station North	Sycamore @ 2nd	Metro Rail Station South	Eastbound Camino Real @ 2nd	Westbound Live Oak @ Santa Anita (Arrive)
7:46 A	7:53	8:01	8:05	8:14	8:23	8:30
8:31	8:38	8:46	8:50	8:59	9:08	9:15
9:21	9:28	9:36	9:40	9:49	9:58	10:05
10:36	10:43	10:51	10:55	11:04	11:13	11:20
11:26	11:33	11:41	11:45	11:54	12:03	12:10
12:11 P	12:18	12:26	12:30	12:39	12:48	12:55
1:01	1:08	1:16	1:20	1:29	1:38	1:45
1:46	1:53	2:01	2:05	2:14	2:23	2:30
2:36	2:43	2:51	2:55	3:04	3:13	3:20
3:21	3:28	3:36	3:40	3:49	3:58	4:05
4:11	4:18	4:26	4:30	4:39	4:48	4:55
5:26	5:33	5:41	5:45	5:54	6:03	6:10
6:16	6:23	6:31	6:35	6:44	6:53	7:00

DOWNLOAD THE ARCADIA TRANSIT APP!

Get real time information on routes, schedules, and bus arrival updates. Download Passio GO! on the Apple App or Google Play Store, then select Arcadia as the transit system to view.

FARE INFORMATION

General (5 - 61 years old) - $0.50 with one free transfer between Arcadia fixed-route lines
Seniors (62 & older)* - Free **People with disabilities** - Free
Children (under 5) - Free with an accompanying adult

Arcadia Transit accepts cash only. Drivers do not give change. **Identification may be requested.*

CITY OF ARCADIA
ArcadiaCA.gov

APPENDIX C

EXISTING TRAFFIC COUNTS

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Arcadia
N/S: Santa Clara Street
E/W: Huntington Drive
Weather: Clear

File Name : 01_ARC_SC_Hunt AM
Site Code : 23625325
Start Date : 4/1/2025
Page No : 1

Groups Printed- Total Volume

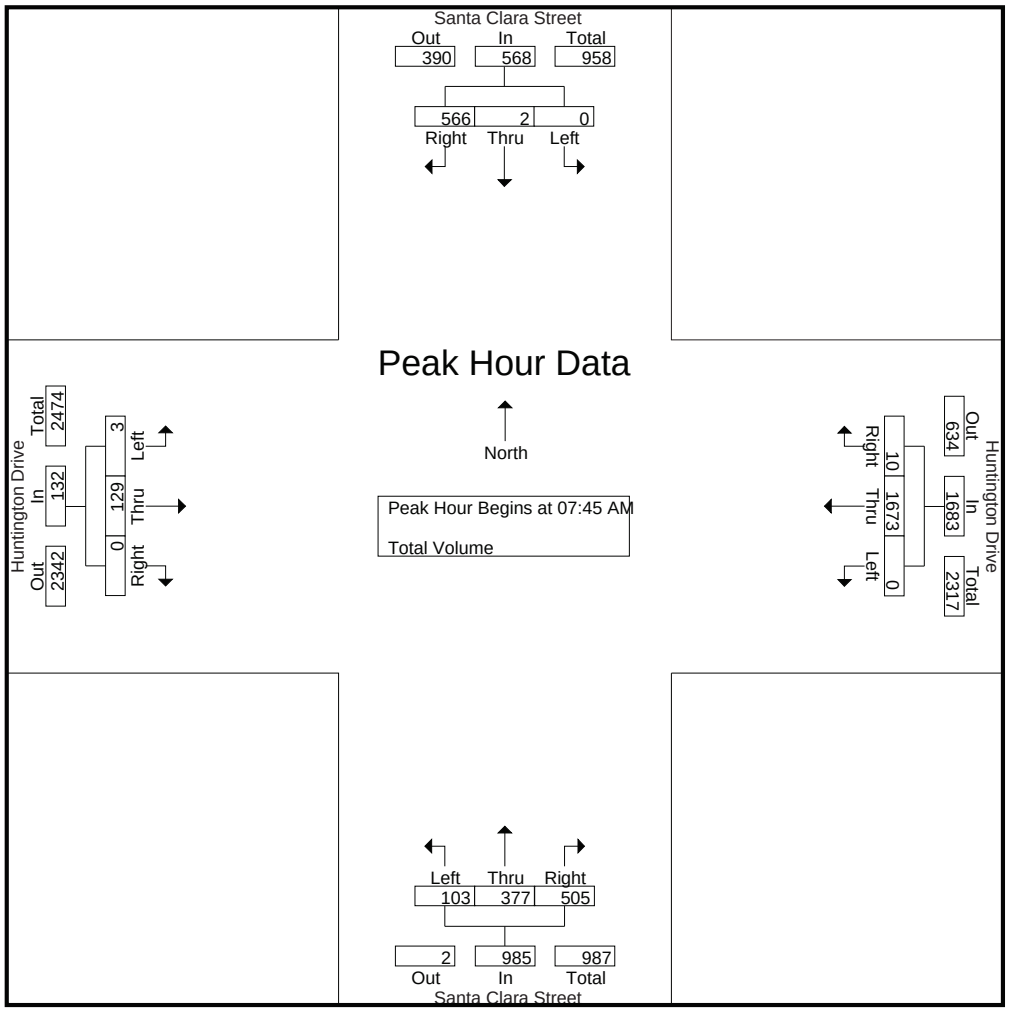
	Santa Clara Street Southbound				Huntington Drive Westbound				Santa Clara Street Northbound				Huntington Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	72	72	0	359	0	359	15	27	53	95	0	12	0	12	538
07:15 AM	0	0	73	73	0	430	1	431	15	24	48	87	1	12	0	13	604
07:30 AM	0	0	102	102	0	402	3	405	24	43	79	146	1	14	0	15	668
07:45 AM	0	2	132	134	0	433	4	437	27	82	124	233	2	27	0	29	833
Total	0	2	379	381	0	1624	8	1632	81	176	304	561	4	65	0	69	2643
08:00 AM	0	0	131	131	0	406	0	406	25	94	119	238	0	34	0	34	809
08:15 AM	0	0	167	167	0	432	2	434	33	116	138	287	1	38	0	39	927
08:30 AM	0	0	136	136	0	402	4	406	18	85	124	227	0	30	0	30	799
08:45 AM	0	0	92	92	0	365	3	368	19	41	88	148	1	33	0	34	642
Total	0	0	526	526	0	1605	9	1614	95	336	469	900	2	135	0	137	3177
Grand Total	0	2	905	907	0	3229	17	3246	176	512	773	1461	6	200	0	206	5820
Apprch %	0	0.2	99.8		0	99.5	0.5		12	35	52.9		2.9	97.1	0		
Total %	0	0	15.5	15.6	0	55.5	0.3	55.8	3	8.8	13.3	25.1	0.1	3.4	0	3.5	

	Santa Clara Street Southbound				Huntington Drive Westbound				Santa Clara Street Northbound				Huntington Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	**2**	132	134	0	**433**	**4**	**437**	27	82	124	233	**2**	27	0	29	833
08:00 AM	0	0	131	131	0	406	0	406	25	94	119	238	0	34	0	34	809
08:15 AM	0	0	**167**	**167**	0	432	2	434	**33**	**116**	**138**	**287**	1	**38**	0	**39**	**927**
08:30 AM	0	0	136	136	0	402	4	406	18	85	124	227	0	30	0	30	799
Total Volume	0	2	566	568	0	1673	10	1683	103	377	505	985	3	129	0	132	3368
% App. Total	0	0.4	99.6		0	99.4	0.6		10.5	38.3	51.3		2.3	97.7	0		
PHF	.000	.250	.847	.850	.000	.966	.625	.963	.780	.813	.915	.858	.375	.849	.000	.846	.908

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Arcadia
N/S: Santa Clara Street
E/W: Huntington Drive
Weather: Clear

File Name : 01_ARC_SC_Hunt AM
Site Code : 23625325
Start Date : 4/1/2025



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				08:00 AM			
+0 mins.	0	**2**	132	134	0	**433**	**4**	**437**	27	82	124	233	0	34	0	34
+15 mins.	0	0	131	131	0	406	0	406	25	94	119	238	**1**	**38**	0	**39**
+30 mins.	0	0	**167**	**167**	0	432	2	434	**33**	**116**	**138**	**287**	0	30	0	30
+45 mins.	0	0	136	136	0	402	4	406	18	85	124	227	1	33	0	34
Total Volume	0	2	566	568	0	1673	10	1683	103	377	505	985	2	135	0	137
% App. Total	0	0.4	99.6		0	99.4	0.6		10.5	38.3	51.3		1.5	98.5	0	
PHF	.000	.250	.847	.850	.000	.966	.625	.963	.780	.813	.915	.858	.500	.888	.000	.878

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Arcadia
N/S: Santa Clara Street
E/W: Huntington Drive
Weather: Clear

File Name : 01_ARC_SC_Hunt PM
Site Code : 23625325
Start Date : 4/1/2025
Page No : 1

Groups Printed- Total Volume

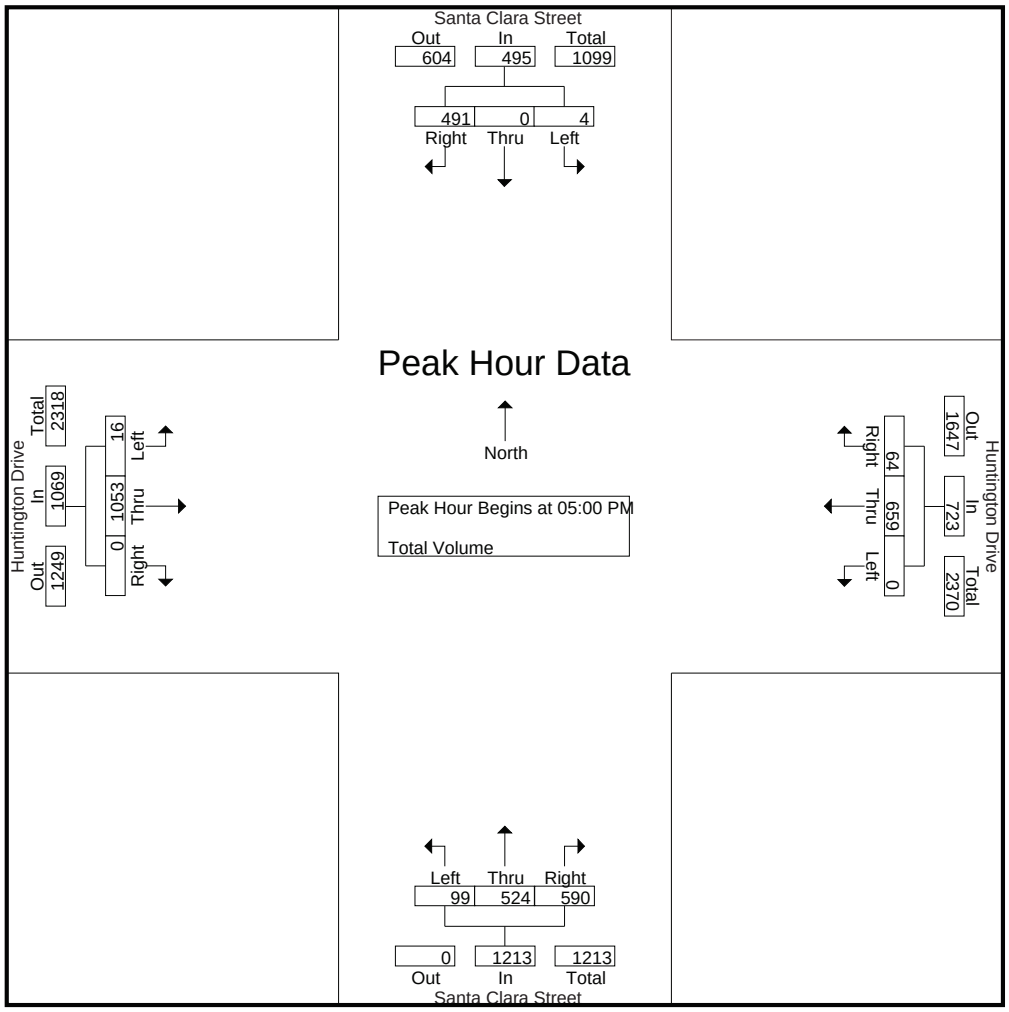
	Santa Clara Street Southbound				Huntington Drive Westbound				Santa Clara Street Northbound				Huntington Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	78	78	0	190	5	195	27	120	201	348	5	187	0	192	813
04:15 PM	0	0	81	81	1	148	1	150	23	93	167	283	7	248	0	255	769
04:30 PM	0	0	81	81	0	211	2	213	33	133	171	337	4	262	0	266	897
04:45 PM	0	0	80	80	0	173	1	174	33	111	181	325	6	240	0	246	825
Total	0	0	320	320	1	722	9	732	116	457	720	1293	22	937	0	959	3304
05:00 PM	0	0	108	108	0	179	2	181	31	106	161	298	4	282	0	286	873
05:15 PM	0	0	109	109	0	189	0	189	25	125	160	310	3	243	0	246	854
05:30 PM	4	0	176	180	0	110	61	171	15	170	99	284	3	273	0	276	911
05:45 PM	0	0	98	98	0	181	1	182	28	123	170	321	6	255	0	261	862
Total	4	0	491	495	0	659	64	723	99	524	590	1213	16	1053	0	1069	3500
Grand Total	4	0	811	815	1	1381	73	1455	215	981	1310	2506	38	1990	0	2028	6804
Apprch %	0.5	0	99.5		0.1	94.9	5		8.6	39.1	52.3		1.9	98.1	0		
Total %	0.1	0	11.9	12	0	20.3	1.1	21.4	3.2	14.4	19.3	36.8	0.6	29.2	0	29.8	

	Santa Clara Street Southbound				Huntington Drive Westbound				Santa Clara Street Northbound				Huntington Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	108	108	0	179	2	181	**31**	106	161	298	4	**282**	0	**286**	873
05:15 PM	0	0	109	109	0	**189**	0	**189**	25	125	160	310	3	243	0	246	854
05:30 PM	**4**	0	**176**	**180**	0	110	**61**	171	15	**170**	99	284	3	273	0	276	**911**
05:45 PM	0	0	98	98	0	181	1	182	28	123	**170**	**321**	**6**	255	0	261	862
Total Volume	4	0	491	495	0	659	64	723	99	524	590	1213	16	1053	0	1069	3500
% App. Total	0.8	0	99.2		0	91.1	8.9		8.2	43.2	48.6		1.5	98.5	0		
PHF	.250	.000	.697	.688	.000	.872	.262	.956	.798	.771	.868	.945	.667	.934	.000	.934	.960

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Arcadia
N/S: Santa Clara Street
E/W: Huntington Drive
Weather: Clear

File Name : 01_ARC_SC_Hunt PM
Site Code : 23625325
Start Date : 4/1/2025



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				04:00 PM				05:00 PM			
+0 mins.	0	0	108	108	0	**211**	**2**	**213**	27	120	**201**	**348**	4	**282**	0	**286**
+15 mins.	0	0	109	109	0	173	1	174	23	93	167	283	3	243	0	246
+30 mins.	**4**	0	**176**	**180**	0	179	2	181	**33**	**133**	171	337	3	273	0	276
+45 mins.	0	0	98	98	0	189	0	189	33	111	181	325	**6**	255	0	261
Total Volume	4	0	491	495	0	752	5	757	116	457	720	1293	16	1053	0	1069
% App. Total	0.8	0	99.2		0	99.3	0.7		9	35.3	55.7		1.5	98.5	0	
PHF	.250	.000	.697	.688	.000	.891	.625	.888	.879	.859	.896	.929	.667	.934	.000	.934

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Arcadia
N/S: San Rafael Road
E/W: Huntington Drive
Weather: Clear

File Name : 02_ARC_SR_Hunt AM
Site Code : 23625325
Start Date : 4/1/2025
Page No : 1

Groups Printed- Total Volume

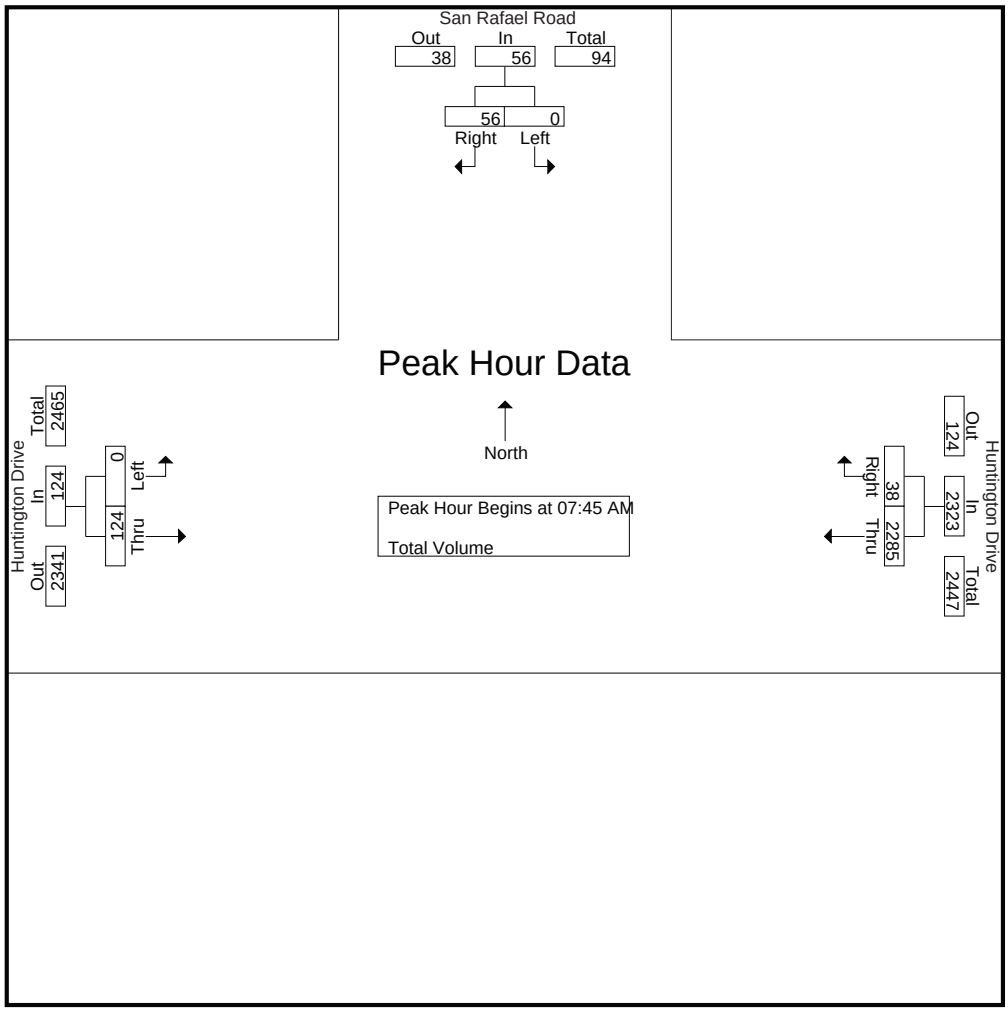
	San Rafael Road Southbound			Huntington Drive Westbound			Huntington Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	5	5	441	3	444	0	12	12	461
07:15 AM	0	11	11	517	3	520	0	12	12	543
07:30 AM	0	13	13	520	1	521	0	14	14	548
07:45 AM	0	9	9	577	6	583	0	28	28	620
Total	0	38	38	2055	13	2068	0	66	66	2172
08:00 AM	0	22	22	556	7	563	0	32	32	617
08:15 AM	0	16	16	616	12	628	0	37	37	681
08:30 AM	0	9	9	536	13	549	0	27	27	585
08:45 AM	0	8	8	467	5	472	0	38	38	518
Total	0	55	55	2175	37	2212	0	134	134	2401
Grand Total	0	93	93	4230	50	4280	0	200	200	4573
Apprch %	0	100		98.8	1.2		0	100		
Total %	0	2	2	92.5	1.1	93.6	0	4.4	4.4	

	San Rafael Road Southbound			Huntington Drive Westbound			Huntington Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	9	9	577	6	583	0	28	28	620
08:00 AM	0	**22**	**22**	556	7	563	0	32	32	617
08:15 AM	0	16	16	**616**	12	**628**	0	**37**	**37**	**681**
08:30 AM	0	9	9	536	**13**	549	0	27	27	585
Total Volume	0	56	56	2285	38	2323	0	124	124	2503
% App. Total	0	100		98.4	1.6		0	100		
PHF	.000	.636	.636	.927	.731	.925	.000	.838	.838	.919

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Arcadia
N/S: San Rafael Road
E/W: Huntington Drive
Weather: Clear

File Name : 02_ARC_SR_Hunt AM
Site Code : 23625325
Start Date : 4/1/2025
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:45 AM			08:00 AM		
+0 mins.	0	13	13	577	6	583	0	32	32
+15 mins.	0	9	9	556	7	563	0	37	37
+30 mins.	0	**22**	**22**	**616**	12	**628**	0	27	27
+45 mins.	0	16	16	536	**13**	549	0	**38**	**38**
Total Volume	0	60	60	2285	38	2323	0	134	134
% App. Total	0	100		98.4	1.6		0	100	
PHF	.000	.682	.682	.927	.731	.925	.000	.882	.882

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Arcadia
N/S: San Rafael Road
E/W: Huntington Drive
Weather: Clear

File Name : 02_ARC_SR_Hunt PM
Site Code : 23625325
Start Date : 4/1/2025
Page No : 1

Groups Printed- Total Volume

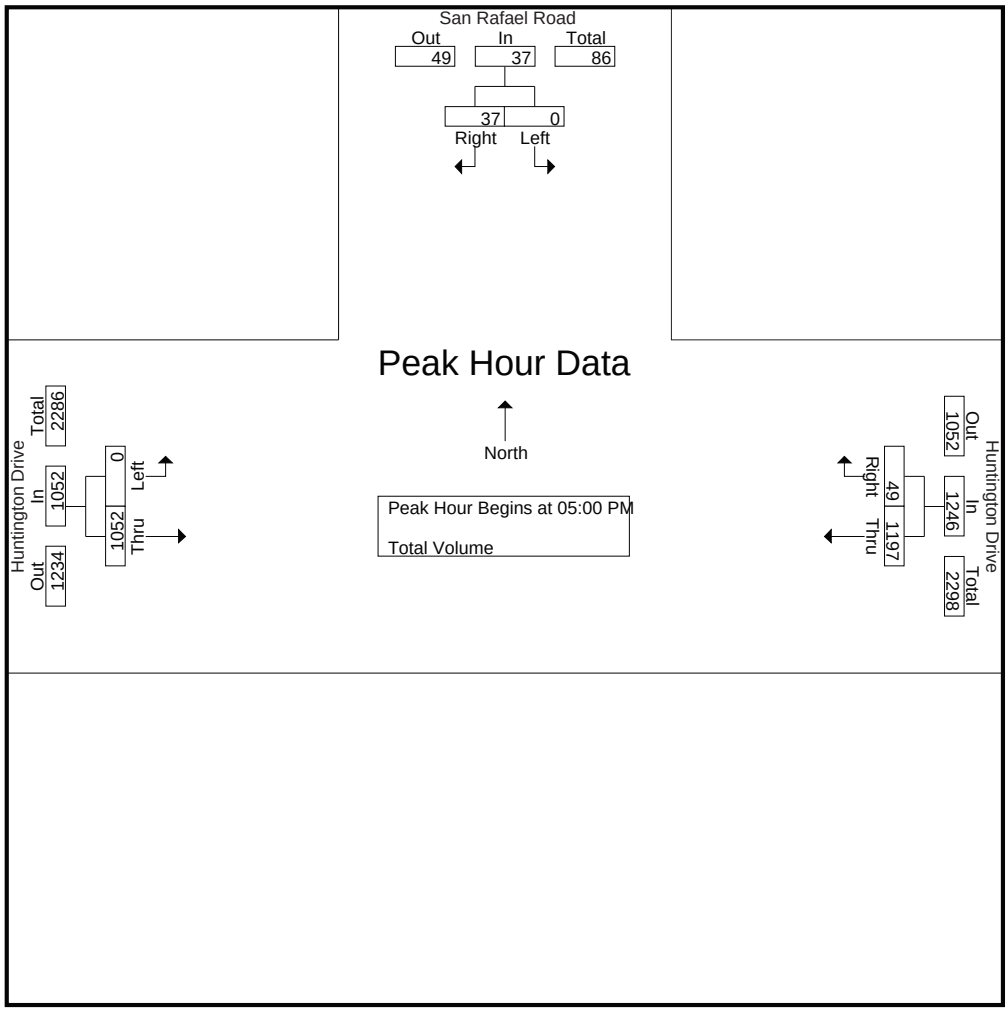
	San Rafael Road Southbound			Huntington Drive Westbound			Huntington Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	12	12	284	8	292	0	196	196	500
04:15 PM	0	8	8	240	5	245	0	266	266	519
04:30 PM	0	15	15	309	10	319	0	254	254	588
04:45 PM	0	9	9	268	11	279	0	265	265	553
Total	0	44	44	1101	34	1135	0	981	981	2160
05:00 PM	0	9	9	290	13	303	0	273	273	585
05:15 PM	0	5	5	301	6	307	0	235	235	547
05:30 PM	0	17	17	319	16	335	0	269	269	621
05:45 PM	0	6	6	287	14	301	0	275	275	582
Total	0	37	37	1197	49	1246	0	1052	1052	2335
Grand Total	0	81	81	2298	83	2381	0	2033	2033	4495
Apprch %	0	100		96.5	3.5		0	100		
Total %	0	1.8	1.8	51.1	1.8	53	0	45.2	45.2	

	San Rafael Road Southbound			Huntington Drive Westbound			Huntington Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	9	9	290	13	303	0	273	273	585
05:15 PM	0	5	5	301	6	307	0	235	235	547
05:30 PM	0	**17**	**17**	**319**	**16**	**335**	0	269	269	**621**
05:45 PM	0	6	6	287	14	301	0	**275**	**275**	582
Total Volume	0	37	37	1197	49	1246	0	1052	1052	2335
% App. Total	0	100		96.1	3.9		0	100		
PHF	.000	.544	.544	.938	.766	.930	.000	.956	.956	.940

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Arcadia
N/S: San Rafael Road
E/W: Huntington Drive
Weather: Clear

File Name : 02_ARC_SR_Hunt PM
Site Code : 23625325
Start Date : 4/1/2025
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			05:00 PM			04:15 PM		
+0 mins.	0	12	12	290	13	303	0	266	266
+15 mins.	0	8	8	301	6	307	0	254	254
+30 mins.	0	**15**	**15**	**319**	**16**	**335**	0	265	265
+45 mins.	0	9	9	287	14	301	0	**273**	**273**
Total Volume	0	44	44	1197	49	1246	0	1058	1058
% App. Total	0	100		96.1	3.9		0	100	
PHF	.000	.733	.733	.938	.766	.930	.000	.969	.969

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Arcadia
N/S: Colorado Place
E/W: Huntington Drive
Weather: Clear

File Name : 03_ARC_Col_Hunt AM
Site Code : 23625325
Start Date : 4/1/2025
Page No : 1

Groups Printed- Total Volume

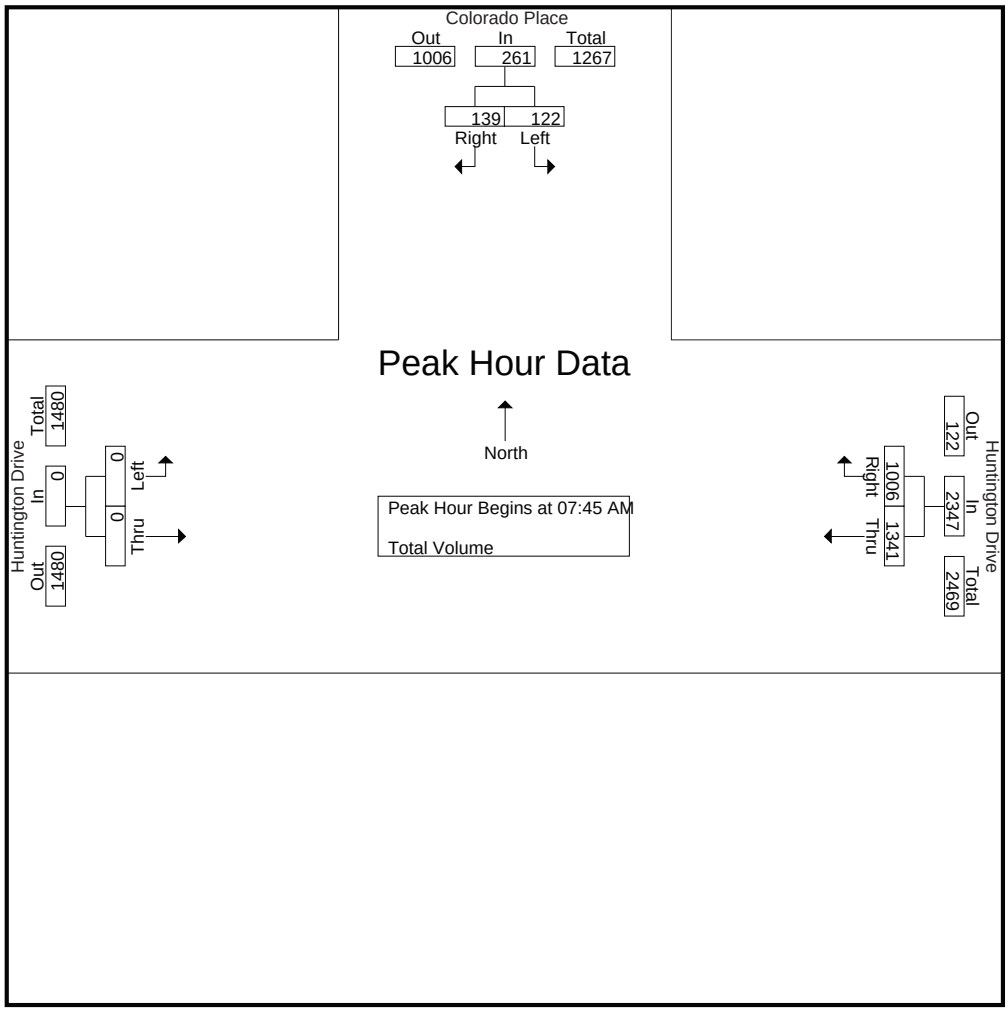
	Colorado Place Southbound			Huntington Drive Westbound			Huntington Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	12	19	31	225	237	462	0	0	0	493
07:15 AM	12	23	35	221	294	515	0	0	0	550
07:30 AM	17	34	51	262	290	552	0	0	0	603
07:45 AM	25	34	59	300	272	572	0	0	0	631
Total	66	110	176	1008	1093	2101	0	0	0	2277
08:00 AM	31	36	67	345	245	590	0	0	0	657
08:15 AM	38	41	79	369	262	631	0	0	0	710
08:30 AM	28	28	56	327	227	554	0	0	0	610
08:45 AM	36	34	70	253	226	479	0	0	0	549
Total	133	139	272	1294	960	2254	0	0	0	2526
Grand Total	199	249	448	2302	2053	4355	0	0	0	4803
Apprch %	44.4	55.6		52.9	47.1		0	0		
Total %	4.1	5.2	9.3	47.9	42.7	90.7	0	0	0	

	Colorado Place Southbound			Huntington Drive Westbound			Huntington Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	25	34	59	300	**272**	572	0	0	0	631
08:00 AM	31	36	67	345	245	590	0	0	0	657
08:15 AM	**38**	**41**	**79**	**369**	262	**631**	0	0	0	**710**
08:30 AM	28	28	56	327	227	554	0	0	0	610
Total Volume	122	139	261	1341	1006	2347	0	0	0	2608
% App. Total	46.7	53.3		57.1	42.9		0	0		
PHF	.803	.848	.826	.909	.925	.930	.000	.000	.000	.918

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Arcadia
N/S: Colorado Place
E/W: Huntington Drive
Weather: Clear

File Name : 03_ARC_Col_Hunt AM
Site Code : 23625325
Start Date : 4/1/2025
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			07:45 AM			07:00 AM		
+0 mins.	31	36	67	300	**272**	572	0	0	0
+15 mins.	**38**	**41**	**79**	345	245	590	0	0	0
+30 mins.	28	28	56	**369**	262	**631**	0	0	0
+45 mins.	36	34	70	327	227	554	0	0	0
Total Volume	133	139	272	1341	1006	2347	0	0	0
% App. Total	48.9	51.1		57.1	42.9		0	0	
PHF	.875	.848	.861	.909	.925	.930	.000	.000	.000

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Arcadia
N/S: Colorado Place
E/W: Huntington Drive
Weather: Clear

File Name : 03_ARC_Col_Hunt PM
Site Code : 23625325
Start Date : 4/1/2025
Page No : 1

Groups Printed- Total Volume

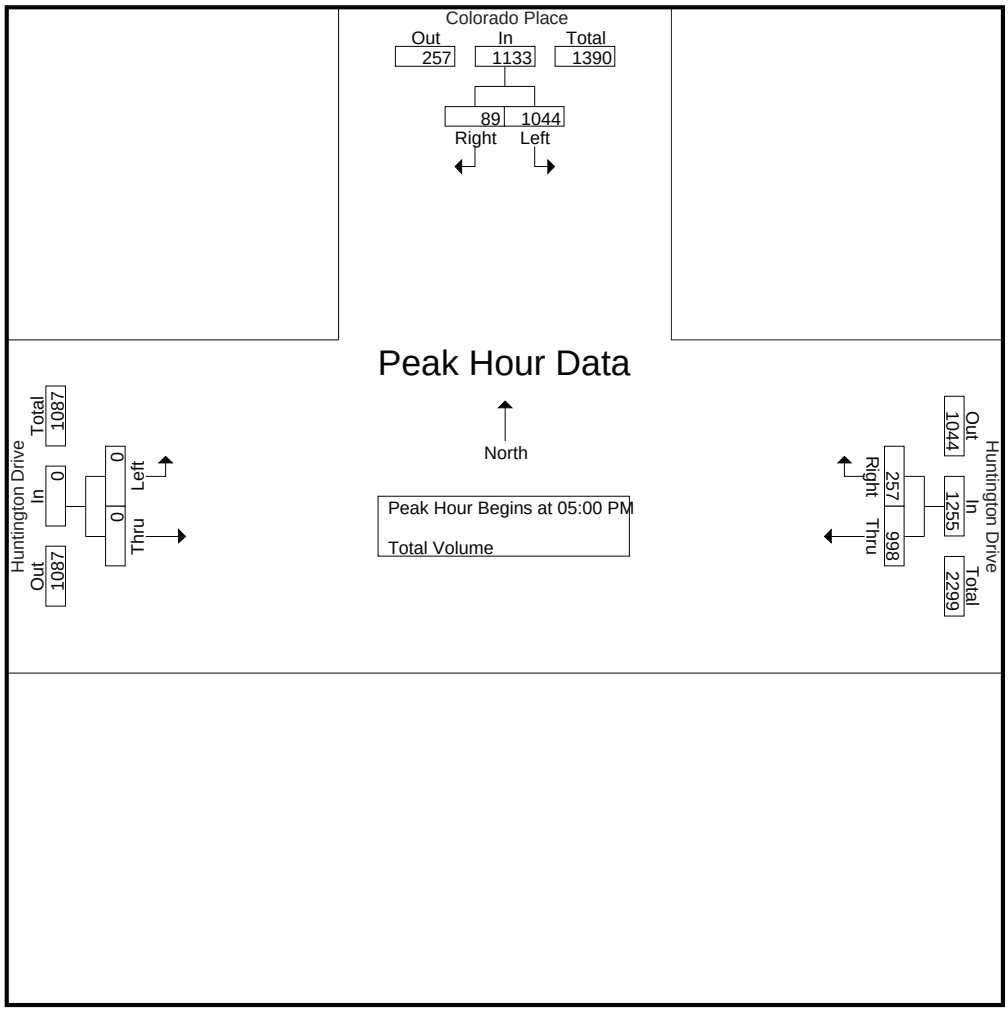
	Colorado Place Southbound			Huntington Drive Westbound			Huntington Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	202	13	215	250	59	309	0	0	0	524
04:15 PM	276	24	300	223	63	286	0	0	0	586
04:30 PM	248	14	262	235	49	284	0	0	0	546
04:45 PM	266	20	286	221	62	283	0	0	0	569
Total	992	71	1063	929	233	1162	0	0	0	2225
05:00 PM	261	20	281	233	75	308	0	0	0	589
05:15 PM	240	24	264	255	53	308	0	0	0	572
05:30 PM	268	24	292	280	74	354	0	0	0	646
05:45 PM	275	21	296	230	55	285	0	0	0	581
Total	1044	89	1133	998	257	1255	0	0	0	2388
Grand Total	2036	160	2196	1927	490	2417	0	0	0	4613
Apprch %	92.7	7.3		79.7	20.3		0	0		
Total %	44.1	3.5	47.6	41.8	10.6	52.4	0	0	0	

	Colorado Place Southbound			Huntington Drive Westbound			Huntington Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	261	20	281	233	**75**	308	0	0	0	589
05:15 PM	240	**24**	264	255	53	308	0	0	0	572
05:30 PM	268	24	292	**280**	74	**354**	0	0	0	**646**
05:45 PM	**275**	21	**296**	230	55	285	0	0	0	581
Total Volume	1044	89	1133	998	257	1255	0	0	0	2388
% App. Total	92.1	7.9		79.5	20.5		0	0		
PHF	.949	.927	.957	.891	.857	.886	.000	.000	.000	.924

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Arcadia
N/S: Colorado Place
E/W: Huntington Drive
Weather: Clear

File Name : 03_ARC_Col_Hunt PM
Site Code : 23625325
Start Date : 4/1/2025
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			04:00 PM		
+0 mins.	261	20	281	233	**75**	308	0	0	0
+15 mins.	240	**24**	264	255	53	308	0	0	0
+30 mins.	268	24	292	**280**	74	**354**	0	0	0
+45 mins.	**275**	21	**296**	230	55	285	0	0	0
Total Volume	1044	89	1133	998	257	1255	0	0	0
% App. Total	92.1	7.9		79.5	20.5		0	0	
PHF	.949	.927	.957	.891	.857	.886	.000	.000	.000

APPENDIX D

HCM ANALYSIS WORKSHEETS

EXISTING
TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: Santa Clara St - Huntington Dr (1-Wy NB) / Huntington Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.832

Intersection Setup

Name	Hu-Wa			Santa Clara Street			Huntington Drive			Huntington Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1	0	0	0	0	1
Entry Pocket Length [ft]	210.00	100.00	230.00	100.00	100.00	180.00	185.00	100.00	100.00	100.00	100.00	135.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			35.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Hu-Wa			Santa Clara Street			Huntington Drive			Huntington Drive		
Base Volume Input [veh/h]	103	377	505	0	0	566	3	129	0	0	1673	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	103	377	505	0	0	566	3	129	0	0	1673	10
Peak Hour Factor	0.9080	0.9080	0.9080	1.0000	1.0000	0.9080	0.9080	0.9080	1.0000	1.0000	0.9080	0.9080
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	104	139	0	0	156	1	36	0	0	461	3
Total Analysis Volume [veh/h]	113	415	556	0	0	623	3	142	0	0	1843	11
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	80
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Protecte	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	6	0	0	2	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.13	0.17	0.00	0.00	0.19	0.00	0.03	0.00	0.00	0.39	0.39
Intersection LOS	D											
Intersection V/C	0.832											

Intersection Level Of Service Report

Intersection 1: Santa Clara St - Huntington Dr (1-Wy NB) / Huntington Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.666

Intersection Setup

Name	Hu-Wa			Santa Clara Street			Huntington Drive			Huntington Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1	0	0	0	0	1
Entry Pocket Length [ft]	210.00	100.00	230.00	100.00	100.00	180.00	185.00	100.00	100.00	100.00	100.00	135.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			35.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Hu-Wa			Santa Clara Street			Huntington Drive			Huntington Drive		
Base Volume Input [veh/h]	99	524	590	0	0	491	16	1053	0	0	659	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	99	524	590	0	0	491	16	1053	0	0	659	64
Peak Hour Factor	0.9600	0.9600	0.9600	1.0000	1.0000	0.9600	0.9600	0.9600	1.0000	1.0000	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	136	154	0	0	128	4	274	0	0	172	17
Total Analysis Volume [veh/h]	103	546	615	0	0	511	17	1097	0	0	686	67
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	70
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Protecte	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	6	0	0	2	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.17	0.19	0.00	0.00	0.16	0.01	0.23	0.00	0.00	0.16	0.16
Intersection LOS	B											
Intersection V/C	0.666											

Intersection Level Of Service Report
Intersection 1: Santa Clara St - Huntington Dr (1-Wy NB) / Huntington Dr

Control Type:	Signalized	Delay (sec / veh):	23.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.733

Intersection Setup

Name	Hu-Wa			Santa Clara Street			Huntington Drive			Huntington Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1	0	0	0	0	1
Entry Pocket Length [ft]	210.00	100.00	230.00	100.00	100.00	180.00	185.00	100.00	100.00	100.00	100.00	135.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			35.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Lane Group Calculations

Lane Group	L	C	R	R	L	C	C	C
C, Calculated Cycle Length [s]	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6.5	36.7	36.7	26.3	35.3	35.3	30.9	30.9
g / C, Green / Cycle	0.08	0.46	0.46	0.33	0.44	0.44	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.06	0.11	0.19	0.22	0.01	0.03	0.34	0.33
s, saturation flow rate [veh/h]	1810	3618	2859	2859	361	5176	3618	1894
c, Capacity [veh/h]	147	1662	1313	938	212	2281	1392	729
d1, Uniform Delay [s]	36.01	13.21	14.52	23.10	16.85	12.87	22.99	22.47
k, delay calibration	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.29
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.12	0.36	1.00	0.82	0.03	0.01	2.12	7.32
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.25	0.42	0.66	0.01	0.06	0.89	0.85
d, Delay for Lane Group [s/veh]	44.13	13.57	15.52	23.91	16.87	12.88	25.12	29.79
Lane Group LOS	D	B	B	C	B	B	C	C
Critical Lane Group	Yes	No	No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.36	2.07	3.10	4.81	0.03	0.43	10.51	11.35
50th-Percentile Queue Length [ft/ln]	59.10	51.63	77.54	120.33	0.70	10.84	262.76	283.80
95th-Percentile Queue Length [veh/ln]	4.26	3.72	5.58	8.41	0.05	0.78	15.83	16.88
95th-Percentile Queue Length [ft/ln]	106.39	92.94	139.57	210.28	1.27	19.51	395.68	421.93

Intersection Level Of Service Report
Intersection 1: Santa Clara St - Huntington Dr (1-Wy NB) / Huntington Dr

Control Type:	Signalized	Delay (sec / veh):	18.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.540

Intersection Setup

Name	Hu-Wa			Santa Clara Street			Huntington Drive			Huntington Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1	0	0	0	0	1
Entry Pocket Length [ft]	210.00	100.00	230.00	100.00	100.00	180.00	185.00	100.00	100.00	100.00	100.00	135.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			35.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Lane Group Calculations

Lane Group	L	C	R	R	L	C	C	C
C, Calculated Cycle Length [s]	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5.3	43.0	43.0	33.8	19.0	19.0	13.5	13.5
g / C, Green / Cycle	0.08	0.61	0.61	0.48	0.27	0.27	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.06	0.15	0.22	0.18	0.02	0.21	0.14	0.14
s, saturation flow rate [veh/h]	1810	3618	2859	2859	918	5176	3618	1815
c, Capacity [veh/h]	136	2223	1757	1378	311	1403	700	351
d1, Uniform Delay [s]	31.73	6.12	6.62	11.43	19.37	23.60	26.44	26.42
k, delay calibration	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.18	0.26	0.55	0.17	0.07	0.98	1.39	2.72
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.25	0.35	0.37	0.05	0.78	0.72	0.72
d, Delay for Lane Group [s/veh]	39.91	6.39	7.17	11.60	19.44	24.58	27.83	29.14
Lane Group LOS	D	A	A	B	B	C	C	C
Critical Lane Group	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.88	1.34	1.67	2.20	0.19	5.05	3.86	3.99
50th-Percentile Queue Length [ft/ln]	47.12	33.60	41.82	54.88	4.71	126.27	96.62	99.82
95th-Percentile Queue Length [veh/ln]	3.39	2.42	3.01	3.95	0.34	8.74	6.96	7.19
95th-Percentile Queue Length [ft/ln]	84.82	60.48	75.28	98.78	8.47	218.41	173.92	179.68

OPENING YEAR
TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: Santa Clara St - Huntington Dr (1-Wy NB) / Huntington Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.858

Intersection Setup

Name	Hu-Wa			Santa Clara Street			Huntington Drive			Huntington Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1	0	0	0	0	1
Entry Pocket Length [ft]	210.00	100.00	230.00	100.00	100.00	180.00	185.00	100.00	100.00	100.00	100.00	135.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			35.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Hu-Wa			Santa Clara Street			Huntington Drive			Huntington Drive		
Base Volume Input [veh/h]	103	377	505	0	0	566	3	129	0	0	1673	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	11	21	0	0	34	3	9	0	0	59	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	103	388	526	0	0	600	6	138	0	0	1732	10
Peak Hour Factor	0.9080	0.9080	0.9080	1.0000	1.0000	0.9080	0.9080	0.9080	1.0000	1.0000	0.9080	0.9080
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	107	145	0	0	165	2	38	0	0	477	3
Total Analysis Volume [veh/h]	113	427	579	0	0	661	7	152	0	0	1907	11
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Protecte	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	6	0	0	2	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.13	0.18	0.00	0.00	0.21	0.00	0.03	0.00	0.00	0.40	0.40
Intersection LOS	D											
Intersection V/C	0.858											

Intersection Level Of Service Report
Intersection 1: Santa Clara St - Huntington Dr (1-Wy NB) / Huntington Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.699

Intersection Setup

Name	Hu-Wa			Santa Clara Street			Huntington Drive			Huntington Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1	0	0	0	0	1
Entry Pocket Length [ft]	210.00	100.00	230.00	100.00	100.00	180.00	185.00	100.00	100.00	100.00	100.00	135.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			35.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Hu-Wa			Santa Clara Street			Huntington Drive			Huntington Drive		
Base Volume Input [veh/h]	99	524	590	0	0	491	16	1053	0	0	659	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	36	65	0	0	27	4	13	0	0	59	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	99	560	655	0	0	518	20	1066	0	0	718	64
Peak Hour Factor	0.9600	0.9600	0.9600	1.0000	1.0000	0.9600	0.9600	0.9600	1.0000	1.0000	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	146	171	0	0	135	5	278	0	0	187	17
Total Analysis Volume [veh/h]	103	583	682	0	0	540	21	1110	0	0	748	67
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	70
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Protecte	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	6	0	0	2	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.18	0.21	0.00	0.00	0.17	0.01	0.23	0.00	0.00	0.17	0.17
Intersection LOS	B											
Intersection V/C	0.699											

Intersection Level Of Service Report
Intersection 1: Santa Clara St - Huntington Dr (1-Wy NB) / Huntington Dr

Control Type:	Signalized	Delay (sec / veh):	25.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.749

Intersection Setup

Name	Hu-Wa			Santa Clara Street			Huntington Drive			Huntington Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1	0	0	0	0	1
Entry Pocket Length [ft]	210.00	100.00	230.00	100.00	100.00	180.00	185.00	100.00	100.00	100.00	100.00	135.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			35.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Lane Group Calculations

Lane Group	L	C	R	R	L	C	C	C
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7.2	41.0	41.0	29.8	41.0	41.0	36.1	36.1
g / C, Green / Cycle	0.08	0.46	0.46	0.33	0.46	0.46	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.06	0.12	0.20	0.23	0.02	0.03	0.35	0.34
s, saturation flow rate [veh/h]	1810	3618	2859	2859	350	5176	3618	1894
c, Capacity [veh/h]	147	1650	1304	945	201	2355	1448	758
d1, Uniform Delay [s]	40.54	15.10	16.70	26.23	18.48	13.77	25.03	24.43
k, delay calibration	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.28
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.27	0.38	1.10	0.95	0.07	0.01	1.96	6.63
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.26	0.44	0.70	0.03	0.06	0.88	0.84
d, Delay for Lane Group [s/veh]	48.80	15.48	17.80	27.18	18.55	13.78	26.99	31.06
Lane Group LOS	D	B	B	C	B	B	C	C
Critical Lane Group	Yes	No	No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.68	2.52	3.84	5.98	0.07	0.53	12.35	13.07
50th-Percentile Queue Length [ft/ln]	66.95	62.90	96.03	149.38	1.86	13.19	308.76	326.63
95th-Percentile Queue Length [veh/ln]	4.82	4.53	6.91	9.98	0.13	0.95	18.11	18.99
95th-Percentile Queue Length [ft/ln]	120.51	113.22	172.86	249.60	3.36	23.74	452.85	474.83

Intersection Level Of Service Report
Intersection 1: Santa Clara St - Huntington Dr (1-Wy NB) / Huntington Dr

Control Type:	Signalized	Delay (sec / veh):	18.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.556

Intersection Setup

Name	Hu-Wa			Santa Clara Street			Huntington Drive			Huntington Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1	0	0	0	0	1
Entry Pocket Length [ft]	210.00	100.00	230.00	100.00	100.00	180.00	185.00	100.00	100.00	100.00	100.00	135.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			35.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Lane Group Calculations

Lane Group	L	C	R	R	L	C	C	C
C, Calculated Cycle Length [s]	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5.2	42.7	42.7	33.5	19.3	19.3	13.6	13.6
g / C, Green / Cycle	0.07	0.61	0.61	0.48	0.28	0.28	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.06	0.16	0.24	0.19	0.02	0.21	0.15	0.15
s, saturation flow rate [veh/h]	1810	3618	2859	2859	898	5176	3618	1821
c, Capacity [veh/h]	136	2208	1745	1366	306	1425	701	353
d1, Uniform Delay [s]	31.74	6.33	6.98	11.76	19.31	23.40	26.76	26.73
k, delay calibration	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.27	0.29	0.66	0.19	0.09	0.95	1.87	3.56
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.26	0.39	0.40	0.07	0.78	0.77	0.77
d, Delay for Lane Group [s/veh]	40.01	6.63	7.64	11.94	19.40	24.35	28.64	30.29
Lane Group LOS	D	A	A	B	B	C	C	C
Critical Lane Group	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.89	1.48	1.95	2.38	0.23	5.09	4.27	4.43
50th-Percentile Queue Length [ft/ln]	47.19	37.04	48.86	59.39	5.79	127.14	106.79	110.83
95th-Percentile Queue Length [veh/ln]	3.40	2.67	3.52	4.28	0.42	8.78	7.66	7.89
95th-Percentile Queue Length [ft/ln]	84.94	66.68	87.94	106.89	10.43	219.60	191.53	197.16

OPENING YEAR PLUS PROJECT
TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: Santa Clara St - Huntington Dr (1-Wy NB) / Huntington Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.859

Intersection Setup

Name	Hu-Wa			Santa Clara Street			Huntington Drive			Huntington Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1	0	0	0	0	1
Entry Pocket Length [ft]	210.00	100.00	230.00	100.00	100.00	180.00	185.00	100.00	100.00	100.00	100.00	135.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			35.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Hu-Wa			Santa Clara Street			Huntington Drive			Huntington Drive		
Base Volume Input [veh/h]	103	377	505	0	0	566	3	129	0	0	1673	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	11	21	0	0	34	3	9	0	0	60	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	104	388	526	0	0	600	6	138	0	0	1733	10
Peak Hour Factor	0.9080	0.9080	0.9080	1.0000	1.0000	0.9080	0.9080	0.9080	1.0000	1.0000	0.9080	0.9080
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	107	145	0	0	165	2	38	0	0	477	3
Total Analysis Volume [veh/h]	115	427	579	0	0	661	7	152	0	0	1909	11
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Protecte	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	6	0	0	2	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.13	0.18	0.00	0.00	0.21	0.00	0.03	0.00	0.00	0.40	0.40
Intersection LOS	D											
Intersection V/C	0.859											

Intersection Level Of Service Report

Intersection 1: Santa Clara St - Huntington Dr (1-Wy NB) / Huntington Dr

Control Type:	Signalized	Delay (sec / veh):	25.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.751

Intersection Setup

Name	Hu-Wa			Santa Clara Street			Huntington Drive			Huntington Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1	0	0	0	0	1
Entry Pocket Length [ft]	210.00	100.00	230.00	100.00	100.00	180.00	185.00	100.00	100.00	100.00	100.00	135.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			35.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Lane Group Calculations

Lane Group	L	C	R	R	L	C	C	C
C, Calculated Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7.3	41.6	41.6	30.3	40.4	40.4	35.5	35.5
g / C, Green / Cycle	0.08	0.46	0.46	0.34	0.45	0.45	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.06	0.12	0.20	0.23	0.02	0.03	0.35	0.34
s, saturation flow rate [veh/h]	1810	3618	2859	2859	351	5176	3618	1894
c, Capacity [veh/h]	148	1675	1323	963	198	2320	1423	745
d1, Uniform Delay [s]	40.52	14.72	16.28	25.75	19.04	14.12	25.63	25.01
k, delay calibration	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.31
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.46	0.37	1.05	0.88	0.07	0.01	2.33	8.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.25	0.44	0.69	0.04	0.07	0.90	0.86
d, Delay for Lane Group [s/veh]	48.98	15.08	17.33	26.63	19.12	14.13	27.96	33.17
Lane Group LOS	D	B	B	C	B	B	C	C
Critical Lane Group	Yes	No	No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.73	2.47	3.78	5.91	0.08	0.54	12.60	13.54
50th-Percentile Queue Length [ft/ln]	68.27	61.86	94.40	147.66	1.90	13.41	315.00	338.41
95th-Percentile Queue Length [veh/ln]	4.92	4.45	6.80	9.89	0.14	0.97	18.42	19.57
95th-Percentile Queue Length [ft/ln]	122.88	111.34	169.92	247.30	3.41	24.13	460.54	489.25

Intersection Level Of Service Report
Intersection 2: Santa Clara St / Project Dwy #1

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	Santa Clara Street		Santa Clara Street		Project Driveway #1	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		5.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Santa Clara Street		Santa Clara Street		Project Driveway #1	
Base Volume Input [veh/h]	0	390	566	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	14	34	1	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	404	600	1	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	101	150	0	0	0
Total Analysis Volume [veh/h]	0	404	600	1	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.65	0.00	0.00	0.00	0.00	10.13
Movement LOS	A	A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		10.13	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 3: Project Dwy #2 / Huntington Dr

Control Type:	Two-way stop	Delay (sec / veh):	30.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.073

Intersection Setup

Name	Project Driveway #2		Huntington Drive		Huntington Drive	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	5.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway #2		Huntington Drive		Huntington Drive	
Base Volume Input [veh/h]	0	0	0	132	2342	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	11	0	12	93	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	11	0	144	2435	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	0	36	609	1
Total Analysis Volume [veh/h]	0	11	0	144	2435	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.07	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	30.82	0.00	0.00	0.00	0.00
Movement LOS		D		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.23	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	5.84	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	30.82		0.00		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	0.13					
Intersection LOS	D					

Intersection Level Of Service Report

Intersection 1: Santa Clara St - Huntington Dr (1-Wy NB) / Huntington Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.699

Intersection Setup

Name	Hu-Wa			Santa Clara Street			Huntington Drive			Huntington Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1	0	0	0	0	1
Entry Pocket Length [ft]	210.00	100.00	230.00	100.00	100.00	180.00	185.00	100.00	100.00	100.00	100.00	135.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			35.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Hu-Wa			Santa Clara Street			Huntington Drive			Huntington Drive		
Base Volume Input [veh/h]	99	524	590	0	0	491	16	1053	0	0	659	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	36	65	0	0	27	4	13	0	0	64	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	103	560	655	0	0	518	20	1066	0	0	723	64
Peak Hour Factor	0.9600	0.9600	0.9600	1.0000	1.0000	0.9600	0.9600	0.9600	1.0000	1.0000	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	146	171	0	0	135	5	278	0	0	188	17
Total Analysis Volume [veh/h]	107	583	682	0	0	540	21	1110	0	0	753	67
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	70
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Protecte	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	6	0	0	2	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.18	0.21	0.00	0.00	0.17	0.01	0.23	0.00	0.00	0.17	0.17
Intersection LOS	B											
Intersection V/C	0.699											

Intersection Level Of Service Report

Intersection 1: Santa Clara St - Huntington Dr (1-Wy NB) / Huntington Dr

Control Type:	Signalized	Delay (sec / veh):	18.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.506

Intersection Setup

Name	Hu-Wa			Santa Clara Street			Huntington Drive			Huntington Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1	0	0	0	0	1
Entry Pocket Length [ft]	210.00	100.00	230.00	100.00	100.00	180.00	185.00	100.00	100.00	100.00	100.00	135.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			35.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Lane Group Calculations

Lane Group	L	C	R	R	L	C	C	C
C, Calculated Cycle Length [s]	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5.4	42.7	42.7	33.2	19.3	19.3	13.6	13.6
g / C, Green / Cycle	0.08	0.61	0.61	0.47	0.28	0.28	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.06	0.16	0.24	0.19	0.02	0.21	0.15	0.15
s, saturation flow rate [veh/h]	1810	3618	2859	2859	894	5176	3618	1821
c, Capacity [veh/h]	141	2205	1742	1356	306	1430	705	355
d1, Uniform Delay [s]	31.62	6.37	7.01	11.93	19.27	23.34	26.73	26.70
k, delay calibration	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.04	0.29	0.66	0.19	0.09	0.93	1.87	3.55
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.26	0.39	0.40	0.07	0.78	0.78	0.77
d, Delay for Lane Group [s/veh]	39.66	6.66	7.68	12.12	19.36	24.27	28.60	30.25
Lane Group LOS	D	A	A	B	B	C	C	C
Critical Lane Group	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.95	1.49	1.96	2.40	0.23	5.07	4.30	4.46
50th-Percentile Queue Length [ft/ln]	48.73	37.21	49.08	60.01	5.78	126.87	107.40	111.44
95th-Percentile Queue Length [veh/ln]	3.51	2.68	3.53	4.32	0.42	8.77	7.69	7.92
95th-Percentile Queue Length [ft/ln]	87.71	66.99	88.34	108.02	10.41	219.23	192.37	198.01

Intersection Level Of Service Report
Intersection 2: Santa Clara St / Project Dwy #1

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	Santa Clara Street		Santa Clara Street		Project Driveway #1	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		5.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Santa Clara Street		Santa Clara Street		Project Driveway #1	
Base Volume Input [veh/h]	0	604	491	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	40	27	2	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	644	518	2	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	161	130	1	0	0
Total Analysis Volume [veh/h]	0	644	518	2	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.41	0.00	0.00	0.00	0.00	9.83
Movement LOS	A	A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		9.83	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 3: Project Dwy #2 / Huntington Dr

Control Type:	Two-way stop	Delay (sec / veh):	15.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.017

Intersection Setup

Name	Project Driveway #2		Huntington Drive		Huntington Drive	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	5.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway #2		Huntington Drive		Huntington Drive	
Base Volume Input [veh/h]	0	0	0	1069	1249	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	0	17	86	9
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	6	0	1086	1335	9
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	0	272	334	2
Total Analysis Volume [veh/h]	0	6	0	1086	1335	9
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	15.61	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.05	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1.32	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.61		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.04					
Intersection LOS	C					

101 West Huntington Drive Development

Noise Impact Study

City of Arcadia, CA

Prepared for:

Mr. Nick Patterson
City Ventures
3121 Michaelson Drive, Suite 150
Irvine, CA 92555

Prepared by:

MD Acoustics, LLC
Claire Pincock, INCE-USA
Sarah Ostergaard, INCE-USA
1197 Los Angeles Ave, Ste C-256
Simi Valley, CA 93065

Date: November 7, 2025

MD ACOUSTICS
Sound Solutions for Planning and Design

Noise Study Reports | Vibration Studies | Air Quality | Greenhouse Gas | Health Risk Assessments

P) AZ - 602.774.1950 P) CA - 805.426.4477
www.mdacoustics.com
info@mdacoustics.com

TABLE OF CONTENTS

1.0 Introduction 1
1.1 Purpose of Analysis and Study Objectives 1
1.2 Site Location and Study Area 1
1.3 Proposed Project Description 1

2.0 Fundamentals of Noise 4
2.1 Sound, Noise, and Acoustics 4
2.2 Frequency and Hertz 4
2.3 Sound Pressure Levels and Decibels 4
2.4 Addition of Decibels 4
2.5 Human Response to Changes in Noise Levels 5
2.6 Noise Descriptors 5
2.7 Traffic Noise Prediction 6
2.8 Sound Propagation 7

3.0 Ground-Bourne Vibration Fundamentals 8
3.1 Vibration Descriptors 8
3.2 Vibration Perception 8

4.0 Regulatory Setting 10
4.1 Federal Regulations 10
4.2 State Regulations 10
4.3 City of Arcadia Noise Regulations 12

5.0 Study Method and Procedure 18
5.1 Noise Measurement Procedure and Criteria 18
5.2 Noise Measurement Locations 18
5.3 FHWA Traffic Noise Prediction Model 18
5.4 Interior Noise Modeling 19
5.5 FHWA Roadway Construction Noise Model 20

6.0 Existing Noise Environment 22

7.0 Future Noise Environment Impacts and Mitigation 24
7.1 Future Exterior Noise Levels 24
7.2 Future Interior Noise Levels 25

8.0 Construction Noise Impact 27
8.1 Construction Noise 27
8.2 Construction Vibration 28

9.0 CEQA Analysis 30

10.0 References 32

LIST OF APPENDICES

Appendix A: Field Measurement Data 1
Appendix B: Traffic Data 2
Appendix C: Construction Noise Modeling Output 3
Appendix D: Operational Noise 4

LIST OF EXHIBITS

Exhibit A: Location Map 2
Exhibit B: Site Plan 3
Exhibit C: Typical A-Weighted Noise Levels 4
Exhibit D: Land Use Compatibility Guidelines 11
Exhibit E: Measurement Locations 21

LIST OF TABLES

Table 1: Roadway Parameters and Vehicle Distribution 19
Table 2: Long-Term Noise Measurement Data for NM1 (dBA)[1] 22
Table 3: Long-Term Noise Measurement Data for NM2 (dBA)[1] 23
Table 4: Future Interior Noise Levels (dBA CNEL) 25
Table 5: Typical Construction Noise Levels[1] 27
Table 6: Construction Noise Levels at Existing Adjacent Residences to the North 28
Table 7: Guideline Vibration Damage Potential Threshold Criteria 29
Table 8: Vibration Source Levels for Construction Equipment[1] 29

1.0 Introduction

1.1 Purpose of Analysis and Study Objectives

This noise assessment was prepared to evaluate the potential noise impacts for the project study area and to recommend noise mitigation measures, if necessary, to minimize the potential noise impacts. The assessment was conducted and compared to the noise standards set forth by the Federal, State, and Local agencies. Consistent with the City's Noise Guidelines, the project must demonstrate compliance to the applicable noise criterion as outlined within the City's Noise Element and Municipal Code.

The following is provided in this report:

- A description of the study area and the proposed project
- Information regarding the fundamentals of noise
- A description of the local noise guidelines and standards
- An analysis of stationary noise sources on the project siteAn analysis of traffic noise impacts to and from the project site
- An analysis of construction noise impacts

1.2 Site Location and Study Area

The project site is located at 101 West Huntington Drive in the City of Arcadia, California, as shown in Exhibit A. The site has a current General Plan land use classification of Commercial and a Zoning classification of General Commercial (C-G) with Residential Flex Overlay (R-F). Existing land uses surrounding the site include residential uses to the north, general commercial to the east and south, and Arcadia Community Regional Park to the south, and Santa Anita Park to the west.

1.3 Proposed Project Description

The project proposes the construction of 34 townhomes with a total of 70 parking stalls on approximately 1.08 acres. Exhibit B demonstrates the site plan for the project.

This study assesses the traffic and operational noise to and from the project site and compares the results to the applicable City noise standards. In addition, the study reviews noise generated by construction activities.

Construction activities within the project area will consist of 20 days of on-site demolition, 6 days of grading, 220 days of building, 10 days of paving, and 10 days of architectural coating Earthwork will include an over-excavation at an average depth of 5 feet, with approximately 400 cubic yards lost during recompaction. This could be offset by the on-site spoils generated by building foundations and utilities trenching, and therefore is expected to be a balanced site. An impervious area totaling approximately 38,877 square feet. Horizontal Construction would be roughly four months. Vertical Construction would take roughly 16 months to complete. Project opening is expected in late -2027.

Exhibit A

Location Map

Exhibit B

Site Plan

ktgy | City Ventures | ARCADIA 1 Arcadia, CA | Schematic Design May 16, 2025 | Site Plan | A1.00

2.0 Fundamentals of Noise

This section of the report provides basic information about noise and presents some of the terms used within the report.

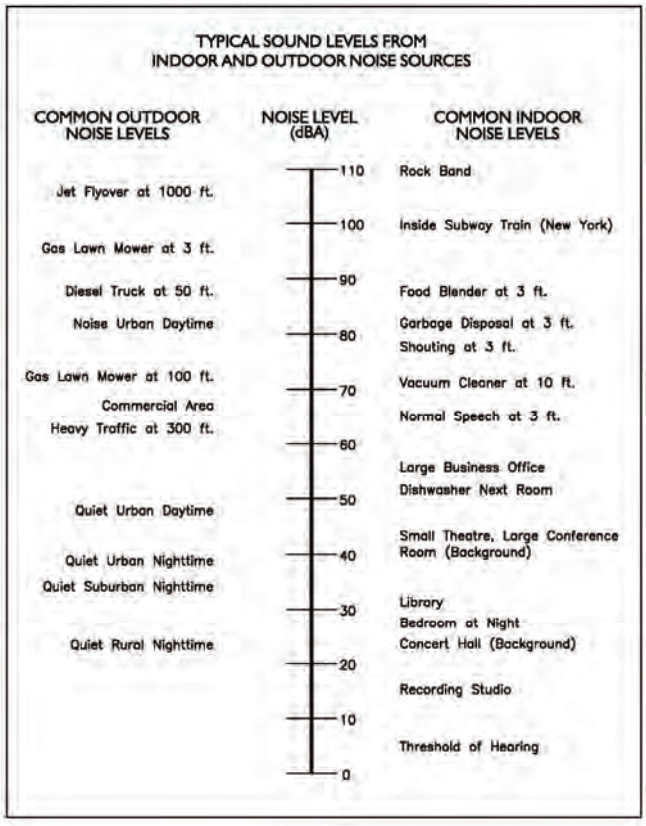
2.1 Sound, Noise, and Acoustics

Sound is a disturbance created by a moving or vibrating source and is capable of being detected by the hearing organs. Sound may be thought of as the mechanical energy of a moving object transmitted by pressure waves through a medium to a human ear. For traffic or stationary noise, the medium of concern is air. *Noise* is defined as sound that is loud, unpleasant, unexpected, or unwanted.

2.2 Frequency and Hertz

A continuous sound is described by its *frequency* (pitch) and its *amplitude* (loudness). Frequency relates to the number of pressure oscillations per second. Low-frequency sounds are low in pitch (bass sounding) and high-frequency sounds are high in pitch (squeak). These oscillations per second (cycles) are commonly referred to as Hertz (Hz). The human ear can hear from the bass pitch starting at 20 Hz to the high pitch of 20,000 Hz.

Exhibit C: Typical A-Weighted Noise Levels



2.3 Sound Pressure Levels and Decibels

The *amplitude* of a sound determines its loudness. The loudness of sound increases or decreases as the amplitude increases or decreases. Sound pressure amplitude is measured in units of micro-Newton per square meter (µN/m2), also called micro-Pascal (µPa). One µPa is approximately one hundred billionths (0.00000000001) of normal atmospheric pressure. Sound pressure level (SPL or L_p) is used to describe in logarithmic units the ratio of actual sound pressures to a reference pressure squared. These units are called decibels abbreviated dB. Exhibit C illustrates reference sound levels for different noise sources.

2.4 Addition of Decibels

Because decibels are on a logarithmic scale, sound pressure levels cannot be added or subtracted by simple plus or minus addition. When two sounds or equal SPL are combined, they will produce an SPL 3 dB greater than the original single SPL. In other words, sound energy must be doubled to produce a 3 dB increase. If two sounds differ by approximately 10 dB, the higher sound level is the predominant sound.

2.5 Human Response to Changes in Noise Levels

In general, the healthy human ear is most sensitive to sounds between 1,000 Hz and 5,000 Hz, (A-weighted scale) and it perceives a sound within that range as being more intense than a sound with a higher or lower frequency with the same magnitude. For purposes of this report as well as with most environmental documents, the A-scale weighting is typically reported in terms of A-weighted decibel (dBA). Typically, the human ear can barely perceive the change in the noise level of 3 dB. A change in 5 dB is readily perceptible, and a change in 10 dB is perceived as being twice or half as loud. As previously discussed, a doubling of sound energy results in a 3 dB increase in sound, which means that a doubling of sound energy (e.g. doubling the volume of traffic on a highway) would result in a barely perceptible change in sound level.

Changes in Intensity Level, dBA	Changes in Apparent Loudness
1	Not perceptible
3	Just perceptible
5	Clearly noticeable
10	Twice (or half) as loud

https://www.fhwa.dot.gov/environMent/noise/regulations_and_guidance/polguide/polguide02.cfm

2.6 Noise Descriptors

Noise in our daily environment fluctuates over time. Some noise levels occur in regular patterns, others are random. Some noise levels are constant while others are sporadic. Noise descriptors were created to describe the different time-varying noise levels.

A-Weighted Sound Level: The sound pressure level in decibels as measured on a sound level meter using the A-weighted filter network. The A-weighting filter de-emphasizes the very low and very high-frequency components of the sound in a manner similar to the response of the human ear. A numerical method of rating human judgment of loudness.

Ambient Noise Level: The composite of noise from all sources, near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Community Noise Equivalent Level (CNEL): The average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of five (5) decibels to sound levels in the evening from 7:00 to 10:00 PM and after the addition of ten (10) decibels to sound levels in the night before 7:00 AM and after 10:00 PM.

Decibel (dB): A unit for measuring the amplitude of a sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micro-pascals.

dB(A): A-weighted sound level (see definition above).

Equivalent Sound Level (LEQ): The sound level corresponding to a steady noise level over a given sample period with the same amount of acoustic energy as the actual time-varying noise level. The energy average noise level during the sample period.

Habitable Room: Any room meeting the requirements of the Uniform Building Code or other applicable regulations which is intended to be used for sleeping, living, cooking, or dining purposes, excluding such enclosed spaces as closets, pantries, bath or toilet rooms, service rooms, connecting corridors, laundries, unfinished attics, foyers, storage spaces, cellars, utility rooms, and similar spaces.

L(n): The A-weighted sound level exceeded during a certain percentage of the sample time. For example, L10 in the sound level exceeded 10 percent of the sample time. Similarly L50, L90, L99, etc.

Noise: *A*ny unwanted sound or sound which is undesirable because it interferes with speech and hearing, is intense enough to damage hearing, or is otherwise annoying. The State Noise Control Act defines noise as "...excessive undesirable sound...".

Outdoor Living Area: Outdoor spaces that are associated with residential land uses typically used for passive recreational activities or other noise-sensitive uses. Such spaces include patio areas, barbecue areas, jacuzzi areas, etc. associated with residential uses; outdoor patient recovery or resting areas associated with hospitals, convalescent hospitals, or rest homes; outdoor areas associated with places of worship which have a significant role in services or other noise-sensitive activities; and outdoor school facilities routinely used for educational purposes which may be adversely impacted by noise. Outdoor areas usually not included in this definition are: front yard areas, driveways, greenbelts, maintenance areas and storage areas associated with residential land uses; exterior areas at hospitals that are not used for patient activities; outdoor areas associated with places of worship and principally used for short-term social gatherings; and, outdoor areas associated with school facilities that are not typically associated with educational uses prone to adverse noise impacts (for example, school play yard areas).

Percent Noise Levels: See L(n).

Sound Level (Noise Level): The weighted sound pressure level obtained by use of a sound level meter having a standard frequency filter for attenuating part of the sound spectrum.

Sound Level Meter: An instrument, including a microphone, an amplifier, an output meter, and frequency weighting networks for the measurement and determination of noise and sound levels.

Single Event Noise Exposure Level (SENEL): The dB(A) level which, if it lasted for one second, would produce the same A-weighted sound energy as the actual event.

2.7 Traffic Noise Prediction

Noise levels associated with traffic depend on a variety of factors: (1) volume of traffic, (2) speed of traffic, (3) auto, medium truck (2-axle, 6-tire) and heavy truck percentage (3-axle and greater), and sound propagation. A greater volume of traffic, higher speeds, and larger truck percentages equate to a louder

volume of noise. A doubling of the Average Daily Traffic (ADT) along a roadway will increase noise levels by approximately 3 dB; the reasons for this are discussed in the sections above.

2.8 Sound Propagation

As sound propagates from a source it spreads geometrically. Sound from a small, localized source (i.e., a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates at a rate of 6 dB per doubling of distance. The movement of vehicles down a roadway makes the source of the sound appear to propagate from a line (i.e., line source) rather than a point source. This line source results in the noise propagating from a roadway in a cylindrical spreading versus a spherical spreading that results from a point source. The sound level attenuates for a line source at a rate of 3 dB per doubling of distance.

As noise propagates from the source, it is affected by the ground and atmosphere. Noise models use hard site (reflective surfaces) and soft site (absorptive surfaces) to help calculate predicted noise levels. Hard site conditions assume no excessive ground absorption between the noise source and the receiver. Soft site conditions such as grass, soft dirt, or landscaping attenuate noise at a rate of 1.5 dB per doubling of distance. When added to the geometric spreading, the excess ground attenuation results in an overall noise attenuation of 4.5 dB per doubling of distance for a line source and 7.5 dB per doubling of distance for a point source.

Research has demonstrated that atmospheric conditions can have a significant effect on noise levels when noise receivers are located 200 feet or more from a noise source. Wind, temperature, air humidity, and turbulence can further impact have far sound can travel.

3.0 Ground-Bourne Vibration Fundamentals

3.1 Vibration Descriptors

Ground-borne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. The effects of ground-borne vibrations typically only cause a nuisance to people, but at extreme vibration levels, damage to buildings may occur. Although ground-borne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. Ground-borne noise is an effect of ground-borne vibration and only exists indoors since it is produced from noise radiated from the motion of the walls and floors of a room and may also consist of the rattling of windows or dishes on shelves.

Several different descriptors are used to quantify vibration amplitude.

PPV – Known as the peak particle velocity (PPV) which is the maximum instantaneous peak in vibration velocity, typically given in inches per second.

RMS – Known as root mean squared (RMS) value, representing the square root of the average of the squared signal, can be used to denote "smoothed vibration amplitude" and relates to PPV via a "crest factor" (FTA 2018).

VdB – A commonly used abbreviation to describe the vibration level (VdB) for a vibration source calculated from the RMS and with respect to a reference quantity (FTA 2018).

3.2 Vibration Perception

Typically, developed areas are continuously affected by vibration velocities of 50 VdB or lower (FTA 2018). These continuous vibrations are not noticeable to humans whose threshold of perception is around 65 VdB (FTA 2018). Outdoor sources that may produce perceptible vibrations are usually caused by construction equipment, steel-wheeled trains, and traffic on rough roads, while smooth roads rarely produce perceptible ground-borne noise or vibration. To counter the effects of ground-borne vibration, the Federal Transit Administration (FTA) has published guidance relative to vibration impacts. According to the FTA, fragile buildings can be exposed to ground-borne vibration levels of 0.3 inches per second without experiencing structural damage.

There are three main types of vibration propagation: surface, compression, and shear waves. Surface waves, or Rayleigh waves, travel along the ground's surface. These waves carry most of their energy along an expanding circular wavefront, similar to ripples produced by throwing a rock into a pool of water. P-waves, or compression waves, are body waves that carry their energy along an expanding spherical wavefront. The particle motion in these waves is longitudinal (i.e., in a "push-pull" fashion). P-waves are analogous to airborne sound waves. S-waves, or shear waves, are also body waves that carry energy along an expanding spherical wavefront. However, unlike P-waves, the particle motion is transverse, or side-to-side and perpendicular to the direction of propagation.

As vibration waves propagate from a source, the vibration energy decreases in a logarithmic nature and the vibration levels typically decrease by 6 VdB per doubling of the distance from the vibration source. As stated above, this drop-off rate can vary greatly depending on the soil but has been shown to be effective enough for screening purposes, in order to identify potential vibration impacts that may need to be studied through actual field tests.

4.0 Regulatory Setting

The proposed Project is in the City of Arcadia, California, and noise regulations are addressed through the efforts of various federal, state, and local government agencies. The agencies responsible for regulating noise are discussed below.

4.1 Federal Regulations

The adverse impact of noise was officially recognized by the federal government in the Noise Control Act of 1972, which serves three purposes:

- Publicize noise emission standards for interstate commerce
- Assist state and local abatement efforts
- Promote noise education and research

The Federal Office of Noise Abatement and Control (ONAC) was originally tasked with implementing the Noise Control Act. However, it was eventually eliminated, leaving other federal agencies and committees to develop noise policies and programs. Some examples of these agencies are as follows: The Department of Transportation (DOT) assumed a significant role in noise control through its various agencies. The Federal Aviation Agency (FAA) is responsible for regulating noise from aircraft and airports. The Federal Highway Administration (FHWA) is responsible for regulating noise from the interstate highway system. The Occupational Safety and Health Administration (OSHA) is responsible for the prohibition of excessive noise exposure to workers. The Housing and Urban Development (HUD) is responsible for establishing noise regulations as it relates to exterior/interior noise levels for new HUD-assisted housing developments near high-noise areas.

The federal government advocates that local jurisdictions use their land use regulatory authority to arrange new development in such a way that "noise sensitive" uses are either prohibited from being constructed adjacent to a highway or that the developments are planned and constructed in such a manner that potential noise impacts are minimized.

Since the federal government has preempted the setting of standards for noise levels that can be emitted by the transportation source, the City is restricted to regulating the noise generated by the transportation system through nuisance abatement ordinances and land use planning.

4.2 State Regulations

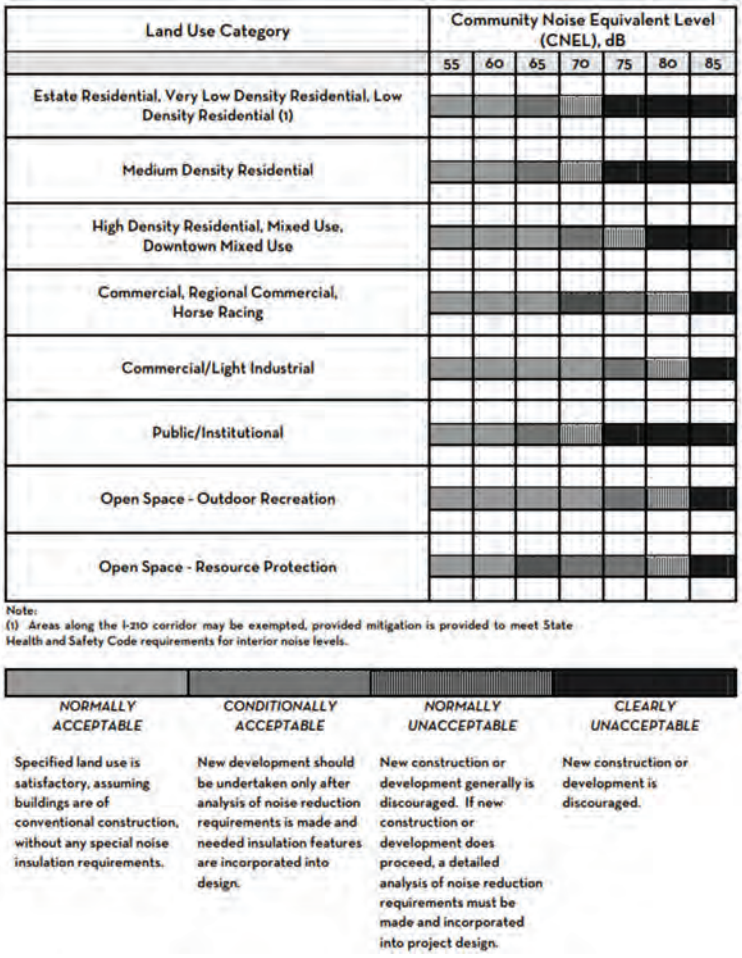
Established in 1973, the California Department of Health Services Office of Noise Control (ONC) was instrumental in developing regularity tools to control and abate noise for use by local agencies. One significant model is the “Land Use Compatibility for Community Noise Environments Matrix.” The matrix allows the local jurisdiction to clearly delineate the compatibility of sensitive uses with various incremental levels of noise.

The State of California has established noise insulation standards as outlined in Title 24 in the California Building Code (CBC) which in some cases require acoustical analyses to outline exterior noise levels and

to ensure interior noise levels do not exceed the interior threshold. Wall assemblies and windows of structures have Sound Transmission Class (STC) and/or Outdoor/Indoor Transmission Class (OITC) ratings used to quantify the noise abatement properties of the structure. Nonresidential structures within 65 dBA CNEL contours must have a minimum envelope of Sound Transmission Class (STC) 50 (or Outdoor/Indoor Transmission Class (OITC) 40) with STC 40 (or OITC 30) windows OR be designed not to exceed an interior level of 50 dBA Leq(h) during operation. Assemblies separating tenants and tenants and public spaces must be at least STC 40. Wall assemblies separating dwelling and sleeping units from each other and from public spaces must have a minimum STC rating of 50. Floor-ceiling assemblies separating dwelling and sleeping units from each other and from public spaces must have a minimum STC rating of 50 unless above non-habitable spaces. Interior noise levels attributable to outdoor sources must not exceed 45 dBA CNEL.

The State mandates that the legislative body of each county and city adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines published by the State Department of Health Services. The City has adopted a version of these standards in Figure N-4 of its General Plan, Exhibit D of this report.

Exhibit D: Land Use Compatibility Guidelines



Source: Figure N-4 Arcadia General Plan Noise Element

4.3 City of Arcadia Noise Regulations

The City of Arcadia outlines their noise regulations and standards within the Noise Element from the General Plan and the Noise Ordinance from the Municipal Code.

City of Arcadia General Plan

Applicable policies and standards governing environmental noise in the City are set forth in the General Plan Noise Element. Table N-2 of the Arcadia Noise Element outlines the interior and exterior noise standards for community noise environments. Per Table N-2, residential noise limits are 65 dBA CNEL exterior. The project will be compared to these noise limits.

In addition to the noise standards, the City has outlined goals, policies, and implementation measures to reduce potential noise impacts which are presented below:

Goals, Policies, and Implementation Measures

Policies, goals, and implementation program measures from the Noise Element that would mitigate potential impacts on noise include the following.

TABLE N-2: INTERIOR/EXTERIOR NOISE STANDARDS

Land Use	Maximum Exterior Noise Level	Maximum Interior Noise Level
Residential: Rural, Single-Family, and Multifamily	65 dBA CNEL	45 dBA CNEL
Schools		
Classroom	70 dBA CNEL	45 dBA Leq
Playground	70 dBA CNEL	–
Libraries	–	45 dBA
Hospitals/Convalescent Facilities		
Sleeping Areas	65 dBA CNEL	45 dBA CNEL
Living Areas	–	50 dBA CNEL
Reception, Office	–	50 dBA Leq
Hotels/Motels		
Sleeping Areas	–	45 dBA CNEL
Reception, Office	–	50 dBA Leq
Places of Worship	65 dBA CNEL	45 dBA Leq
Open Space/Recreation		
Wildlife Habitat	60 dBA CNEL	–
Passive Recreation Areas	65 dBA CNEL	–
Active Recreation Areas	70 dBA CNEL	–
Commercial and Business Park		
Office	–	55 dBA Leq
Restaurant, Retail, Service	–	65 dBA Leq
Warehousing/Industrial	–	70 dBA Leq

Goal N-1: Effective incorporation of noise considerations into land use planning decisions.

Policy N-1-1: Consider noise impacts as part of the development review process relative to residential and other noise-sensitive land uses.

Policy N-1-2: Ensure that acceptable noise levels are maintained near schools, hospitals, and other sensitive areas in accordance with the Noise/Land Use Compatibility Guidelines in Figure N-4, Table N-2 Interior/Exterior Noise Standards, and the City's noise ordinance.

Policy N-1-3: New commercial and industrial developments located adjacent to residential areas and identified noise-sensitive uses shall demonstrate reduction of potential noise impacts on neighboring sensitive uses to acceptable levels.

Policy N-1-4: Discourage new development of residential or other noise-sensitive uses in noise-impacted areas unless effective mitigation measures are incorporated into the project design to reduce noise levels that comply with Noise/Land Use Compatibility Guidelines in Figure N-4 and Table N-2 Interior/Exterior Noise Standards.

Policy N-1-5: Require that proposed projects that have the potential to result in noise impacts include an acoustical analysis and appropriate mitigation to achieve the interior and exterior noise standards indicated in Table N-2 Interior/Exterior Noise Standards.

Goal N-2: Reduced noise impacts from transportation sources.

Policy N-2-1: Enforce State Motor Vehicle Code noise standards for cars, trucks, and motorcycles, and coordinate enforcement with the California Highway Patrol and County of Los Angeles Sheriff's Department.

Policy N-2-2: Continue to work with and lobby Metro to fund gap closure of the I-210 sound walls between Baldwin and Santa Anita Avenues.

Policy N-2-3: Consider using roadway sound attenuation techniques for resurfacing projects that use "quiet" pavement or noise-reducing rubberized asphalt.

Policy N-2-4: Consider the noise impacts on adjacent residential uses associated with establishing stop signs or other traffic control or traffic calming devices.

Policy N-2-5: Enforce truck routes established in the Circulation and Infrastructure Element and the Municipal Code.

Policy N-2-6: Work with Metro to provide that the design and operation of the Gold Line tracks, crossings, and station area use approaches that will minimize noise impacts

associated with train operations on the community. In particular, construct the Santa Anita Avenue crossing as a grade-separated crossing.

Goal N-3 Limited intrusion of point-source noise within residential neighborhoods and on noise-sensitive uses.

Policy N-3-1: Enforce the noise ordinance to protect residents and noise-sensitive uses from excessive noise levels associated with stationary sources.

Policy N-3-2: Encourage industrial and commercial activities to restrict their receiving operations to daytime periods, and condition such operations for new development projects.

Policy N-3-3: Explore requiring the use of noise suppression devices and techniques on all exterior noise sources (construction operations, pumps, fans, leaf blowers) to lower exterior noise to levels that are compatible with adjacent land uses.

Policy N-3-4: Require any new mixed use structures to be designed to minimize the transfer of noise and vibration from commercial or industrial to residential and other noise-sensitive uses.

Policy N-3-5: Require noise created by new non-transportation noise sources to be mitigated so as not to exceed acceptable interior and exterior noise level standards identified in this Noise Element.

Policy N-3-6: Provide appropriate funding to monitor noise levels and investigate noise complaints.

Policy N-3-7: Educate the community at large about the importance of maintaining a healthy noise environment, and identify ways residents can assist in noise abatement efforts.

City of Arcadia Municipal Code

In addition to the City's General Plan, the City of Arcadia Municipal Code further outlines noise regulations in the Noise Ordinance found in Chapter 6, Article IV.

Chapter 6 – Noise Regulations

Part 1. – General Provisions

4610.3 – Noise Limits

a) It shall be unlawful for any person within the City of Arcadia to produce or cause or allow to be produced sound or noise which is amplified by the use of sound amplifying equipment and which amplified noise or sound is received on property occupied by another person within

the designated region, in excess of the following levels, except as expressly provided otherwise or exempted hereinafter:

Region	Day 7:00 a.m. to 10:00 p.m.	Night 10:00 p.m. to 7:00 a.m.
Residential Zone	55 dBA	50 dBA
Commercial Zone	65 dBA	60 dBA
Industrial Zone	70 dBA	70 dBA

At the boundary line between two of the above zones the noise level of the quieter zone shall be used.

b) Corrections to Noise Limits. The numerical limits given in Section 4610.3(a) shall be adjusted by the following corrections, where appropriate:

Noise Condition	Correction (in dB)
1. Impulsive sounds, pure tone or sounds with a cyclically varying amplitude	-5
(The following corrections apply to day only)	
2. Noise occurring more than 5 but less than 15 minutes per hour	+ 5
3. Noise occurring more than 1 but less than 5 minutes per hour	+10
4. Noise occurring less than 1 minute per hour	+15

c) It shall be unlawful for any person to produce or cause or allow to be produced sound or noise from air-conditioning equipment, pumps, fans or similar machinery which is received on residentially zoned property occupied by another person in excess of 55 dBA, provided, however, that if such machinery was installed prior to December 1, 1970, the noise level shall not be in excess of 60 dBA.

d) Exemption: Noise caused by "Emergency Work" as herein defined and from mechanical devices, apparatus, or equipment used, related to, or connected with such Emergency Work is exempt from the limits prescribed by this Chapter.

Part 3. – General Noise Regulations

4630. – Loud, Unnecessary and Unusual Noise

Notwithstanding any other provision of this Chapter, and in addition thereto, it shall be unlawful for any person to willfully make or continue, or cause to be made and continued, any loud,

unnecessary and unusual noise which disturbs the peace or quiet of any neighborhood, or which causes discomfort or annoyance to residents of the area. The standards which may be considered in determining whether a violation of the provisions of this Section exists, may include, but not be limited to, the following:

a) The level of the noise;

b) Whether the nature of the noise is usual or unusual;

c) The nature of the area within which the noise emanates;

d) The density of the inhabitation of the area within which the noise emanates;

e) The time of day or night;

f) The duration of the noise;

g) Whether the noise is produced by a commercial or noncommercial activity.

(Amended by Ord. 1567 adopted 7-20-76; amended by Ord. 2302 adopted 10-2-12)

Part 6. – Nighttime Construction

4261. – Prohibited Hours Defined

The term "prohibited hours" as used in this Part shall mean any time after the hour of 6:00 p.m. of any weekday; any time before the hour of 7:00 a.m. of any weekday; any time after the hour of 5:00 p.m. of any Saturday; any time before the hour of 8:00 a.m. of any Saturday; any time on any Sunday; and any time on any of the following holidays: New Year's Day; Memorial Day; Independence Day; Labor Day; Veteran's Day; Thanksgiving Day; and Christmas Day, provided that if in any calendar year any such holiday falls on a Sunday, the following Monday shall constitute the holiday.

4262. – Construction Limited.

Unless a permit so to do shall first have been obtained as provided in Section 4263, no person shall during prohibited hours engage in any earth excavation, land fill or earth moving operation or in the construction of any portion of a building or structure, nor shall any person during prohibited hours use or operate any truck, tractor, crane, rig or any mechanical equipment of any kind in connection with, in the performance of or in furtherance of any of the foregoing

Threshold Applied to the Project

Per Table N-2, the residential maximum noise level is 65/45 dBA CNEL (outdoor/indoor). Per Section 4610.3(a), exterior noise limits are 55/50 dBA Leq (day/night) in residential zones and 65/60 dBA in commercial zones. Per Section 4261, construction is allowed 7:00 a.m.–6:00 p.m. weekdays and 8:00 a.m.–5:00 p.m. Saturdays, and prohibited on Sundays and federal holidays.

5.0 Study Method and Procedure

The following section describes the noise modeling procedures and assumptions used for this assessment.

5.1 Noise Measurement Procedure and Criteria

Noise measurements are taken to determine the existing noise levels. A noise receiver or receptor is any location in the noise analysis in which noise might produce an impact. The following criteria are used to select measurement locations and receptors:

- Locations expected to receive the highest noise impacts, such as the first row of houses
- Locations that are acoustically representative and equivalent to the area of concern
- Human land usage
- Sites clear of major obstruction and contamination

MD conducted the sound level measurements in accordance with the City of Arcadia which is similar to CalTrans technical noise specifications. All measurements equipment meets American National Standards Institute (ANSI) specifications for sound level meters (S1.4-1983 identified in Chapter 19.68.020.AA). The following gives a brief description of the Caltrans Technical Noise Supplement procedures for sound level measurements:

- Microphones for sound level meters were placed 5-feet above the ground for all measurements
- Sound level meters were calibrated (Larson Davis CAL 200) before and after each measurement
- Following the calibration of equipment, a windscreen was placed over the microphone
- Frequency weighting was set on “A” and slow response
- Results of the long-term noise measurements were recorded on field data sheets
- During any short-term noise measurements, any noise contaminations such as barking dogs, local traffic, lawnmowers, or aircraft fly-overs were noted
- Temperature and sky conditions were observed and documented

5.2 Noise Measurement Locations

Two (2) long-term noise monitoring locations were selected based on the distance from Huntington Drive and Santa Clara Street to the nearest sensitive on-site receptors. Long-term noise measurements were conducted near the corner portions of the project site and are illustrated in Exhibit E. Appendix A includes photos, the field sheet, and measured noise data. Exhibit E illustrates the location of the measurements.

5.3 FHWA Traffic Noise Prediction Model

Traffic noise from vehicular traffic was projected using a computer program that replicates the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108). The FHWA model arrives at the predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). The referenced traffic data was applied to the model and is in Appendix B. The following outlines the key adjustments made to the REMEL for the roadway inputs:

- Roadway classification – (e.g. freeway, major arterial, arterial, secondary, collector, etc),
- Roadway Active Width – (distance between the center of the outermost travel lanes on each side of the roadway)
- Average Daily Traffic Volumes (ADT), Travel Speeds, Percentages of automobiles, medium trucks, and heavy trucks
- Roadway grade and angle of view
- Site Conditions (e.g. soft vs. hard)
- Percentage of total ADT which flows each hour throughout a 24-hour period

Table 1 indicates the roadway parameters and vehicle distribution utilized for this study.

Table 1: Roadway Parameters and Vehicle Distribution

Roadway	Segment	Opening Year ADT[1]	Opening Year + Project ADT[1]	Speed (MPH)	Site Conditions
Huntington Drive	West of Santa Clara Street	24,200	24,300	35	Hard
Santa Clara Street	North of Huntington Drive	11,600	11,600	35	Hard
Vehicle Distribution and Mix[2]					
Motor-Vehicle Type		**Day % (7AM to 7 PM)**	**Evening % (7 PM to 10 PM)**	**Night % (10 PM to 7 AM)**	**Total % of Traffic Flow**
Automobiles		77.5	12.9	9.6	97.5
Medium Trucks		84.8	4.9	10.3	1.8
Heavy Trucks		86.5	2.7	10.8	0.7

Notes:
[1] Opening Year and Opening Year + Project ADT calculated from Traffic Impact Analysis prepared by TJW Engineering.
[2] Typical California Vehicle Distribution and Mix.

To determine the project's noise impact to the surrounding land uses, MD generated noise contours for opening year and opening year + project conditions. The traffic noise calculation worksheet outputs are located in Appendix B.

5.4 Interior Noise Modeling

The interior noise level is the difference between the projected exterior noise level at the structure's facade and the noise reduction provided by the structure itself. Typical building construction will provide a conservative 12 dBA noise level reduction with a "windows open" condition and a very conservative 20 dBA noise level reduction with "windows closed". MD estimated the interior noise level by subtracting the building shell design from the predicted exterior noise level.

With the "windows closed" the project will require mechanical fresh air ventilation (e.g. air conditioning) to the habitable dwelling units.

5.5 FHWA Roadway Construction Noise Model

The construction noise analysis utilizes the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RNCM), together with several key construction parameters. Key inputs include distance to the sensitive receiver, equipment usage, % usage factor, and baseline parameters for the project site.

The project was analyzed based on the different construction phases. Construction noise is expected to be loudest during the demolition phase of construction. The construction noise calculation output worksheet is located in Appendix C.

X = Measurement Location

Exhibit E

Measurement Locations

6.0 Existing Noise Environment

Two (2) 24-hour noise measurements were conducted at the project site to document the existing noise environment. The measurements include the 1-hour Leq, Lmin, Lmax, and other statistical data (e.g. L2, L8). The results of the noise measurements are presented in Table 2 and Table 3. Noise measurement field sheets are provided in Appendix A.

Table 2: Long-Term Noise Measurement Data for NM1 (dBA)[1]

Date	Start Time	Stop Time	1-Hour dB(A)							
			L_{EQ}	L_{MAX}	L_{MIN}	L_2	L_8	L_{25}	L_{50}	L_{90}
4/17/2025	9:00 AM	10:00 AM	64.2	86.1	45.2	67.8	66.3	64.6	63	60.2
4/17/2025	10:00 AM	11:00 AM	64	81.5	44.1	68.4	67.1	65	63.4	60.1
4/17/2025	11:00 AM	12:00 PM	63.2	81.6	45.6	67.7	65.2	63.9	63	59.1
4/17/2025	12:00 PM	1:00 PM	64.8	88.4	46.9	71.6	65.7	64.6	63.1	60.1
4/17/2025	1:00 PM	2:00 PM	63.5	80.9	44.9	67.5	65.5	64.6	63.2	60
4/17/2025	2:00 PM	3:00 PM	68.4	94.6	47	68	66.7	65	63.8	60.8
4/17/2025	3:00 PM	4:00 PM	64.7	82.1	46.6	68.9	68.5	65.3	63.3	60.9
4/17/2025	4:00 PM	5:00 PM	63.8	86.1	48.8	70.5	65.1	63.9	62.4	60.2
4/17/2025	5:00 PM	6:00 PM	64.2	86.6	48	68.1	65.8	63.9	63.1	60.1
4/17/2025	6:00 PM	7:00 PM	63.6	87.2	46.1	66.8	65.5	63.5	62.7	59.9
4/17/2025	7:00 PM	8:00 PM	62.6	80.4	43.5	67.5	65.1	63.3	62	59
4/17/2025	8:00 PM	9:00 PM	67.5	96.9	42.8	75.5	65.9	62.8	60.8	57.9
4/17/2025	9:00 PM	10:00 PM	61.1	84.6	42.3	65.9	63.5	61.2	59.4	56.5
4/17/2025	10:00 PM	11:00 PM	59.1	81	40.2	64.5	61.5	59.7	57.8	53.8
4/17/2025	11:00 PM	12:00 AM	59	85.2	37.9	65.3	60.7	57.5	55.1	51.1
4/18/2025	12:00 AM	1:00 AM	55.6	74.3	37.3	62.3	60.3	55.6	53.6	48.3
4/18/2025	1:00 AM	2:00 AM	53.3	73.2	36.8	60.2	58.1	53.5	50.8	41.7
4/18/2025	2:00 AM	3:00 AM	50.4	72.2	36.7	57.3	55	51	44.9	38.5
4/18/2025	3:00 AM	4:00 AM	54.1	82	36.6	62	56.6	54.2	47	38.8
4/18/2025	4:00 AM	5:00 AM	55.6	76.3	38.3	62.2	59.2	57.2	53.2	41.3
4/18/2025	5:00 AM	6:00 AM	58.8	74.3	41.7	63.7	62.4	59.6	57.6	53.6
4/18/2025	6:00 AM	7:00 AM	68.6	97.7	44.9	69.8	67.3	65.4	62.9	57.8
4/18/2025	7:00 AM	8:00 AM	68.4	98.1	44	71.1	67.8	66.1	64.1	59.3
4/18/2025	8:00 AM	9:00 AM	64.7	85.5	46.3	67.9	66.2	65.3	64.3	60.6
CNEL			66.4							

Notes:
[1.] Long-term noise monitoring location (NM1) is illustrated in Exhibit E. The quietest hourly daytime noise interval is highlighted in yellow. The quietest nighttime noise interval is highlighted in green.

<Table 3 next page>

Table 3: Long-Term Noise Measurement Data for NM2 (dBA)[1]

Date	Start Time	Stop Time	1-Hour dB(A)							
			L_{EQ}	L_{MAX}	L_{MIN}	L_2	L_8	L_{25}	L_{50}	L_{90}
4/17/2025	9:00 AM	10:00 AM	63.2	84.9	48.3	66.1	64.5	63.9	62.4	60.7
4/17/2025	10:00 AM	11:00 AM	65.4	92.7	47.8	68.5	66.5	63.6	62.1	60
4/17/2025	11:00 AM	12:00 PM	63.6	85.9	48.4	69.2	66.4	63.9	62.4	60.3
4/17/2025	12:00 PM	1:00 PM	64.9	88.3	50.3	72.3	67.5	63.7	62.4	60.8
4/17/2025	1:00 PM	2:00 PM	63.3	83.7	48.2	68.4	65.5	63.5	62.6	60.8
4/17/2025	2:00 PM	3:00 PM	71.1	98.9	49.2	73.9	67.3	65.6	63.6	61.4
4/17/2025	3:00 PM	4:00 PM	65.5	92.3	48.7	68.7	66.2	64.8	64.1	61.7
4/17/2025	4:00 PM	5:00 PM	65.1	88.1	49.8	70.2	66.5	65.2	64	62.9
4/17/2025	5:00 PM	6:00 PM	67.9	96	50.2	75.3	68.2	65.3	64.6	63.1
4/17/2025	6:00 PM	7:00 PM	64.4	75.9	48.8	66.7	66.1	64.7	64.6	62.3
4/17/2025	7:00 PM	8:00 PM	63	80.2	44.7	68.2	65.4	63.3	62.2	59.8
4/17/2025	8:00 PM	9:00 PM	73.2	101.1	44.2	72.9	66.4	63.1	60.3	57.9
4/17/2025	9:00 PM	10:00 PM	61.1	78.6	44.7	66.2	64.3	61.8	60.1	56.3
4/17/2025	10:00 PM	11:00 PM	59.3	81.4	42.8	64.7	61.4	60	57.9	54.5
4/17/2025	11:00 PM	12:00 AM	57.6	81.3	42	64.6	59.3	57.9	56	50.9
4/18/2025	12:00 AM	1:00 AM	56	78.8	41.9	61.1	60	55.7	53.5	47.4
4/18/2025	1:00 AM	2:00 AM	53.9	76.2	42.1	61.9	58.8	53.8	50.3	43.4
4/18/2025	2:00 AM	3:00 AM	52.2	76.3	41.8	57.9	54.3	51	47.6	43.5
4/18/2025	3:00 AM	4:00 AM	53.2	79.5	41.9	62.9	56.1	52.2	48.3	43.5
4/18/2025	4:00 AM	5:00 AM	55.5	75	42.5	62.4	59.7	55.7	53.9	44.1
4/18/2025	5:00 AM	6:00 AM	58.9	76.3	43	64.5	61.5	60.1	57.6	53.2
4/18/2025	6:00 AM	7:00 AM	72.4	101.4	46.3	68.4	66.1	64.2	62.1	59
4/18/2025	7:00 AM	8:00 AM	65.2	93.8	47.1	70.5	65.5	64.2	62.2	60.3
4/18/2025	8:00 AM	9:00 AM	65.1	82	48.9	69.7	68.7	66.2	63.6	60.4
CNEL			67.6							

Notes:
[1.] Long-term noise monitoring location (NM2) is illustrated in Exhibit E. The quietest hourly daytime noise interval is highlighted in yellow. The quietest nighttime noise interval is highlighted in green.

The data presented in Tables 2 and 3 and the field notes provided in Appendix A, indicate that ambient noise levels in the project vicinity range between 52 and 73 dBA Leq. The overall CNEL was up to 68 dBA CNEL. The quietest daytime level of 61 dBA Leq is highlighted in yellow and occurred at 9 PM. The quietest nighttime level of 50 dBA Leq (see Table 2) and 52 dBA Leq (see Table 3) is highlighted in green and occurred at 2 AM. The field data indicates that traffic along Huntington Drive and Santa Clara Street is the dominant noise source.

7.0 Future Noise Environment Impacts and Mitigation

This assessment analyzes future noise impacts to and from the project and compares the results to the City's Noise Standards. The analysis details the estimated exterior noise levels associated with traffic from adjacent roadway sources.

7.1 Future Exterior Noise Levels

On-Site Traffic Noise

Traffic noise from the local roadway network was evaluated and compared to the City's Exterior Noise Standard. Per the City's Exterior Noise Standard (Table N-2 from the City's General Plan, Noise Element), the residential noise limit is 65 dBA CNEL. This limit applies to outdoor usable areas. There are two outdoor areas, a common area near buildings 2 & 3, and an outdoor activity area near building 1, that are located on the project site. The common area is 80 feet away from the centerline of Huntington Drive and 45 feet away from the centerline of Santa Clara Street. The outdoor activity area to the north is 265 feet from the centerline of Huntington Drive and 45 feet from the centerline of Santa Clara Street. Huntington Drive and Santa Clara Street will be the main sources of noise impacting the project site. The planned residential building (Unit 34 per the site plan) will be approximately 45 feet tall and will provide acoustical shielding from Huntington Drive to the common area. Without shielding, the level at the recreational area would be 67 dBA CNEL. The shielding of Unit 34 is expected to reduce the level by 3 dB. Thus, the common area will be approximately 64 dBA CNEL. The outdoor activity area is in the northeastern corner of the project site approximately 265 feet from the centerline of Huntington Drive and will be partially shielded from road noise by unit 18. The noise level at the outdoor activity area will be lower than the noise level at the common area and thus will be less than 65 dBA CNEL. The common area will be approximately 65 dBA due to traffic noise combined from Huntington Drive and Santa Clara Street, and the exterior noise level will meet the City's residential noise limit of 65 dBA CNEL. The impact of on-site traffic noise is less than significant.

Off-Site Traffic Noise

Traffic noise along Huntington Drive and Santa Clara Street are the main sources of noise impacting the project site and the surrounding area. Huntington Drive is expected to have an opening year ADT of 24,200 and Santa Clara Street is expected to have an opening year ADT of 11,600. The projected ADT in the opening year plus project trips is 24,406 for Huntington Drive and 11,623 for Santa Clara Street, according to the traffic impact analysis prepared by TJW Engineering. It takes a change of 3 dB or more to hear an audible difference, which would occur with a doubling of traffic. The project is not anticipated to increase the existing noise level due to an increase in traffic. Therefore, the impact is less than significant.

Operational Noise

On-site operational noise includes 2 transformers and HVAC. All HVAC equipment is located on the rooftops and will be blocked by a parapet wall with minimum height of 36 inches. Each living unit is assumed to have two 3-ton HVAC unit that is operational 24 hours a day. Equipment will be at least 14

feet away and an average of 150 feet away from the adjacent residences to the north. The maximum sound power level from a single unit is 73 dBA. At 150 feet away, the sound pressure level from all 68 operating HVAC units is estimated to be 51 dBA. The parapet will provide a 6 dB reduction. The maximum HVAC sound level at the residential receivers to the north will be up to 45 dBA and will therefore meet the residential nighttime limit of 50 dBA Leq. See Appendix D.

The transformers will be as close as 42 feet to the nearest residential property to the north. Per ANSI and NEMA requirements for transformer noise, small transformers must be no louder than 40 dBA at 8 feet. Assuming ANSI and NEMA requirements will be met, the maximum noise due to the transformers is 33 dBA at the residences to the north.

Total on-site operations assume that all HVAC equipment and transformers will be running 24 hours a day. With this assumption, the total operational noise will be 45 dBA Leq. This will meet the residential nighttime limit of 50 dBA Leq. Thus, the impact of noise due to project operations is less than significant.

7.2 Future Interior Noise Levels

The future interior noise level was calculated for the sensitive receptor locations using a typical "windows open" and "windows closed" condition. A "windows open" condition assumes 12 dBA of noise attenuation from the exterior noise level. A "windows closed" condition" assumes 20 dBA of noise attenuation from the exterior noise level. Table 4 indicates the first and second-floor interior noise levels for the project site.

Table 4: Future Interior Noise Levels (dBA CNEL)

Location	Roadway Noise Source	Exterior Facade Study Location	Noise Level at Building Facade[1]	Interior Noise Reduction Required to Meet 45 dBA CNEL	Interior Noise Level w/ Rated Windows		Minimum Glass STC Rating[4]
					Window Open[2]	Windows Closed[3]	
1st Row Units Facing Huntington Drive	Huntington Drive	1st Floor	67	22	55	45	27
		2nd Floor	67	22	55	45	27
		3rd Floor	67	22	55	45	27
Unit 18 & 28 Facing Santa Clara Street	Santa Clara Street	1st Floor	65	20	53	45	25
		2nd Floor	65	20	53	45	25
		3rd Floor	65	20	53	45	25

Notes:
[1.] Noise level from traffic noise calculations, sheets in Appendix B.
[2.] A minimum of 12 dB noise reduction is assumed with a "windows open" condition.
[3.] A minimum of 22 dB noise reduction is assumed with a "windows closed" condition for STC 27 glass.
[4.] Indicates the required STC rating to meet the interior noise standard.

As shown in Table 4, the interior noise level will be up to 55 dBA CNEL with the windows open and up to 45 dBA CNEL with the windows closed.

To meet the City's interior 45 dBA CNEL standard a "windows closed" condition is required. The windows and sliding glass doors directly facing Huntington Drive will require a minimum STC rating of 27 for the

1st, 2nd, and 3rd floors. The standard window for this project is anticipated to be STC 27, and therefore all other windows on-site will meet the 45 dBA CNEL interior requirements with standard windows with a "windows closed" condition. A "windows closed" condition simply means that in order to achieve a 45 dBA CNEL interior noise level, the windows must be closed and does not mean the windows must be fixed.

8.0 Construction Noise Impact

The degree of construction noise may vary for different areas of the project site and also vary depending on the construction activities. Noise levels associated with the construction will vary with the different phases of construction. The construction noise and vibration level projections are provided in the sections below.

8.1 Construction Noise

The Environmental Protection Agency (EPA) has compiled data regarding the noise generated characteristics of typical construction activities. The data is presented in Table 5.

Table 5: Typical Construction Noise Levels[1]

Equipment Powered by Internal Combustion Engines

Type	Noise Levels (dBA) at 50 Feet
Earth Moving	
Compactors (Rollers)	73 - 76
Front Loaders	73 - 84
Backhoes	73 - 92
Tractors	75 - 95
Scrapers, Graders	78 - 92
Pavers	85 - 87
Trucks	81 - 94
Materials Handling	
Concrete Mixers	72 - 87
Concrete Pumps	81 - 83
Cranes (Movable)	72 - 86
Cranes (Derrick)	85 - 87
Stationary	
Pumps	68 - 71
Generators	71 - 83
Compressors	75 - 86

Impact Equipment

Type	Noise Levels (dBA) at 50 Feet
Saws	71 - 82
Vibrators	68 - 82

Notes:
[1] Referenced Noise Levels from the Environmental Protection Agency (EPA)

Construction is anticipated to occur during the permissible hours according to the City's Municipal Code. Construction noise is considered a short-term impact and would be considered significant if construction activities are taken outside the allowable times (7AM to 6PM on weekdays, 8AM to 5PM on Saturdays and at no time on Sundays and federal holidays) as described in the City's Municipal Code (Section 4261). Construction noise will have a temporary or periodic increase in the ambient noise level above the existing within the project vicinity. Construction noise level projections are provided.

Sensitive land uses surrounding the site include existing residential uses to the north. These uses are an average of 150 feet away from construction activities and as close as 5 feet from construction activities. There is also a commercial building as close as 5 feet away from construction activities. CalEEMod methodology was utilized to determine the construction equipment. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Noise levels are in Table 6. A likely worst-case construction noise scenario assumes equipment operating as close as 5 feet and an average of 150 feet from the nearest sensitive receptor, and 5 feet away from the nearest commercial building. Leq levels represent the average construction noise level during each phase.

Table 6: Construction Noise Levels at Existing Adjacent Residences to the North

Phase	dBA Leq
Demolition	74.8
Grading	73.2
Build	70.7
Paving	72.9
Arch Coating	61.3

Construction noise will range from 61 to 75 dBA Leq and 93 to 105 dBA Lmax at the nearest sensitive receptors. Ambient noise at the project site ranges from 52 to 73 dBA. Construction will occur during the permissible hours. Therefore, the impact is considered less than significant.

8.2 Construction Vibration

Construction activities can produce vibration that may be felt by adjacent land uses. The construction of the proposed project would not require the use of equipment such as pile drivers, which are known to generate substantial construction vibration levels. The primary vibration source during construction may be from a small bulldozer. A small bulldozer has a vibration impact of 0.003 inches per second peak particle velocity (PPV) at 25 feet which is perceptible but below any risk to architectural damage.

The fundamental equation used to calculate vibration propagation through average soil conditions and distance is as follows:

$$PPV_{equipment} = PPV_{ref} (25/D_{rec})^{n}$$

Where: PPV_{ref} = reference PPV at 25ft.
D_{rec} = distance from equipment to receiver in ft.
n = 1.1 (the value related to the attenuation rate through ground)

The thresholds from the Caltrans Transportation and Construction Induced Vibration Guidance Manual in Table 7 (below) provides general thresholds and guidelines as to the vibration damage potential from vibratory impacts.

Table 7: Guideline Vibration Damage Potential Threshold Criteria

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Source: Table 19, Transportation and Construction Vibration Guidance Manual, Caltrans, April. 2020.
Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Table 8 gives approximate vibration levels for particular construction activities. This data provides a reasonable estimate for a wide range of soil conditions.

Table 8: Vibration Source Levels for Construction Equipment[1]

Equipment	Peak Particle Velocity (inches/second) at 25 feet	Approximate Vibration Level LV (VdB) at 25 feet
Pile driver (impact)	1.518 (upper range)	112
	0.644 (typical)	104
Pile driver (sonic)	0.734 upper range	105
	0.170 typical	93
Clam shovel drop (slurry wall)	0.202	94
Hydromill	0.008 in soil	66
(slurry wall)	0.017 in rock	75
Vibratory Roller	0.21	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

[1] Source: Transit Noise and Vibration Impact Assessment, Federal Transit Administration, September 2018.

At a distance of 5 feet, the nearest existing building to construction activities, a small bulldozer would yield a worst-case0.018 PPV (in/sec), which is below the PPV (in/sec) threshold for older residential structures. The impact construction noise and vibration is therefore less than significant.

9.0 CEQA Analysis

The California Environmental Quality Act Guidelines (Appendix D) establishes thresholds for noise impact analysis as presented below:

(a) Would the project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise Code, or applicable standards of other agencies?

Transportation Noise Impacts

Transportation noise impacts would be considered significant if the existing plus project levels are expected to increase by more than 3 dB. Compared to existing traffic noise levels, existing plus project traffic noise levels are not expected to increase at existing land uses. The impact is therefore less than significant.

Stationary Noise Sources

Stationary noise impacts would be considered significant if they result in exceedances specified by Table VII-2 of the Noise Element within the City's General Plan. Implementation of the proposed project may result in stationary noise related to rooftop HVAC units and parking. All equipment is required to meet the stationary noise limits of 50 dBA Leq at the adjacent sensitive receptors.

Operational noise levels at the sensitive receptors are expected to reach up to 45 dBA Leq during the day and up to 45 dBA Leq during the night. These noise levels meet the City's daytime noise standard of 55 dBA and the nighttime noise standard of 50 dBA. Therefore, the impact would be less than significant.

Construction Noise

Construction noise will not be significant if construction activities follow established hours of operation in accordance with part 6, Sections 4261 and 4262 of the City of Arcadia Municipal Code.

The demolition on site activities will generate the highest temporary noise levels. The loudest construction equipment on the site will be a concrete saw and a tractor. Typical operating cycles for this type of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 or 4 minutes at lower power settings. The maximum Leq level for the loudest phase of construction is expected to be 74.8 dBA Leq at the nearest existing adjacent residential building. These levels are below the FTA recommended limit of 80 dBA Leq for residential uses (refer to Table 7-3 of the FTA Noise and Vibration Manual). Construction noise is therefore less than significant.

b) Generate excessive ground-borne vibration or ground-borne noise levels?

Project Vibration Impacts

There is no operational vibration.

Construction Vibration Impacts

At a distance of 5 feet, the nearest existing building to construction activities, a small bulldozer would yield a worst-case0.018 PPV (in/sec), which is below the PPV (in/sec) threshold for older residential structures. The impact construction noise and vibration is therefore less than significant

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Public and private airports, as well as private airstrips, have the potential to expose people residing or working in the Project area to excessive noise. The closest airport to the Project site is San Gabriel Valley Airport, located approximately 3.37 miles away (Google Earth 2025). No private airstrips are located within the broader vicinity of the Project site (AirNav.com 2025). Therefore, the impacts associated with public and private airports would be less than significant, and no impacts would occur from a private airstrip.

10.0 References

American National Standards Institute (ANSI)

Specifications for sound level meters (S1.4-1983 identified in Chapter 19.68.020.AA).

California, State of, Building Standards Commission

2019 California Building Code (CBC), Title 24.
2019 Green Code Section 5.507.4.3 (2019)

California Department of Transportation (Caltrans)

2013 Technical Noise Supplement to the Traffic Noise Analysis Protocol.
2020 Transportation and Construction Vibration Guidance Manual. April.
2021 Caltrans Traffic Counts https://dot.ca.gov/programs/traffic-operations/census

California Office of Noise Control

2017 Guidelines for the Preparation and Content of Noise Elements of the General Plan. February.

Environmental Protection Agency (EPA)

1974 Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety. Prepared by the EPA, Office of Noise Abatement and Control.

Federal Transit Administration

2006 Transit Noise and Vibration Impact Assessment. Typical Construction Equipment Vibration Emissions. FTAVA-90-1003-06.

Office of Planning and Research, State of California

2017 Office of Planning and Research, General Plan Guidelines.

Arcadia, City of

2010 City of Arcadia General Plan Chapter 9: Noise Element
2024 City of Arcadia Code of Ordinances

Federal Highway Administration

2017 RCNM documentation

Appendix A:

Field Measurement Data

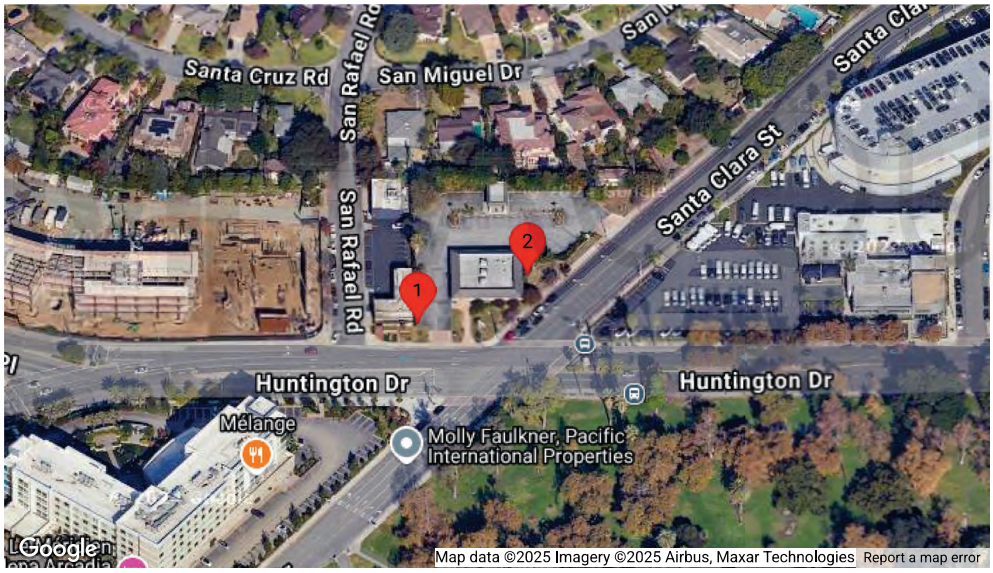
24-Hour Continuous Noise Measurement Datasheet - NM1, NM2

Project Name:	Arcadia Noise
Project: #/Name:	0163-2024-003
Site Address/Location:	101 West Huntington Drive
Date:	04/18/2025
Field Tech/Engineer:	Jason Schuyler / Joel Demir

Site Observations:

Day time temps in the high 70'sF winds 0-3 MPH partly cloudy skies. The primary noise sources is traffic. Secondary sources include homeless living on site and commercial noise from the Mercedes dealership.

Sound Meter:	Piccolo-II, Soft dB **SN:** PO222022803
Settings:	A-weighted, slow, 1-min, 24-hour duration
Site Id:	NM1, NM2



MD ACOUSTICS

24-Hour Continuous Noise Measurement Datasheet - Cont. - NM1, NM2

Project Name:	Arcadia Noise	**Calibrator:**	Larson Davis Cal 200	
Site Address/Location:	101 West Huntington Drive	**Cal Check: Pre-test:**	.05 **Post Test:**	.01
Site Id:	NM1, NM2			

Figure 1: NM1

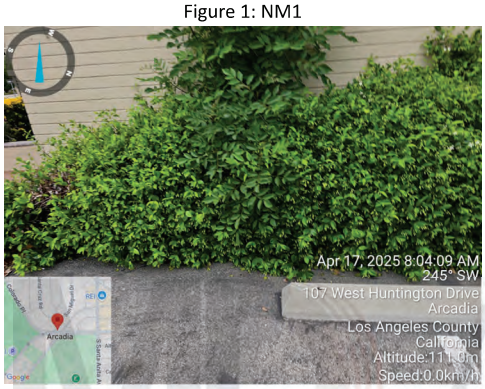


Figure 2: NM1

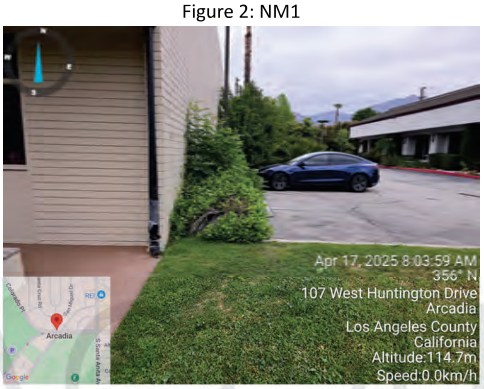
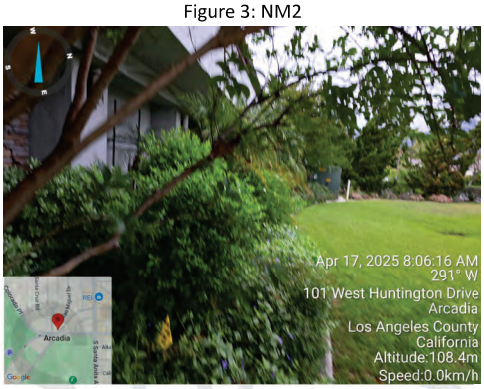


Figure 3: NM2



MD ACOUSTICS

24-Hour Continuous Noise Measurement Datasheet - Cont. - NM1

Project Name:	Arcadia Noise	**Site Topo:**	Buildings 1-2 stories	**Day:** 1 of 2	
Site Address/Location:	101 West Huntington Drive		tall site	**Noise Source(s) w/ Distance:**	
Site Id:	NM1	**Meteorological Cond.:**	72F Winds 0-5mph	Road and commercial noise	
		Ground Type:	Pavement And		
			Buildings		

Table 1: Baseline Noise Measurement Summary

Date	Start	Stop	Leq	Lmax	Lmin	L2	L8	L25	L50	L90
4/17/2025	9:00 AM	10:00 AM	64.2	86.1	45.2	67.8	66.3	64.6	63	60.2
4/17/2025	10:00 AM	11:00 AM	64	81.5	44.1	68.4	67.1	65	63.4	60.1
4/17/2025	11:00 AM	12:00 PM	63.2	81.6	45.6	67.7	65.2	63.9	63	59.1
4/17/2025	12:00 PM	1:00 PM	64.8	88.4	46.9	71.6	65.7	64.6	63.1	60.1
4/17/2025	1:00 PM	2:00 PM	63.5	80.9	44.9	67.5	65.5	64.6	63.2	60
4/17/2025	2:00 PM	3:00 PM	68.4	94.6	47	68	66.7	65	63.8	60.8
4/17/2025	3:00 PM	4:00 PM	64.7	82.1	46.6	68.9	68.5	65.3	63.3	60.9
4/17/2025	4:00 PM	5:00 PM	63.8	86.1	48.8	70.5	65.1	63.9	62.4	60.2
4/17/2025	5:00 PM	6:00 PM	64.2	86.6	48	68.1	65.8	63.9	63.1	60.1
4/17/2025	6:00 PM	7:00 PM	63.6	87.2	46.1	66.8	65.5	63.5	62.7	59.9
4/17/2025	7:00 PM	8:00 PM	62.6	80.4	43.5	67.5	65.1	63.3	62	59
4/17/2025	8:00 PM	9:00 PM	67.5	96.9	42.8	75.5	65.9	62.8	60.8	57.9
4/17/2025	9:00 PM	10:00 PM	61.1	84.6	42.3	65.9	63.5	61.2	59.4	56.5
4/17/2025	10:00 PM	11:00 PM	59.1	81	40.2	64.5	61.5	59.7	57.8	53.8
4/17/2025	11:00 PM	12:00 AM	59	85.2	37.9	65.3	60.7	57.5	55.1	51.1
4/18/2025	12:00 AM	1:00 AM	55.6	74.3	37.3	62.3	60.3	55.6	53.6	48.3
4/18/2025	1:00 AM	2:00 AM	53.3	73.2	36.8	60.2	58.1	53.5	50.8	41.7
4/18/2025	2:00 AM	3:00 AM	50.4	72.2	36.7	57.3	55	51	44.9	38.5
4/18/2025	3:00 AM	4:00 AM	54.1	82	36.6	62	56.6	54.2	47	38.8
4/18/2025	4:00 AM	5:00 AM	55.6	76.3	38.3	62.2	59.2	57.2	53.2	41.3
4/18/2025	5:00 AM	6:00 AM	58.8	74.3	41.7	63.7	62.4	59.6	57.6	53.6
4/18/2025	6:00 AM	7:00 AM	68.6	97.7	44.9	69.8	67.3	65.4	62.9	57.8
4/18/2025	7:00 AM	8:00 AM	68.4	98.1	44	71.1	67.8	66.1	64.1	59.3
4/18/2025	8:00 AM	9:00 AM	64.7	85.5	46.3	67.9	66.2	65.3	64.3	60.6

	DNL	66.4

MD ACOUSTICS

24-Hour Continuous Noise Measurement Datasheet - Cont. - NM2

Project Name:	Arcadia Noise	**Site Topo:**	Buildings 1-2 stories	**Day:** 2 of 2	
Site Address/Location:	101 West Huntington Drive		tall site	**Noise Source(s) w/ Distance:**	
Site Id:	NM2	**Meteorological Cond.:**	72F Winds 0-5mph	Road and commercial noise	
		Ground Type:	Pavement And		
			Buildings		

Table 2: Baseline Noise Measurement Summary

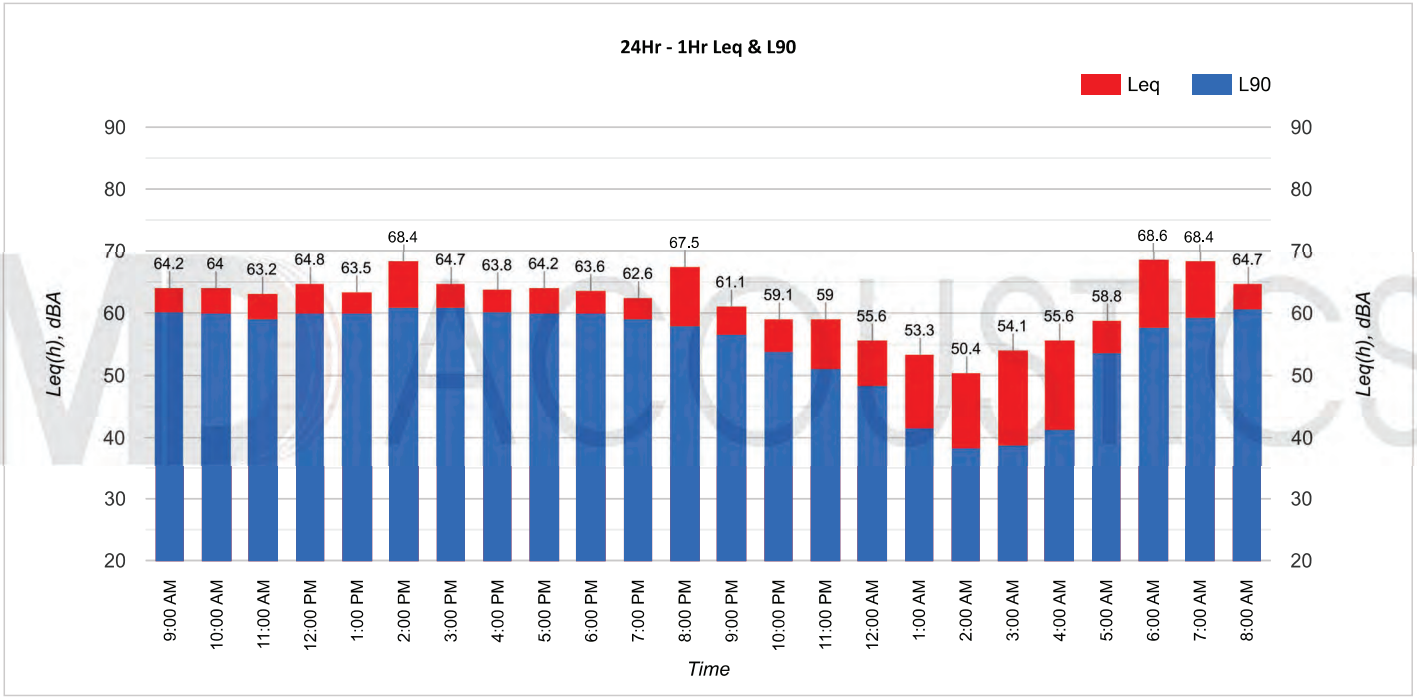
Date	Start	Stop	Leq	Lmax	Lmin	L2	L8	L25	L50	L90
4/17/2025	9:00 AM	10:00 AM	63.2	84.9	48.3	66.1	64.5	63.9	62.4	60.7
4/17/2025	10:00 AM	11:00 AM	65.4	92.7	47.8	68.5	66.5	63.6	62.1	60
4/17/2025	11:00 AM	12:00 PM	63.6	85.9	48.4	69.2	66.4	63.9	62.4	60.3
4/17/2025	12:00 PM	1:00 PM	64.9	88.3	50.3	72.3	67.5	63.7	62.4	60.8
4/17/2025	1:00 PM	2:00 PM	63.3	83.7	48.2	68.4	65.5	63.5	62.6	60.8
4/17/2025	2:00 PM	3:00 PM	71.1	98.9	49.2	73.9	67.3	65.6	63.6	61.4
4/17/2025	3:00 PM	4:00 PM	65.5	92.3	48.7	68.7	66.2	64.8	64.1	61.7
4/17/2025	4:00 PM	5:00 PM	65.1	88.1	49.8	70.2	66.5	65.2	64	62.9
4/17/2025	5:00 PM	6:00 PM	67.9	96	50.2	75.3	68.2	65.3	64.6	63.1
4/17/2025	6:00 PM	7:00 PM	64.4	75.9	48.8	66.7	66.1	64.7	64.6	62.3
4/17/2025	7:00 PM	8:00 PM	63	80.2	44.7	68.2	65.4	63.3	62.2	59.8
4/17/2025	8:00 PM	9:00 PM	73.2	101.1	44.2	72.9	66.4	63.1	60.3	57.9
4/17/2025	9:00 PM	10:00 PM	61.1	78.6	44.7	66.2	64.3	61.8	60.1	56.3
4/17/2025	10:00 PM	11:00 PM	59.3	81.4	42.8	64.7	61.4	60	57.9	54.5
4/17/2025	11:00 PM	12:00 AM	57.6	81.3	42	64.6	59.3	57.9	56	50.9
4/18/2025	12:00 AM	1:00 AM	56	78.8	41.9	61.1	60	55.7	53.5	47.4
4/18/2025	1:00 AM	2:00 AM	53.9	76.2	42.1	61.9	58.8	53.8	50.3	43.4
4/18/2025	2:00 AM	3:00 AM	52.2	76.3	41.8	57.9	54.3	51	47.6	43.5
4/18/2025	3:00 AM	4:00 AM	53.2	79.5	41.9	62.9	56.1	52.2	48.3	43.5
4/18/2025	4:00 AM	5:00 AM	55.5	75	42.5	62.4	59.7	55.7	53.9	44.1
4/18/2025	5:00 AM	6:00 AM	58.9	76.3	43	64.5	61.5	60.1	57.6	53.2
4/18/2025	6:00 AM	7:00 AM	72.4	101.4	46.3	68.4	66.1	64.2	62.1	59
4/18/2025	7:00 AM	8:00 AM	65.2	93.8	47.1	70.5	65.5	64.2	62.2	60.3
4/18/2025	8:00 AM	9:00 AM	65.1	82	48.9	69.7	68.7	66.2	63.6	60.4

	DNL	67.6

MD ACOUSTICS

24-Hour Continuous Noise Measurement Datasheet - Cont. - NM1

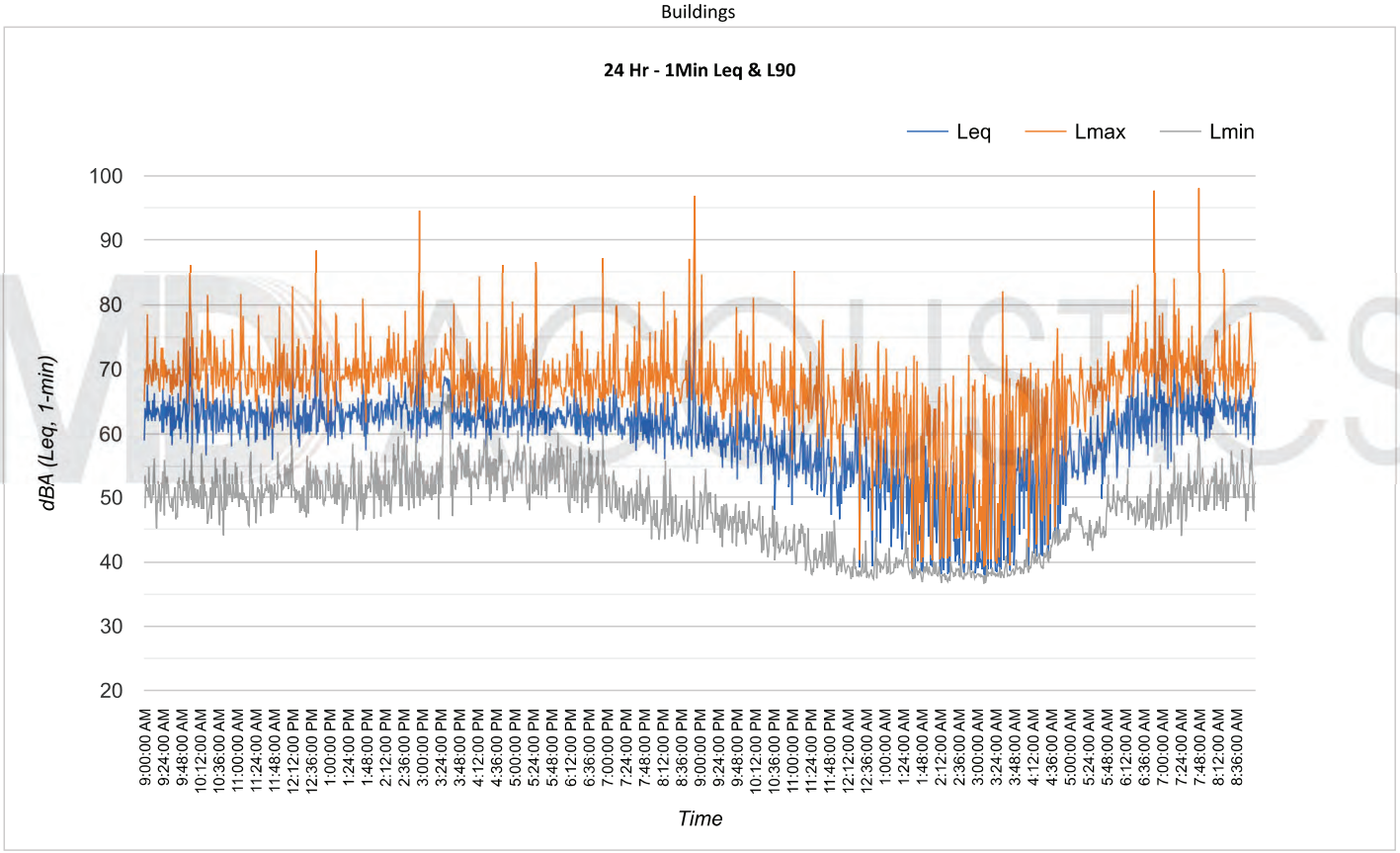
Project Name:	Arcadia Noise	**Site Topo:**	Buildings 1-2 stories	**Day:** 1 of 2	
Site Address/Location:	101 West Huntington Drive		tall site	**Noise Source(s) w/ Distance:**	
Site Id:	NM1	**Meteorological Cond.:**	72F Winds 0-5mph	Road and commercial noise	
		Ground Type:	Pavement And Buildings		



MD ACOUSTICS

24-Hour Continuous Noise Measurement Datasheet - Cont. - NM1

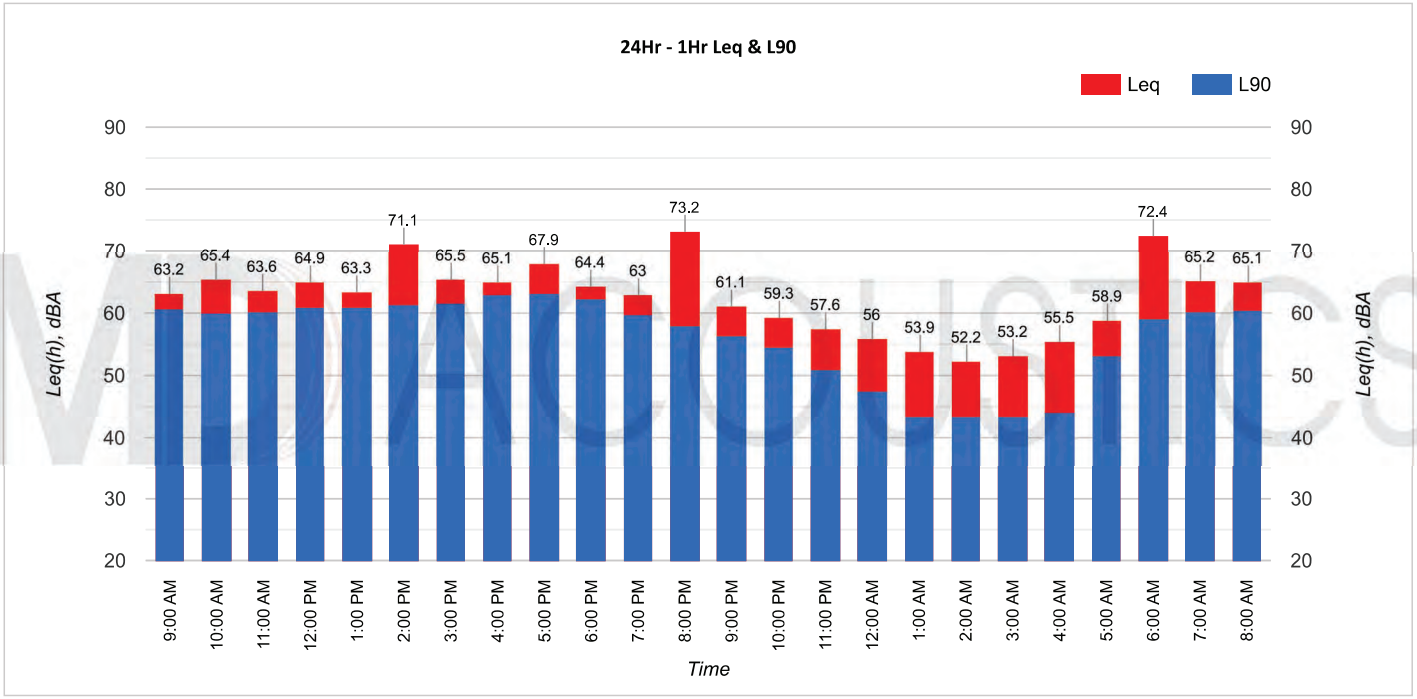
Project Name:	Arcadia Noise	**Site Topo:**	Buildings 1-2 stories	**Day:** 1 of 2	
Site Address/Location:	101 West Huntington Drive		tall site	**Noise Source(s) w/ Distance:**	
Site Id:	NM1	**Meteorological Cond.:**	72F Winds 0-5mph	Road and commercial noise	
		Ground Type:	Pavement And Buildings		



MD ACOUSTICS

24-Hour Continuous Noise Measurement Datasheet - Cont. - NM2

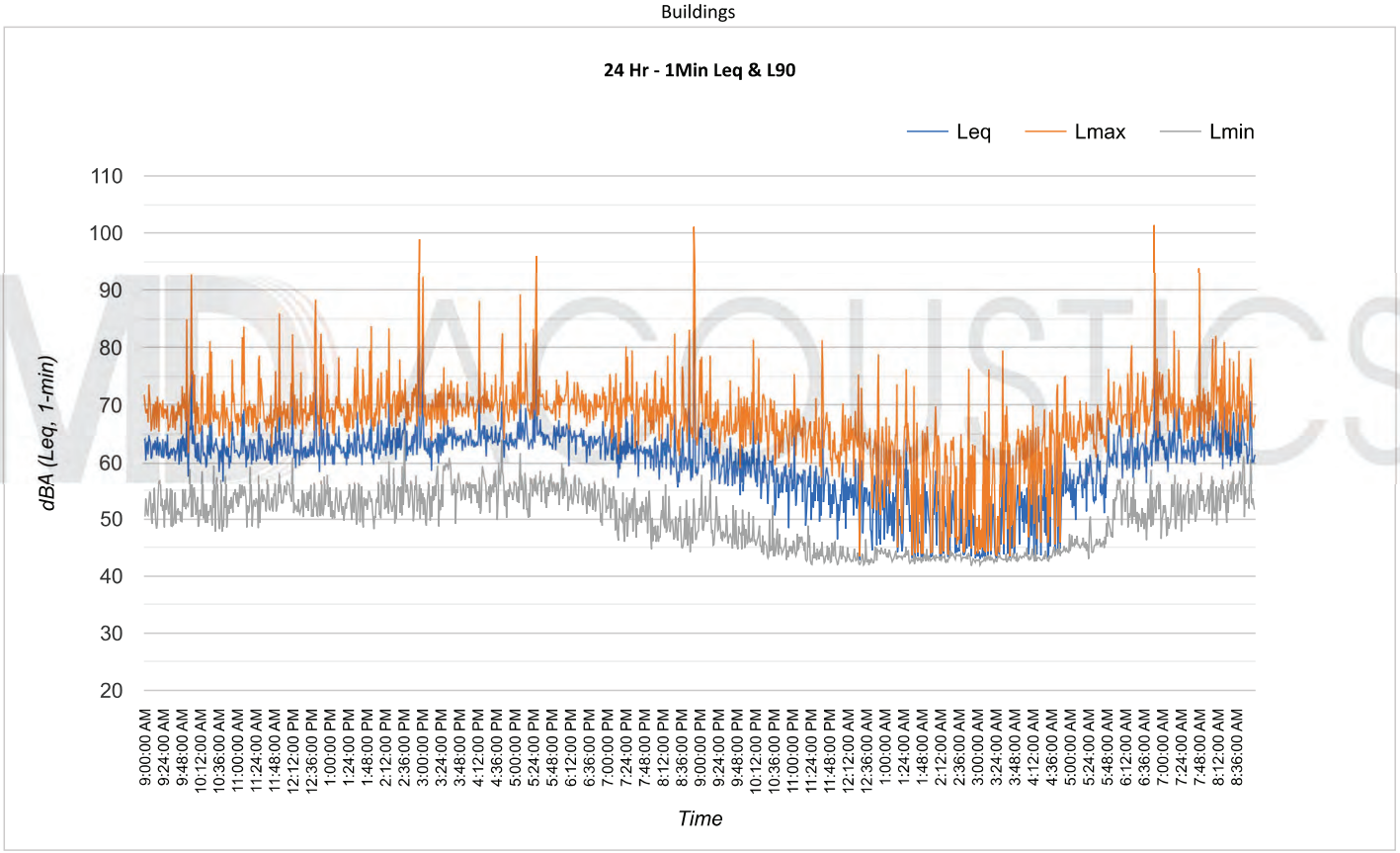
Project Name:	Arcadia Noise	**Site Topo:**	Buildings 1-2 stories	**Day:** 1 of 2
Site Address/Location:	101 West Huntington Drive		tall site	**Noise Source(s) w/ Distance:**
Site Id:	NM2	**Meteorological Cond.:**	72F Winds 0-5mph	Road and commercial noise
		Ground Type:	Pavement And Buildings	



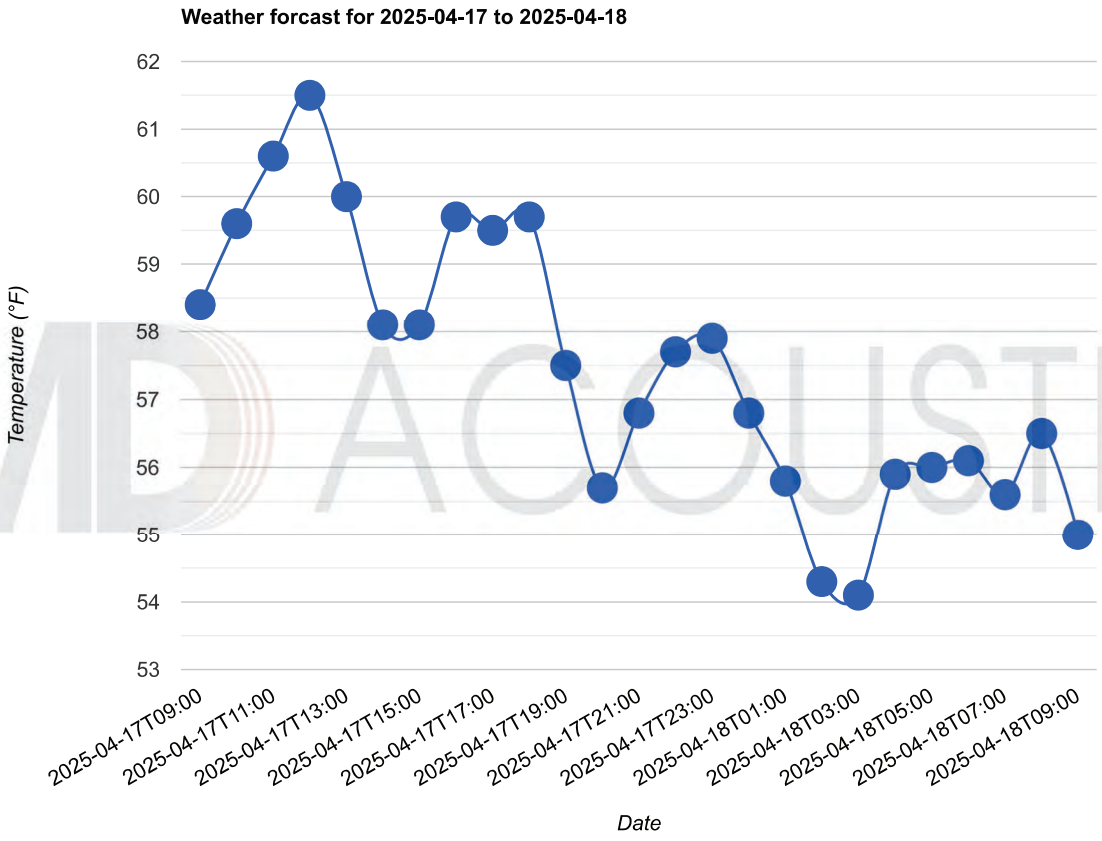
MD ACOUSTICS

24-Hour Continuous Noise Measurement Datasheet - Cont. - NM2

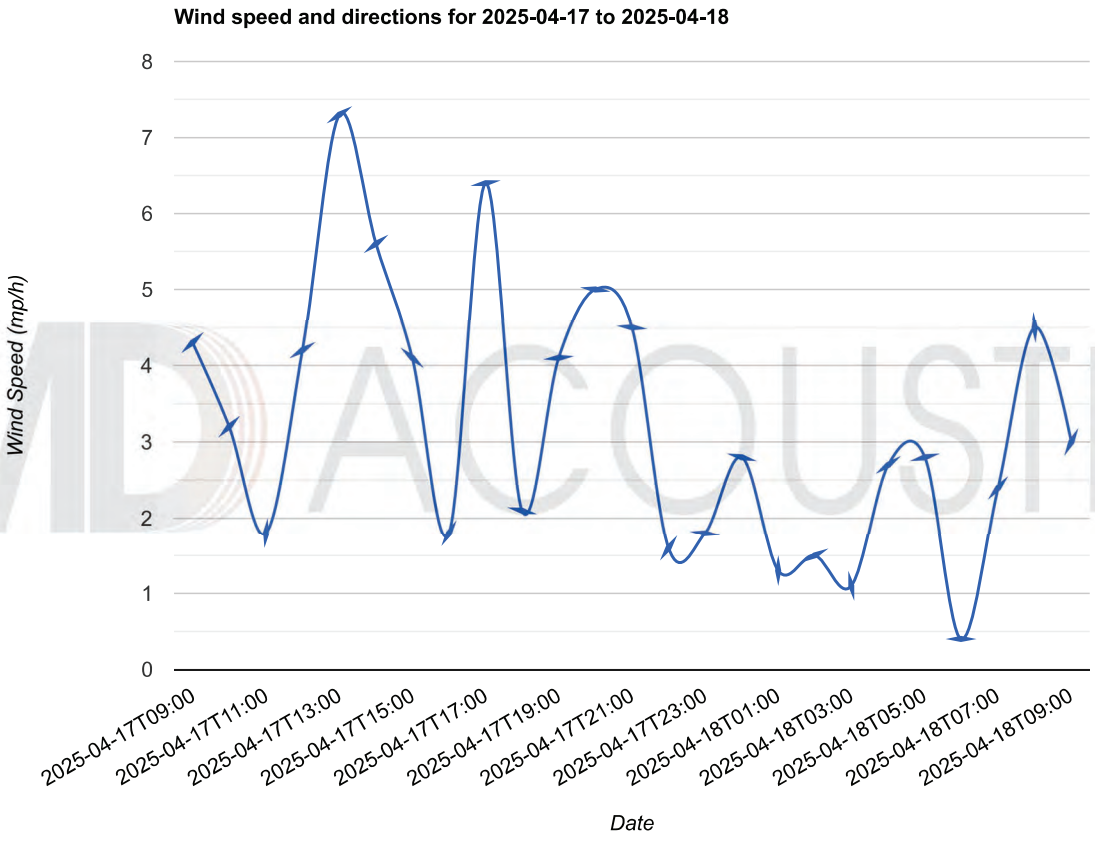
Project Name:	Arcadia Noise	**Site Topo:**	Buildings 1-2 stories	**Day:** 1 of 2
Site Address/Location:	101 West Huntington Drive		tall site	**Noise Source(s) w/ Distance:**
Site Id:	NM2	**Meteorological Cond.:**	72F Winds 0-5mph	Road and commercial noise
		Ground Type:	Pavement And Buildings	



MD ACOUSTICS



MD ACOUSTICS



Source: Global Forecast System (GFS) weather forcast model

MD ACOUSTICS

Appendix B:

Traffic Data

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

PROJECT:	ACOUSTICAL STUDY	JOB #:	0163-24-03
ROADWAY:	HUNTINGTON DRIVE	DATE:	18-Jul-25
LOCATION:	RECREATIONAL AREA	ENGINEER:	S. Ostergaard

OPENING YEAR

ROADWAY CONDITIONS

ADT =	24,200	
SPEED =	35	
PK HR % =	10	
NEAR LANE/FAR LANE DIS	67	
ROAD ELEVATION =	0.0	
GRADE =	1.0	%
PK HR VOL =	2,420	

RECEIVER INPUT DATA

RECEIVER DISTANCE =		80
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5.0
WALL DISTANCE FROM RECEIVER		80
PAD ELEVATION =		0.5
ROADWAY VIEW:	LF ANGLE=	-90
	RT ANGLE=	90
	DF ANGLE=	180

SITE CONDITIONS

AUTOMOBILES =	10	
MEDIUM TRUCKS =	10	(10 = HARD SITE, 15 = SOFT SITE)
HEAVY TRUCKS =	10	

WALL INFORMATION

HTH WALL:	0.0	
AMBIENT=	0.0	
BARRIER =	0	(0 = WALL, 1 = BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.9742
MEDIUM TRUCK	0.848	0.049	0.103	0.0184
HEAVY TRUCKS	0.865	0.027	0.108	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	72.73	- -
MEDIUM TRUCKS	4.0	72.66	- -
HEAVY TRUCKS	8.0	72.69	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	66.4	64.5	62.7	56.7	65.3	65.9
MEDIUM TRUCKS	58.9	57.4	51.0	49.5	57.9	58.2
HEAVY TRUCKS	60.1	58.7	49.7	50.9	59.3	59.4
NOISE LEVELS (dBA)	67.9	66.1	63.2	58.3	66.9	67.3

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	66.4	64.5	62.7	56.7	65.3	65.9
MEDIUM TRUCKS	58.9	57.4	51.0	49.5	57.9	58.2
HEAVY TRUCKS	60.1	58.7	49.7	50.9	59.3	59.4
NOISE LEVELS (dBA)	67.9	66.1	63.2	58.3	66.9	67.3

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	43	137	433	1370
LDN	39	123	388	1227

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

PROJECT:	ACOUSTICAL STUDY	JOB #:	0163-24-03
ROADWAY:	HUNTINGTON DRIVE	DATE:	18-Jul-25
LOCATION:	RECREATIONAL AREA	ENGINEER:	S. Ostergaard

OPENING YEAR + PROJECT

ROADWAY CONDITIONS

ADT =	24,300	
SPEED =	35	
PK HR % =	10	
NEAR LANE/FAR LANE DIS	67	
ROAD ELEVATION =	0.0	
GRADE =	1.0	%
PK HR VOL =	2,430	

RECEIVER INPUT DATA

RECEIVER DISTANCE =		80
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5.0
WALL DISTANCE FROM RECEIVER		80
PAD ELEVATION =		0.5
ROADWAY VIEW:	LF ANGLE=	-90
	RT ANGLE=	90
	DF ANGLE=	180

SITE CONDITIONS

AUTOMOBILES =	10	
MEDIUM TRUCKS =	10	(10 = HARD SITE, 15 = SOFT SITE)
HEAVY TRUCKS =	10	

WALL INFORMATION

HTH WALL:	0.0	
AMBIENT=	0.0	
BARRIER =	0	(0 = WALL, 1 = BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.9742
MEDIUM TRUCK	0.848	0.049	0.103	0.0184
HEAVY TRUCKS	0.865	0.027	0.108	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	72.73	- -
MEDIUM TRUCKS	4.0	72.66	- -
HEAVY TRUCKS	8.0	72.69	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	66.4	64.5	62.7	56.7	65.3	65.9
MEDIUM TRUCKS	58.9	57.4	51.0	49.5	57.9	58.2
HEAVY TRUCKS	60.2	58.7	49.7	50.9	59.3	59.4
NOISE LEVELS (dBA)	67.9	66.1	63.2	58.3	66.9	67.4

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	66.4	64.5	62.7	56.7	65.3	65.9
MEDIUM TRUCKS	58.9	57.4	51.0	49.5	57.9	58.2
HEAVY TRUCKS	60.2	58.7	49.7	50.9	59.3	59.4
NOISE LEVELS (dBA)	67.9	66.1	63.2	58.3	66.9	67.4

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	44	138	435	1376
LDN	39	123	390	1232

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

PROJECT:	ACOUSTICAL STUDY	JOB #:	0163-24-03
ROADWAY:	SANTA CLARA STREET	DATE:	18-Jul-25
LOCATION:	RECREATIONAL AREA	ENGINEER:	S. Ostergaard

OPENING YEAR

ROADWAY CONDITIONS

ADT =	11,600	
SPEED =	35	
PK HR % =	10	
NEAR LANE/FAR LANE DIS	33	
ROAD ELEVATION =	0.0	
GRADE =	1.0	%
PK HR VOL =	1,160	

RECEIVER INPUT DATA

RECEIVER DISTANCE =		45
DIST C/L TO WALL =		36
RECEIVER HEIGHT =		5.0
WALL DISTANCE FROM RECEIVER		9
PAD ELEVATION =		0.5
ROADWAY VIEW:	LF ANGLE=	-90
	RT ANGLE=	90
	DF ANGLE=	180

SITE CONDITIONS

AUTOMOBILES =	10	
MEDIUM TRUCKS =	10	(10 = HARD SITE, 15 = SOFT SITE)
HEAVY TRUCKS =	10	

WALL INFORMATION

HTH WALL:	6.0	
AMBIENT=	0.0	
BARRIER =	0	(0 = WALL, 1 = BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.9742
MEDIUM TRUCK	0.848	0.049	0.103	0.0184
HEAVY TRUCKS	0.865	0.027	0.108	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	41.37	- -
MEDIUM TRUCKS	4.0	41.15	- -
HEAVY TRUCKS	8.0	41.09	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	65.6	63.8	62.0	55.9	64.6	65.2
MEDIUM TRUCKS	58.2	56.6	50.3	48.7	57.2	57.4
HEAVY TRUCKS	59.4	58.0	49.0	50.2	58.6	58.7
NOISE LEVELS (dBA)	67.2	65.4	62.5	57.6	66.1	66.6

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	58.9	57.1	55.3	49.2	57.9	58.5
MEDIUM TRUCKS	52.1	50.5	44.2	42.6	51.1	51.3
HEAVY TRUCKS	54.3	52.9	43.9	45.1	53.5	53.6
NOISE LEVELS (dBA)	60.8	59.1	56.1	51.2	59.8	60.3

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	21	65	206	651
LDN	18	58	184	583

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

PROJECT:	ACOUSTICAL STUDY	JOB #:	0163-24-03
ROADWAY:	SANTA CLARA STREET	DATE:	18-Jul-25
LOCATION:	RECREATIONAL AREA	ENGINEER:	S. Ostergaard

OPENING YEAR + PROJECT

ROADWAY CONDITIONS

ADT =	11,600	
SPEED =	35	
PK HR % =	10	
NEAR LANE/FAR LANE DIS	33	
ROAD ELEVATION =	0.0	
GRADE =	1.0	%
PK HR VOL =	1,160	

RECEIVER INPUT DATA

RECEIVER DISTANCE =		45
DIST C/L TO WALL =		36
RECEIVER HEIGHT =		5.0
WALL DISTANCE FROM RECEIVER		9
PAD ELEVATION =		0.5
ROADWAY VIEW:	LF ANGLE=	-90
	RT ANGLE=	90
	DF ANGLE=	180

SITE CONDITIONS

AUTOMOBILES =	10	
MEDIUM TRUCKS =	10	(10 = HARD SITE, 15 = SOFT SITE)
HEAVY TRUCKS =	10	

WALL INFORMATION

HTH WALL:	6.0	
AMBIENT=	0.0	
BARRIER =	0	(0 = WALL, 1 = BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.9742
MEDIUM TRUCK	0.848	0.049	0.103	0.0184
HEAVY TRUCKS	0.865	0.027	0.108	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	41.37	- -
MEDIUM TRUCKS	4.0	41.15	- -
HEAVY TRUCKS	8.0	41.09	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	65.6	63.8	62.0	55.9	64.6	65.2
MEDIUM TRUCKS	58.2	56.6	50.3	48.7	57.2	57.4
HEAVY TRUCKS	59.4	58.0	49.0	50.2	58.6	58.7
NOISE LEVELS (dBA)	67.2	65.4	62.5	57.6	66.1	66.6

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	58.9	57.1	55.3	49.2	57.9	58.5
MEDIUM TRUCKS	52.1	50.5	44.2	42.6	51.1	51.3
HEAVY TRUCKS	54.3	52.9	43.9	45.1	53.5	53.6
NOISE LEVELS (dBA)	60.8	59.1	56.1	51.2	59.8	60.3

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	21	65	206	651
LDN	18	58	184	583

Appendix C:

Construction Noise Modeling Output

Receptor - Residences to the North

Construction Phase Equipment Item	# of Items	Item Lmax at 50 feet, dBA[1]	Edge of Site to Receptor, feet	Center of Site to Receptor, feet	Item Usage Percent[1]	Ground Factor[2]	Usage Factor	Receptor Item Lmax, dBA	Recptor. Item Leq, dBA
DEMO									
Tractor	3	84	14	150	40	0.66	0.40	98.7	67.3
Dozer	1	82	14	150	40	0.66	0.40	96.7	65.3
Concrete Saw	1	90	14	150	20	0.66	0.20	104.7	70.3
							Log Sum	104.7	74.8
GRADE									
Tractor	2	84	14	150	40	0.66	0.40	98.7	67.3
Grader	1	85	14	150	40	0.66	0.40	99.7	68.3
Dozer	1	82	14	150	40	0.66	0.40	96.7	65.3
								99.7	73.2
BUILD									
Crane	1	81	14	150	16	0.66	0.16	95.7	60.3
Man lift	1	75	14	150	20	0.66	0.20	89.7	55.3
Generator	1	81	14	150	50	0.66	0.50	95.7	65.3
Tractor	1	84	14	150	40	0.66	0.40	98.7	67.3
Welder/Torch	3	74	14	150	40	0.66	0.40	88.7	57.3
								98.7	70.7
PAVE									
Paver	1	77	14	150	50	0.66	0.50	91.7	61.3
Tractor	1	84	14	150	40	0.66	0.40	98.7	67.3
Vibratory Concrete Mixer	1	80	14	150	20	0.66	0.20	94.7	60.3
Pavement Scarifier	1	90	14	150	20	0.66	0.20	104.7	70.3
Roller	1	80	14	150	20	0.66	0.20	94.7	60.3
								104.7	72.9
ARCH COAT									
Compressor (air)	1	78	14	150	40	0.66	0.40	92.7	61.3
								92.7	61.3

[1]FHWA Construction Noise Handbook: Table 9.1 RCNM Default Noise Emission Reference Levels and Usage Factors

VIBRATION LEVEL IMPACT

Project:	QQ Innovation Center	Date: 7/18/25
Source:	Vibratory Roller	
Scenario:	Unmitigated	
Location:	Northeast commercial buildings	
Address:	South Loop Rd, Placer County	

PPV = PPVref(25/D)^n (in/sec)

DATA INPUT

Equipment = Type	1	Vibratory Roller	INPUT SECTION IN BLUE
PPVref =	0.21	Reference PPV (in/sec) at 25 ft.	
D =	14.00	Distance from Equipment to Receiver (ft)	
n =	1.10	Vibration attenuation rate through the ground	

Note: Based on reference equations from Vibration Guidance Manual, California Department of Transportation, 2006, pgs 38-43.

DATA OUT RESULTS

PPV =	**0.397**	IN/SEC	OUTPUT IN RED

Appendix D:
Operational Noise

Total sqft of climate controlled area:	54724
ACU tons (n=2, 3, 4, or 6)**:**	3
Building Height (ft):	45
Horizontal Distance to Receiver (ft):	150

Unit Assumptions

Sound Power Level of 1 Unit:	73	dB
Total # of Units Needed:	68	Units

SPL at Receiver

1 Unit:	28.5	dB
All Units:	50.5	dB

101 West Huntington Drive Development

Air Quality Impact Study

City of Arcadia, CA

Prepared for:

Mr. Nick Patterson
City Ventures
3121 Michaelson Drive, Suite 150
Irvine, CA 92555

Prepared by:

MD Acoustics, LLC
Tyler Klassen, EIT
1197 Los Angeles Ave, Ste C-256
Simi Valley, CA 93065

Date: 11/7/2025

TABLE OF CONTENTS

1.0 Introduction 1
1.1 Purpose of Analysis and Study Objectives 1
1.2 Project Summary 1
1.2.1 Site Location 1
1.2.2 Project Description 1
1.2.3 Sensitive Receptors 1
1.3 Executive Summary of Findings 2

2.0 Regulatory Framework and Background 5
2.1 Air Quality Regulatory Setting 5
2.1.1 National and State 5
2.1.2 South Coast Air Quality Management District 7
2.1.3 Local 10

3.0 Setting 11
3.1 Existing Physical Setting 11
3.1.1 Local Climate and Meteorology 11
3.1.2 Local Air Quality 12
3.1.3 Attainment Status 15

4.0 Modeling Parameters and Assumptions 16
4.1 Construction 16
4.2 Operations 17
4.3 Localized Construction Analysis 18
4.4 Localized Operational Analysis 19

5.0 Thresholds of Significance 20
5.1 Air Quality Thresholds of Significance 20
5.1.1 CEQA Guidelines for Air Quality 20
5.1.2 Regional Significance Thresholds for Construction Emissions 20
5.1.3 Regional Significance Thresholds for Operational Emissions 21
5.1.4 Thresholds for Localized Significance 21

6.0 Air Quality Emissions Impact 22
6.1 Construction Air Quality Emissions Impact 22
6.1.1 Regional Construction Emissions 22
6.1.2 Localized Construction Emissions 23
6.1.3 Odors 23
6.1.4 Construction-Related Toxic Air Contaminant Impact 24
6.2 Operational Air Quality Emissions Impact 24
6.2.1 Regional Operational Emissions 24
6.2.2 Localized Operational Emissions 25
6.3 CO Hot Spot Emissions 25
6.4 Cumulative Regional Air Quality Impacts 26

6.5 Air Quality Compliance 26

7.0 CEQA Analysis 29

8.0 References 31

LIST OF APPENDICES

Appendix A:
CalEEMod Emission Output

LIST OF EXHIBITS

Exhibit A 3
Location Map 3

Exhibit B 4
Site Plan 4

LIST OF TABLES

Table 1: Land Use Summary 1

Table 2: Ambient Air Quality Standards 6

Table 3: Meteorological Summary 12

Table 4: Local Area Air Quality Levels from the Los Angeles – Main Street Monitoring Station 13

Table 5: South Coast Air Basin Attainment Status 15

Table 6: Construction Details 16

Table 7: Regional Significance - Construction Emissions (pounds/day) 22

Table 8: Localized Significance – Construction 23

Table 9: Regional Significance - Unmitigated Operational Emissions (lbs/day) 24

Table 10: Localized Significance – Unmitigated Operational Emissions 25

GLOSSARY OF TERMS

AQMP	Air Quality Management Plan
CAAQS	California Ambient Air Quality Standards
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CFCs	Chlorofluorocarbons
CH_4	Methane
CNG	Compressed natural gas
CO	Carbon monoxide
CO_2	Carbon dioxide
CO_2e	Carbon dioxide equivalent
DPM	Diesel particulate matter
GHG	Greenhouse gas
HFCs	Hydrofluorocarbons
LST	Localized Significant Thresholds
$MTCO_2e$	Metric tons of carbon dioxide equivalent
$MMTCO_2e$	Million metric tons of carbon dioxide equivalent
NAAQS	National Ambient Air Quality Standards
NOx	Nitrogen Oxides
NO_2	Nitrogen dioxide
N_2O	Nitrous oxide
O_3	Ozone
PFCs	Perfluorocarbons
PM	Particle matter
PM10	Particles that are less than 10 micrometers in diameter
PM2.5	Particles that are less than 2.5 micrometers in diameter
PMI	Point of maximum impact
PPM	Parts per million
PPB	Parts per billion
RTIP	Regional Transportation Improvement Plan
RTP	Regional Transportation Plan
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SF_6	Sulfur hexafluoride
SIP	State Implementation Plan
SOx	Sulfur Oxides
SRA	Source/Receptor Area
TAC	Toxic air contaminants
VOC	Volatile organic compounds
WRCC	Western Regional Climate Center

1.0 Introduction

1.1 Purpose of Analysis and Study Objectives

This air quality analysis was prepared to evaluate whether the estimated criteria pollutants emissions generated from the project would cause a significant impact to the air resources in the project area. This assessment was conducted within the context of the California Environmental Quality Act (CEQA, California Public Resources Code Sections 21000, et seq.). The assessment is consistent with the methodology and emission factors endorsed by South Coast Air Quality Management District (SCAQMD), California Air Resource Board (CARB), and the United States Environmental Protection Agency (US EPA).

1.2 Project Summary

1.2.1 Site Location

The project site is located at 101 West Huntington Drive in the City of Arcadia, California, as shown in Exhibit A. The site has a current General Plan land use classification of Commercial and a Zoning classification of General Commercial (C-G) with Residential Flex Overlay (R-F). Existing land uses surrounding the site include residential uses to the north, general commercial to the east and south, and Arcadia Community Regional Park to the south, and Santa Anita Park to the west.

1.2.2 Project Description

The project proposes the construction of 34 townhomes with a total of 70 parking stalls on approximately 1.08 acres. Exhibit B demonstrates the site plan for the project.

Construction activities within the Project area will consist of building, paving, and architectural coating. Table 1 summarizes the land use description for the Project Site.

Table 1: Land Use Summary

Land Use	Unit Amount	Size Metric
Condo/Townhouse	34	Dwelling Units

1.2.3 Sensitive Receptors

Sensitive receptors are considered land uses or other types of population groups that are more sensitive to air pollution than others due to their exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. For CEQA purposes, a sensitive receptor would be a location where a sensitive individual could remain for 24-hours or longer, such as residencies, hospitals, and schools (etc).

The closest existing sensitive receptors (to the site area) are the residential land uses located approximately 5 feet to the northeast of the project site.

1.3 Executive Summary of Findings

The following is a summary of the analysis results:

Construction-Source Emissions
Project construction-source emissions would not exceed applicable regional thresholds of significance established by the SCAQMD. For localized emissions, the project will not exceed applicable Localized Significance Thresholds (LSTs) established by the SCAQMD.

Project construction-source emissions would not conflict with the Basin Air Quality Management Plan (AQMP). As discussed herein, the project will comply with all applicable SCAQMD construction-source emission reduction rules and guidelines. Project construction source emissions would not cause or substantively contribute to violation of the California Ambient Air Quality Standards (CAAQS) or National Ambient Air Quality Standards (NAAQS).

Established requirements addressing construction equipment operations, and construction material use, storage, and disposal requirements act to minimize odor impacts that may result from construction activities. Moreover, construction-source odor emissions would be temporary, short-term, and intermittent in nature and would not result in persistent impacts that would affect substantial numbers of people. Potential construction-source odor impacts are therefore considered less-than-significant.

Operational-Source Emissions
The project operational-sourced emissions would not exceed applicable regional thresholds of significance established by the SCAQMD. Project operational-source emissions would not result in or cause a significant localized air quality impact as discussed in the Operations-Related Local Air Quality Impacts section of this report. Additionally, project-related traffic will not cause or result in CO concentrations exceeding applicable state and/or federal standards (CO “hotspots). Project operational-source emissions would therefore not adversely affect sensitive receptors within the vicinity of the project.

Project operational-source emissions would not conflict with the Basin Air Quality Management Plan (AQMP). The project's emissions would not exceed SCAQMD regional thresholds and will not result in a significant cumulative impact. The project does not propose any such uses or activities that would result in potentially significant operational-source odor impacts. Potential operational-source odor impacts are therefore considered less-than significant.

Exhibit A

Location Map

Exhibit B

Site Plan

2.0 Regulatory Framework and Background

2.1 Air Quality Regulatory Setting

Air pollutants are regulated at the national, state, and air basin level; each agency has a different level of regulatory responsibility. The United States Environmental Protection Agency (EPA) regulates at the national level. The California Air Resources Board (ARB) regulates at the state level. The South Coast Air Quality Management District (SCAQMD) regulates at the air basin level.

2.1.1 National and State

The EPA is responsible for global, international, and interstate air pollution issues and policies. The EPA sets national vehicle and stationary source emission standards, oversees approval of all State Implementation Plans, provides research and guidance for air pollution programs, and sets National Air Quality Standards, also known as federal standards. There are six common air pollutants, called criteria pollutants, which were identified from the provisions of the Clean Air Act of 1970.

- Ozone
- Nitrogen Dioxide
- Lead
- Particulate Matter (PM10 and PM2.5)
- Carbon Monoxide
- Particulate Matter
- Sulfur Dioxide

The federal standards were set to protect public health, including that of sensitive individuals; thus, the standards continue to change as more medical research is available regarding the health effects of the criteria pollutants. Primary federal standards are the levels of air quality necessary, with an adequate margin of safety, to project the public health.

A State Implementation Plan is a document prepared by each state describing existing air quality conditions and measures that will be followed to attain and maintain federal standards. The State Implementation Plan for the State of California is administered by the ARB, which has overall responsibility for statewide air quality maintenance and air pollution prevention. California's State Implementation Plan incorporates individual federal attainment plans for regional air districts—air district prepares their federal attainment plan, which sent to ARB to be approved and incorporated into the California State Implementation Plan. Federal attainment plans include the technical foundation for understanding air quality (e.g., emission inventories and air quality monitoring), control measures and strategies, and enforcement mechanisms. See http://www.arb.ca.gov/research/aaqs/aaqs.htm for additional information on criteria pollutants and air quality standards.

The federal and state ambient air quality standards are summarized in Table 2 and can also be found at http://www.arb.ca.gov/research/aaqs/aaqs2.pdf.

Table 2: Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[1]		National Standards[2]		
		Concentrations[3]	Method[4]	Primary[3,5]	Secondary[3,6]	Method[7]
Ozone (O3)	1-Hour	0.09 ppm	Ultraviolet Photometry	- -	Same as Primary Standard	Ultraviolet Photometry
	8-Hour	0.070 ppm		0.070 ppm (147 µg/m³)		
Respirable Particulate Matter (PM10)[8]	24-Hour	50 µg/m³	Gravimetric or Beta Attenuation	150 µ/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m³		- -		
Fine Particulate Matter (PM2.5)[8]	24-Hour	- -	- -	35 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m³	Gravimetric or Beta Attenuation	12 µg/m³	15 µg/m³	
Carbon Monoxide (CO)	1-Hour	20 ppm (23 µg/m³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 µg/m³)	- -	Non-Dispersive Infrared Photometry (NDIR)
	8-Hour	9.0 ppm (10 µg/m³)		9 ppm (10 µg/m³)	- -	
	8-Hour (Lake Tahoe)	6 ppm (7 µg/m³)		- -	- -	
Nitrogen Dioxide (NO_2)[9]	1-Hour	0.18 ppm (339 µg/m³)	Gas Phase Chemiluminescence	100 ppb (188 µg/m³)	- -	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (357 µg/m³)		0.053 ppm (100 µg/m³)	Same as Primary Standard	
Sulfur Dioxide (SO_2)[10]	1-Hour	0.25 ppm (655 µg/m³)	Ultraviolet Fluorescence	75 ppb (196 µg/m³)	- -	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)
	3-Hour	- -		- -	0.5 ppm (1300 mg/m³)	
	24-Hour	0.04 ppm (105 µg/m³)		0.14 ppm (for certain areas)[10]	- -	
	Annual Arithmetic Mean	- -		0.130ppm (for certain areas)[10]	- -	
Lead[11,12]	30 Day Average	1.5 µg/m³	Atomic Absorption	- -	Same as Primary Standard	High Volume Sampler and Atomic Absorption
	Calendar Qrtr	- -		1.5 µg/m³ (for certain areas)[12]		
	Rolling 3-Month Average	- -		0.15 µg/m³		
Visibility Reducing Particles[13]	8-Hour	See footnote 13	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24-Hour	25 µg/m³	Ion Chromatography			
Hydrogen Sulfide	1-Hour	0.03 ppm (42 µg/m³)	Ultraviolet Fluorescence			
Vinyl Chloride[11]	24-Hour	0.01 ppm (26 µg/m³)	Gas Chromatography			

Notes:

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.

3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.

5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

7. Reference method as described by the U.S. EPA. An “equivalent method” of measurement may be used but must have a “consistent relationship to the reference method” and must be approved by the U.S. EPA.

8. On December 14, 2012, the national annual PM2.5 primary standard was lowered from 15 µg/m^3 to 12.0 µg/m^3. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 µg/m^3, as was the annual secondary standard of 15 µg/m^3. The existing 24-hour PM10 standards (primary and secondary) of 150 µg/m^3 also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

9. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

10. On June 2, 2010, a new 1-hour SO2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

    Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

11. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

12. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m^3 as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

13. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

Several pollutants listed in Table 2 are not addressed in this analysis. Analysis of lead is not included in this report because the project is not anticipated to emit lead. Visibility-reducing particles are not explicitly addressed in this analysis because particulate matter is addressed. The project is not expected to generate or be exposed to vinyl chloride because proposed project uses do not utilize the chemical processes that create this pollutant and there are no such uses in the project vicinity. The proposed project is not expected to cause exposure to hydrogen sulfide because it would not generate hydrogen sulfide in any substantial quantity.

2.1.2 South Coast Air Quality Management District

The agency for air pollution control for the South Coast Air Basin (basin) is the South Coast Air Quality Management District (SCAQMD). SCAQMD is responsible for controlling emissions primarily from stationary sources. SCAQMD maintains air quality monitoring stations throughout the basin. SCAQMD, in coordination with the Southern California Association of Governments, is also responsible for developing, updating, and implementing the Air Quality Management Plan (AQMP) for the basin. An AQMP is a plan prepared and implemented by an air pollution district for a county or region designated as nonattainment of the federal and/or California ambient air quality standards. The term nonattainment area is used to refer to an air basin where one or more ambient air quality standards are exceeded.

Every three (3) years the SCAQMD prepares a new AQMP, updating the previous plan and having a 20-year horizon.

On March 23, 2017 CARB approved the 2016 AQMP. The 2016 AQMP is a regional blueprint for achieving the federal air quality standards and healthful air.

The 2016 AQMP includes both stationary and mobile source strategies to ensure that rapidly approaching attainment deadlines are met, that public health is protected to the maximum extent feasible, and that the region is not faced with burdensome sanctions if the Plan is not approved or if the NAAQS are not met on time. As with every AQMP, a comprehensive analysis of emissions, meteorology, atmospheric chemistry, regional growth projections, and the impact of existing control measures is updated with the latest data and methods. The most significant air quality challenge in the Basin is to reduce nitrogen oxide (NOx) emissions sufficiently to meet the upcoming ozone standard deadlines. The primary goal of this Air Quality Management Plan is to meet clean air standards and protect public health, including ensuring benefits to environmental justice and disadvantaged communities. Now that the plan has been approved by CARB, it has been forwarded to the U.S. Environmental Protection Agency for its review. If approved by EPA, the plan becomes federally enforceable

South Coast AQMD adopted the 2022 AQMP on December 2, 2022, to address the attainment of the 2015 8-hour ozone standard (70 ppb) for South Coast Air Basin and Coachella Valley. To meet this standard, the AQMP determined NOx emissions must be reduced by 67% percent more than is required by adopted rules and regulations by 2037. The control strategy for the 2022 AQMP includes aggressive new regulations and the development of incentive programs to support early deployment of advanced technologies. The two key areas for incentive programs are (1) promoting widespread deployment of available zero-emission (ZE) and low NOx technologies and (2) developing new ZE and ultra-low NOx technologies for use in cases where the technology is not currently available. South Coast AQMD will prioritize distribution of incentive funding in environmental justice areas and seek opportunities to focus benefits on the most disadvantaged communities. Cost-effectiveness and affordability will be further considered during the rulemaking or incentive program development process.

South Coast Air Quality Management District Rules

The AQMP for the basin establishes a program of rules and regulations administered by SCAQMD to obtain attainment of the state and federal standards. Some of the rules and regulations that apply to this Project include, but are not limited to, the following:

SCAQMD Rule 402 prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

SCAQMD Rule 403 governs emissions of fugitive dust during construction and operation activities. Compliance with this rule is achieved through application of standard Best Management Practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access

roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site. Applicable suppression techniques are indicated below and include but are not limited to the following:

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas in active for 10 days or more).
- Water active sites at least two times daily.
- Cover all trucks hauling dirt, san, soil, or other loose materials, or maintain at least 2 feet of freeboard in accordance with the requirements of California Vehicle Code (CVC) section 23114.
- Pave construction access roads at least 100 feet onto the site from the main road.
- Reduce traffic speeds on all unpaved roads to 15 mph or less.
- Suspension of all grading activities when wind speeds (including instantaneous wind gusts) exceed 25 mph.
- Bumper strips or similar best management practices shall be provided where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip.
- Replanting disturbed areas as soon as practical.
- During all construction activities, construction contractors shall sweep on-site and off-iste streets if silt is carried to adjacent public thoroughfares, to reduce the amount of particulate matter on public streets.

SCAQMD Rule 1113 governs the sale, use, and manufacturing of architectural coating and limits the VOC content in paints and paint solvents. This rule regulates the VOC content of paints available during construction. Therefore, all paints and solvents used during construction and operation of project must comply with Rule 1113.

Idling Diesel Vehicle Trucks – Idling for more than 5 minutes in any one location is prohibited within California borders.

Rule 2702. The SCAQMD adopted Rule 2702 on February 6, 2009, which establishes a voluntary air quality investment program from which SCAQMD can collect funds from parties that desire certified GHG emission reductions, pool those funds, and use them to purchase or fund GHG emission reduction projects within two years, unless extended by the Governing Board. Priority will be given to projects that result in co-benefit emission reductions of GHG emissions and criteria or toxic air pollutants within environmental justice areas. Further, this voluntary program may compete with the cap-and-trade program identified for implementation in CARB's Scoping Plan, or a Federal cap and trade program.

2.1.3 Local

Local jurisdictions, such as the City of Arcadia, have the authority and responsibility to reduce air pollution through their police power and decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. The City is also responsible for the implementation of transportation control measures as outlined in the 2022 AQMP. Examples of such measures include bus turnouts, energy-efficient streetlights, and synchronized traffic signals. In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation.

The City relies on the expertise of the SCAQMD and utilizes the SCAQMD CEQA Air Quality Handbook as the guidance document for the environmental review of plans and development proposals within its jurisdiction.

City of Arcadia General Plan

The Environmental Justice Element of the City of Arcadia General Plan contains the following goals and policies:

Goal EJ-2: A community with reduced transportation-related air pollution

Policy EJ-2.1: Continue to update truck route maps that minimize exposure to sensitive land uses.

- Resource Sustainability Policy 1.4: Lower the emissions caused by motor vehicles through Transportation Demand Management strategies and land use patterns that reduce vehicle miles traveled.
- Resource Sustainability Policy 1.2: Limit, when feasible, locating sensitive receptors near pollutant-emitting sources.
- Resource Sustainability Policy 1.6: Require projects that generate potentially significant levels of air pollutants to incorporate the most effective air quality mitigation into project design, as appropriate.

3.0 Setting

3.1 Existing Physical Setting

The Project Site is located within the City of Arcadia, which is located within the South Coast Air Basin (SoCAB or Basin) that includes all of Orange County as well as the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The South Coast Air Basin is located on a coastal plain with connecting broad valleys and low hills to the east. Regionally, the South Coast Air Basin is bounded by the Pacific Ocean to the southwest and high mountains to the east forming the inland perimeter.

3.1.1 Local Climate and Meteorology

Dominant airflows provide the driving mechanism for transport and dispersion of air pollution. The mountains surrounding the region form natural horizontal barriers to the dispersion of air contaminants. Air pollution created in the coastal areas and around the Los Angeles area is transported inland until it reaches the mountains where the combination of mountains and inversion layers generally prevent further dispersion. This poor ventilation results in a gradual degradation of air quality from the coastal areas to inland areas. Air stagnation may occur during the early evening and early morning periods of transition between day and nighttime flows. The region also experiences periods of hot, dry winds from the desert, known as Santa Ana winds. If the Santa Ana winds are strong, they can surpass the sea breeze, which blows from the ocean to the land, and carry the suspended dust and pollutants out to the ocean. If the winds are weak, they are opposed by the sea breeze and cause stagnation, resulting in high pollution events.

The annual average temperature varies little throughout much of the basin, ranging from the low to middle 60s, measured in degrees Fahrenheit (°F). With more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas where the project site is located. The majority of the annual rainfall in the basin occurs between November and April. Summer rainfall is minimal and is generally limited to scattered thunderstorms in the coastal regions and slightly heavier showers in the eastern portion of the basin along the coastal side of the mountains. Year-to-year patterns in rainfall are unpredictable because of fluctuations in the weather.

Temperature inversions limit the vertical depth through which pollution can be mixed. Among the most common temperature inversions in the basin are radiation inversions, which form on clear winter nights when cold air off mountains sink to the valley floor while the air aloft over the valley remains warm. These inversions, in conjunction with calm winds, trap pollutants near the source. Other types of temperature inversions that affect the basin include marine, subsidence, and high-pressure inversions.

Summers are often periods of hazy visibility and occasionally unhealthful air. Strong temperature inversions may occur that limit the vertical depth through which air pollution can be dispersed. Air pollutants concentrate because they cannot rise through the inversion layer and disperse. These inversions are more common and persistent during the summer months. Over time, sunlight produces photochemical reactions within this inversion layer that creates ozone, a particularly harmful air

pollutant. Occasionally, strong thermal convections occur which allows the air pollutants to rise high enough to pass over the mountains and ultimately dilute the smog cloudtrap pollutants such as automobile exhaust near their source. While these inversions may lead to air pollution "hot spots" in heavily developed coastal areas of the basin, there is not enough traffic in inland valleys to cause any winter air pollution problems. Despite light wind conditions, especially at night and in the early morning, winter is generally a period of good air quality in the project vicinity.

In the winter, light nocturnal winds result mainly from the drainage of cool air off of the mountains toward the valley floor while the air aloft over the valley remains warm. This forms a type of inversion known as a radiation inversion. Such winds are characterized by stagnation and poor local mixing and trap pollutants such as automobile exhaust near their source. While these inversions may lead to air pollution "hot spots" in heavily developed coastal areas of the basin, there is not enough traffic to cause any winter air pollution problems. Despite light wind conditions, especially at night and in the early morning, winter is generally a period of good air quality in the project vicinity.

The temperature and precipitation levels for the City of Pasadena, the nearest city with available data, are in Table 3. Table 3 shows that August is typically the warmest month and January is typically the coolest month. Rainfall in the project area varies considerably in both time and space. Almost all the annual rainfall comes from the fringes of mid-latitude storms from late November to early April, with summers being almost completely dry.

Table 3: Meteorological Summary

Month	Temperature (˚F)		Average Precipitation (inches)
	Average High	Average Low	
January	66.5	42.6	4.39
February	67.8	44.1	4.54
March	69.9	45.9	3.39
April	73.4	48.8	1.39
May	76.3	52.2	0.43
June	81.7	55.7	0.13
July	88.4	59.9	0.03
August	89.2	60.3	0.08
September	87.1	58.5	0.36
October	80.6	53.4	0.70
November	73.8	47.2	1.67
December	67.2	43.2	3.14
Annual Average	**76.8**	**51.0**	**20.24**

Notes:
[1] Source: https://wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca6719

3.1.2 Local Air Quality

The SCAQMD is divided into 38 air-monitoring areas with a designated ambient air monitoring station representative of each area. The project site is located in the City of Arcadia in the East San Gabriel Valley Source Receptor Area (Area 9). The nearest air monitoring station to the project site is the

Glendora – Laurel Station (Glendora Station); however this location does not provide all ambient weather data. Therefore, additional data was pulled from the SCAQMD historical data for the East San Gabriel Valley Area (Area 9) for both sulfur dioxide and carbon monoxide to provide the existing levels. Table 4 presents the monitored pollutant levels within the vicinity. However, it should be noted that due to the air monitoring station distance from the project site, recorded air pollution levels at the air monitoring station reflect with varying degrees of accuracy, local air quality conditions at the project site.

Table 4: Local Area Air Quality Levels from the Glendora Monitoring Station

Pollutant (Standard)[2]	Year		
	2022	2023	2024
Ozone:			
Maximum 1-Hour Concentration (ppm)	**0.143**	0.155	0.145
Days > CAAQS (0.09 ppm)	**46**	**57**	**82**
Maximum 8-Hour Concentration (ppm)	**0.101**	0.110	0.114
Days > NAAQS (0.07 ppm)	**60**	**70**	**95**
Days > CAAQS (0.070 ppm)	**61**	**72**	**96**
Carbon Monoxide:			
Maximum 1-Hour Concentration (ppm)	-	-	-
Days > NAAQS (20 ppm)	-	-	-
Maximum 8-Hour Concentration (ppm)	-	-	-
Days > NAAQS (9 ppm)	-	-	-
Nitrogen Dioxide:			
Maximum 1-Hour Concentration (ppm)	0.0542	0.088	0.048
Days > NAAQS (0.25 ppm)	0	0	0
Sulfur Dioxide:			
Maximum 1-Hour Concentration (ppm)	-	-	-
Days > CAAQS (0.25 ppm)	-	-	-
Inhalable Particulates (PM10):			
Maximum 24-Hour Concentration (ug/m^3)	**83.6**	126.7	187.7
Days > NAAQS (150 ug/m^3)	**0**	0	1
Days > CAAQS (50 ug/m^3)	**-**	-	-
Annual Average (ug/m^3)	**25.7**	23.4	29.2
Annual > NAAQS (50 ug/m^3)	No	No	No
Annual > CAAQS (20 ug/m^3)	**Yes**	**Yes**	**Yes**
Ultra-Fine Particulates (PM2.5):			
Maximum 24-Hour Concentration (ug/m^3)	**56**	99.3	154.4
Days > NAAQS (35 ug/m^3)	**-**	**-**	**-**
Annual Average (ug/m^3)	**8.5**	8.1	-
Annual > NAAQS (15 ug/m3)	No	No	-
Annual > CAAQS (12 ug/m^3)	No	No	-

[1.] Source: obtained from https://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year and /or https://www.arb.ca.gov/adam/topfour/topfour1.php

[2] CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard; ppm = parts per million

[3] No data available.

The monitoring data presented in Table 4 shows that ozone and particulate matter (PM10) are the air pollutants of primary concern in the project area, which are detailed below.

Ozone

During the 2022 to 2024 monitoring period, the State 1-hour concentration standard for ozone has been exceeded between 46 and 82 each year at the Glendora Station. The State 8-hour ozone standard has been exceeded between 61 and 96 days each year over the past three years at the Glendora Station. The Federal 8-hour ozone standard has been exceeded between 60 and 95 days each year over the past three years at the Glendora Station.

Ozone is a secondary pollutant as it is not directly emitted. Ozone is the result of chemical reactions between other pollutants, most importantly hydrocarbons and NO_2, which occur only in the presence of bright sunlight. Pollutants emitted from upwind cities react during transport downwind to produce the oxidant concentrations experienced in the area. Many areas of the SCAQMD contribute to the ozone levels experienced at the monitoring station, with the more significant areas being those directly upwind.

Carbon Monoxide

CO is another important pollutant that is due mainly to motor vehicles. The East San Gabriel Valley Area did not record an exceedance of the state or federal 1-hour or 8-hour CO standards for the last three years.

Nitrogen Dioxide

The Glendora Station did not record an exceedance of the State or Federal NO_2 standards for the last three years.

Sulfur Dioxide

The East San Gabriel Valley Area did not record an exceedance of the State SO_2 standards for the last three years.

Particulate Matter

During the 2022 to 2024 monitoring period, the Federal 24-hour concentration standard for PM10 was exceeded one day in 2024 at the Glendora Station. Over the same time period, the State 24-hour standard for PM10 and the Federal annual standard did not record an exceedance at the Glendora Station.

During the 2022 to 2024 monitoring period, the Federal 24-hour standard for PM2.5 at the Glendora Station was not exceeded. During the same period, the Federal annual standard for PM2.5 and the State annual stand for PM2.5 was not exceeded.

According to the EPA, some people are much more sensitive than others to breathing fine particles (PM10 and PM2.5). People with influenza, chronic respiratory and cardiovascular diseases, and the elderly may suffer worsening illness and premature death due to breathing these fine particles. People with bronchitis can expect aggravated symptoms from breathing in fine particles. Children may experience decline in lung function due to breathing in PM10 and PM2.5. Other groups considered

sensitive are smokers and people who cannot breathe well through their noses. Exercising athletes are also considered sensitive, because many breathe through their mouths during exercise.

3.1.3 Attainment Status

The EPA and the ARB designate air basins where ambient air quality standards are exceeded as "nonattainment" areas. If standards are met, the area is designated as an "attainment" area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered "unclassified." National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. Each standard has a different definition, or 'form' of what constitutes attainment, based on specific air quality statistics. For example, the Federal 8-hour CO standard is not to be exceeded more than once per year; therefore, an area is in attainment of the CO standard if no more than one 8-hour ambient air monitoring values exceeds the threshold per year. In contrast, the federal annual $PM_{2.5}$ standard is met if the three-year average of the annual average $PM_{2.5}$ concentration is less than or equal to the standard. Table 5 lists the attainment status for the criteria pollutants in the basin.

Table 5: South Coast Air Basin Attainment Status

Pollutant	Averaging Time	National Standards[1]	Attainment Date[2]	California Standards[3]
1979 1-Hour Ozone[4]	1-Hour (0.12 ppm)	Nonattainment (Extreme)	11/15/2010 (Not attained[4])	Extreme Nonattainment
1997 8-Hour Ozone[5]	8-Hour (0.08 ppm)	Nonattainment (Extreme)	6/15/2024	Nonattainment
2008 8-Hour Ozone	8-Hour (0.075 ppm)	Nonattainment (Extreme)	12/31/2032	
2015 8-Hour Ozone	8-Hour (0.070 ppm)	Designations Pending	~2037	
CO	1-Hour (35 ppm) 8-Hour (9 ppm)	Attainment (Maintenance)	6/11/2007 (Attained)	Maintenance
NO_2[6]	1-Hour (100 ppb) Annual (0.053 ppm)	Attainment (Maintenance)	9/22/1998 (Attained)	Attainment
SO_2[7]	1-Hour (75 ppb)	Designations Pending	Pending	Attainment
	24-Hour (0.14 ppm) Annual (0.03 ppm)	Unclassifiable/ Attainment	3/19/1979 (Attained)	
PM10	24-Hour (150 µg/m^3)	Nonattainment (Serious)[8]	12/31/2006 (Redesignation request submitted)[8]	Nonattainment
PM2.5	24-Hour (35 µg/m^3)	Nonattainment	12/31/2006 (Redesignation request submitted)[8]	Unclassified
Lead	3-Months Rolling (0.15 µg/m^3)	Nonattainment (Partial)[9]	12/31/2015	Nonattainment (Partial)[9]

Notes:
[1] Obtained from Draft 2012 AQMP, SCAQMD, 2012. EPA often only declares Nonattainment areas; everywhere else is listed as Unclassified/Attainment or Unclassifiable.
[2] A design value below the NAAQS for data through the full year or smog season prior to the attainment date is typically required for attainment demonstration.
[3] Obtained from http://www.arb.ca.gov/desig/adm/adm.htm.
[4] 1-hour O_3 standard (0.13 ppm) was revoked, effective June 15, 2005; however, the Basin has not attained this standard based on 2008-2010 data has some continuing obligations under the former standard.
[5] 1997 8-hour O_3 standard (0.08 ppm) was reduced (0.075 ppm), effective May 27, 2008; the 1997 O3 standard and most related implementation rules remain in place until the 1997 standard is revoked by U.S. EPA.
[6] New NO_2 1-hour standard, effective August 2, 2010; attainment designations June, 2013; annual NO_2 standard retained.
[7] The 1971 annual and 24-hour SO_2 standards were revoked, effective August 23, 2010; however, these 1971 standards will remain in effect until one year after U.S. EPA promulgates area designations for the 2010 SO_2 1-hour standard. Area designations expected in 2012, with SSAB designated Unclassifiable/Attainment.
[8] Annual PM10 standard was revoked, effective December 18, 2006; redesignation request to Attainment of the 24-hour PM10 standard is pending with U.S. EPA
[9] Partial Nonattainment designation - Los Angeles County portion of Basin only.

4.0 Modeling Parameters and Assumptions

4.1 Construction

Typical emission rates from construction activities were obtained from CalEEMod Version 2022.1.1.30 CalEEMod is a computer model published by the SCAQMD for estimating air pollutant emissions. The CalEEMod program uses the EMFAC2021 computer program to calculate the emission rates specific for Los Angeles County for construction-related employee vehicle trips and the OFFROAD2017 computer program to calculate emission rates for heavy truck operations. EMFAC2021 and OFFROAD2017 are computer programs generated by CARB that calculates composite emission rates for vehicles. Emission rates are reported by the program in grams per trip and grams per mile or grams per running hour. Using CalEEMod, the peak daily air pollutant emissions were calculated and presented below. These emissions represent the highest level of emissions for each of the construction phases in terms of air pollutant emissions. Table 6 details the schedule, equipment, and trip generation from construction used in this analysis.

Table 6: Construction Details

Phase	Number of Days	Offroad Equipment Type	Amount	Usage Hours	Daily Trips[1]		
					Worker	Vendor	Hauling
Demolition	22	Concrete/Industrial Saws	1	8	12.5	-	16.4
		Rubber Tired Dozers	1	8			
		Tractors/Loaders/Backhoes	3	8			
Grading	66	Graders	1	8	10.0	-	18.9
		Rubber Tired Dozers	1	8			
		Tractors/Loaders/Backhoes	2	7			
Building Construction	370	Cranes	1	6	24.5	3.63	-
		Forklifts	1	6			
		Generator Sets	1	8			
		Tractors/Loaders/Backhoes	1	6			
		Welders	3	8			
Paving	23	Pavers	1	6	12.5	5.0	-
		Cement and Mortar Mixers	1	6			
		Tractors/Loaders/Backhoes	1	6			
		Paving Equipment	1	8			
		Rollers	1	7			
Architectural Coating	23	Air Compressors	1	6	4.9	-	-

Notes:
[1] Worker trips assumed to be automobiles (LDA), vendor trips assumed to be medium-heavy duty trucks (MHD), and hauling trips assumed to be heavy-heavy trucks (HHD).

The analysis assesses the emissions associated with the construction of the proposed project as indicated in Table 1. The project was modeled to be operational in 2027 and begin construction second

quarter 2026. The phases of the construction activities which have been analyzed below are: 1) demolition of 4,686 square feet of building and 1,802 tons of pavement, 2) grading (including export of on-site vegetation and potential soil up to 1,000 cubic yards), 3) building, 4) paving, and 5) architectural coating. Building construction, paving, and architectural coating may potentially overlap and were modeling as occurring simultaneously. For details on construction modeling and construction equipment for each phase, please see Appendix A.

The project will be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. Compliance with this rule is achieved through application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites. In addition, projects that disturb 50 acres or more of soil or move 5,000 cubic yards of materials per day are required to submit a Fugitive Dust Control Plan or a Large Operation Notification Form to SCAQMD. As the project will have a disturbance area of approximately 1.08 acres and the fact that the project won't export more than 5,000 cubic yards of material a day a Fugitive Dust Control Plan or Large Operation Notification would not be required.

SCAQMD's Rule 403 minimum requirements require that the application of the best available dust control measures are used for all grading operations and include the application of water or other soil stabilizers in sufficient quantity to prevent the generation of visible dust plumes. Compliance with Rule 403 would require the use of water trucks during all phases where earth moving operations would occur. Compliance with Rule 403 is required.

4.2 Operations

Operational or long-term emissions occur over the life of the Project. Both mobile and area sources generate operational emissions. Area source emissions arise from consumer product usage, heaters that consume natural gas, gasoline-powered landscape equipment, and architectural coatings (painting). Mobile source emissions from motor vehicles are the largest single long-term source of air pollutants from the operation of the Project. Small amounts of emissions would also occur from area sources such as the consumption of natural gas for heating, from landscaping emissions, and consumer product usage. The operational emissions were estimated using the latest version of CalEEMod.

Mobile Sources

Mobile sources include emissions from the additional vehicle miles generated from the proposed project. The vehicle trips associated with the proposed project are based upon traffic analysis for the project from TJW Engineering, which shows a trip generation of 229 trips per day.

The program then applies the emission factors for each trip which is provided by the EMFAC2021 model to determine the vehicular traffic pollutant emissions. The CalEEMod default trip lengths were used in this analysis. Please see CalEEMod output comments sections in Appendix A for details.

Area Sources

Area sources include emissions from consumer products, landscape equipment and architectural coatings. Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers, as well as air compressors, generators, and pumps. The analysis included 5,724 square feet of landscaping. As specifics were not known about the landscaping equipment fleet, CalEEMod defaults were used to estimate emissions from landscaping equipment.

Per SCAQMD Rule 1113 as amended on June 3, 2011, the architectural coatings that would be applied after January 1, 2014 will be limited to an average of 50 grams per liter or less and the CalEEMod model default was utilized as the new model takes this rule into account.

Energy Usage

2022.1.1.30 CalEEMod defaults were utilized.

4.3 Localized Construction Analysis

The SCAQMD has published a "Fact Sheet for Applying CalEEMod to Localized Significance Thresholds" (South Coast Air Quality Management District 2011b). CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily disturbance activity possible for each piece of equipment. In order to compare CalEEMod reported emissions against the localized significance threshold lookup tables, the CEQA document should contain in its project design features or its mitigation measures the following parameters:

1. The off-road equipment list (including type of equipment, horsepower, and hours of operation) assumed for the day of construction activity with maximum emissions.
2. The maximum number of acres disturbed on the peak day.
3. Any emission control devices added onto off-road equipment.
4. Specific dust suppression techniques used on the day of construction activity with maximum emissions.

As the project is approximately 1.08 acres, the 1-acre threshold shall be used as it is the most conservative.

The local air quality emissions from construction were analyzed using the SCAQMD's Mass Rate Localized Significant Threshold Look-up Tables and the methodology described in Localized Significance Threshold Methodology, prepared by SCAQMD, revised July 2008. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from the proposed project could result in a significant impact to the local air quality. The emission thresholds were based on the East San Gabriel Valley source receptor area (SRA 9) and a disturbance of 1 acre per day, the most conservative option, at a distance of 25 meters (82 feet). The closest receptors are located 1.5 meters to the northeast of the site.

4.4 Localized Operational Analysis

For operational emissions, the screening tables for a disturbance area of 1 acre per day and a distance of 25 meters were used to determine significance. The tables were compared to the project's onsite operational emissions.

5.0 Thresholds of Significance

5.1 Air Quality Thresholds of Significance

5.1.1 CEQA Guidelines for Air Quality

The CEQA Guidelines define a significant effect on the environment as "a substantial, or potentially substantial, adverse change in the environment." To determine if a project would have a significant impact on air quality, the type, level, and impact of emissions generated by the project must be evaluated.

The following air quality significance thresholds are contained in Appendix G of the CEQA Guidelines. A significant impact would occur if the project would:

a) Conflict with or obstruct implementation of the applicable air quality plan;

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable national or state ambient air quality standard;

c) Expose sensitive receptors to substantial pollutant concentrations; or

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

While the final determination of whether a project is significant is within the purview of the Lead Agency pursuant to Section 15064(b) of the CEQA Guidelines, SCAQMD recommends that its quantitative air pollution thresholds be used to determine the significance of project emissions. If the Lead Agency finds that the project has the potential to exceed these air pollution thresholds, the project should be considered to have significant air quality impacts. There are daily emission thresholds for construction and operation of a proposed project in the basin.

5.1.2 Regional Significance Thresholds for Construction Emissions

The following CEQA significance thresholds for construction emissions are established for the Basin (SCAQMD 2023):

- 75 pounds per day (lbs/day) of VOC
- 100 lbs/day of NO_x
- 550 lbs/day of CO
- 150 lbs/day of PM_{10}
- 55 lbs/day of $PM_{2.5}$
- 150 lbs/day of SO_2

Projects in the basin with construction-related emissions that exceed any of the emission thresholds are considered to be significant under SCAQMD guidelines.

5.1.3 Regional Significance Thresholds for Operational Emissions

The daily operational emissions significance thresholds for the basin are as follows (SCAQMD 2023):

- 55 pounds per day (lbs/day) of VOC
- 55 lbs/day of NO_x
- 550 lbs/day of CO
- 150 lbs/day of PM_{10}
- 55 lbs/day of $PM_{2.5}$
- 150 lbs/day of SO_2

Local Microscale Concentration Standards The significance of localized project impacts under CEQA depends on whether ambient CO levels in the vicinity of the project are above or below State and federal CO standards. If ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a State or federal standard, project emissions are considered significant if they increase 1-hour CO concentrations by 1.0 ppm or more or 8-hour CO concentrations by 0.45 ppm or more. The following are applicable local emission concentration standards for CO:

- California State 1-hour CO standard of 20.0 ppm
- California State 8-hour CO standard of 9.0 ppm

5.1.4 Thresholds for Localized Significance

Project-related construction air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the South Coast Air Basin. In order to assess local air quality impacts the SCAQMD has developed Localized Significant Thresholds (LSTs) to assess the project-related air emissions in the project vicinity. The SCAQMD has also provided Final Localized Significant Threshold Methodology (LST Methodology), June 2003, which details the methodology to analyze local air emission impacts. The Localized Significant Threshold Methodology found that the primary emissions of concern are NO2, CO, PM10, and PM2.5.

The emission thresholds were calculated based on the East San Gabriel Valley source receptor area (SRA 9) and a disturbance of 1 acre per day at a distance of 25 meters (82 feet), for construction and 1 acre a day for screening of localized operational emissions.

6.0 Air Quality Emissions Impact

6.1 Construction Air Quality Emissions Impact

The latest version of CalEEMod (version 2022.1.1.30) was used to estimate the onsite and offsite construction emissions. The emissions incorporate Rule 402 and 403. Rule 402 and 403 (fugitive dust) are not considered mitigation measures as the project by default is required to incorporate these rules during construction.

6.1.1 Regional Construction Emissions

The construction emissions for the project would not exceed the SCAQMD's daily emission thresholds at the regional level as demonstrated in Table 7, and therefore would be considered less than significant. Table 7 represents the highest emissions from winter or summer.

Table 7: Regional Significance - Construction Emissions (pounds/day)

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO_2	PM10	PM2.5
Demolition						
On-Site[2]	1.39	12.90	14.60	0.02	1.37	0.60
Off-Site[3]	0.07	1.93	1.55	0.01	0.61	0.18
Total	**1.46**	**14.83**	**16.15**	**0.03**	**1.98**	**0.78**
Grading						
On-Site[2]	1.42	12.90	14.00	0.02	3.34	1.87
Off-Site[3]	0.04	0.20	0.71	0.00	0.17	0.04
Total	**1.46**	**13.10**	**14.71**	**0.02**	**3.51**	**1.91**
Building Construction						
On-Site[2]	1.01	8.57	9.96	0.02	0.29	0.27
Off-Site[3]	0.09	0.21	1.64	0.00	0.35	0.09
Total	**1.10**	**8.78**	**11.60**	**0.02**	**0.64**	**0.36**
Paving						
On-Site[2]	0.46	4.30	6.49	0.01	0.17	0.16
Off-Site[3]	0.04	0.22	0.72	0.00	0.20	0.05
Total	**0.50**	**4.52**	**7.21**	**0.01**	**0.37**	**0.21**
Architectural Coating						
On-Site[2]	15.01	0.83	1.13	0.00	0.02	0.02
Off-Site[3]	0.02	0.02	0.25	0.00	0.06	0.02
Total	**15.03**	**0.85**	**1.38**	**0.00**	**0.08**	**0.04**
Total of overlapping phases[4]	**16.63**	**14.15**	**20.19**	**0.03**	**1.09**	**0.61**
Maximum Daily Emissions	**16.63**	**14.83**	**20.19**	**0.03**	**3.51**	**1.91**
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Thresholds	No	No	No	No	No	No

Notes:
[1] Source: CalEEMod Version 2022.1.1.30
[2] On-site emissions from equipment operated on-site that is not operated on public roads.
[3] Off-site emissions from equipment operated on public roads.
[4] Building construction, architectural coatings and paving have the potential to overlap. Combined emissions of those phases are presented for a conservative analysis.

6.1.2 Localized Construction Emissions

The data provided in Table 8 shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds at the nearest sensitive receptors. Therefore, a less than significant local air quality impact would occur from construction of the proposed project.

Table 8: Localized Significance – Construction

Phase	On-Site Pollutant Emissions (pounds/day)[1]			
	NOx	CO	PM10	PM2.5
Demolition	12.90	14.60	1.37	0.60
Grading	12.90	14.00	3.34	1.87
Building Construction	8.57	9.96	0.29	0.27
Paving	4.30	6.49	0.17	0.16
Architectural Coating	0.83	1.13	0.02	0.02
Total of overlapping phases[2]	13.70	17.58	0.48	0.45
Maximum Daily Emissions	**13.70**	**17.58**	**3.34**	**1.87**
SCAQMD Threshold for 25 meters (82 feet) or less[3]	**89**	**623**	**5**	**3**
Exceeds Threshold?	No	No	No	No

Notes:
[1] Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for one acre in the East San Gabriel Valley Source Receptor Area (SRA 9).
[2] Building construction, architectural coatings and paving have the potential to overlap. Combined emissions of those phases are presented for a conservative analysis.
[3] The nearest sensitive receptor is located 1.5 meters northeast; therefore, the 25-meter threshold has been used.

6.1.3 Odors

Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are of short-term in nature and the odor emissions are expected cease upon the drying or hardening of the odor producing materials. Diesel exhaust and VOCs would be emitted during construction of the project, which are objectionable to some; however, emissions would disperse rapidly from the project site and therefore should not reach an objectionable level at the nearest sensitive receptors. Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the proposed project.

The SCAQMD recommends that odor impacts be addressed in a qualitative manner. Such an analysis shall determine whether the project would result in excessive nuisance odors, as defined under the California Code of Regulations and Section 41700 of the California Health and Safety Code, and thus would constitute a public nuisance related to air quality.

Potential sources that may emit odors during the on-going operations of the proposed project would include odor emissions from the trash storage areas and vehicle emissions. Due to the distance of the nearest receptors from the project site and through compliance with SCAQMD's Rule 402 no significant impact related to odors would occur during the on-going operations of the proposed project.

6.1.4 Construction-Related Toxic Air Contaminant Impact

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed project. The Office of Environmental Health Hazard Assessment (OEHHA) has issued the Air Toxic Hot Spots Program Risk Assessment Guidelines and Guidance Manual for the Preparation of Health Risk Assessments, February 2015 to provide a description of the algorithms, recommended exposure variates, cancer and noncancer health values, and the air modeling protocols needed to perform a health risk assessment (HRA) under the Air Toxics Hot Spots Information and Assessment Act of 1987. Hazard identification includes identifying all substances that are evaluated for cancer risk and/or non-cancer acute, 8-hour, and chronic health impacts. In addition, identifying any multi-pathway substances that present a cancer risk or chronic non-cancer hazard via non-inhalation routes of exposure.

Given the relatively limited number of heavy-duty construction equipment and construction schedule, the proposed project would not result in a long-term substantial source of toxic air containment emissions and corresponding individual cancer risk. Furthermore, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds. Therefore, no significant short-term toxic air contaminant impacts would occur during construction of the proposed project.

6.2 Operational Air Quality Emissions Impact

6.2.1 Regional Operational Emissions

The operations-related criteria air quality impacts created by the proposed project have been analyzed through the use of CalEEMod model. The operating emissions were based on year 2027. The summer and winter emissions created by the proposed project's long-term operations were calculated and the highest emissions from either summer or winter are summarized in Table 9.

Table 9: Regional Significance - Unmitigated Operational Emissions (lbs/day)

Activity	Pollutant Emissions (pounds/day)[1]					
	VOC	NOx	CO	SO2	PM10	PM2.5
Area Sources[2]	1.43	0.02	1.93	0.00	0.00	0.00
Energy Usage[3]	0.00	0.00	0.00	0.00	0.00	0.00
Mobile Sources[4]	0.72	0.53	6.24	0.02	1.44	0.37
Total Emissions	**2.15**	**0.55**	**8.17**	**0.02**	**1.44**	**0.37**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Notes:
[1] Source: CalEEMod Version 2022.1.1.30
[2] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[3] Energy usage consists of emissions from on-site natural gas usage.
[4] Mobile sources consist of emissions from vehicles and road dust.

Table 9 provides the project's unmitigated operational emissions. Table 10 shows that the project does not exceed the SCAQMD daily emission threshold and regional operational emissions are considered to be less than significant.

6.2.2 Localized Operational Emissions

Table 10 shows the calculated emissions for the proposed operational activities compared with appropriate LSTs. The LST analysis only includes on-site sources; however, the CalEEMod software outputs do not separate on-site and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in Table 10 include all on-site project-related stationary sources and 10% of the project-related new mobile sources. This percentage is an estimate of the amount of project-related new vehicle traffic that will occur on-site.

Table 10: Localized Significance – Unmitigated Operational Emissions

	On-Site Pollutant Emissions (pounds/day)[1]			
On-Site Emission Source	**NOx**	**CO**	**PM10**	**PM2.5**
Area Sources[2]	0.02	1.93	0.00	0.00
Energy Usage[3]	0.00	0.00	0.00	0.00
On-Site Vehicle Emissions[4]	0.05	0.62	0.14	0.04
Total Emissions	**0.07**	**2.55**	**0.14**	**0.04**
SCAQMD Threshold for 25 meters (82 feet)[5]	**89**	**623**	**2**	**1**
Exceeds Threshold?	No	No	No	No

Notes:
[1] Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for one acre in the East San Gabriel Valley Source Receptor Area (SRA 9).
[2] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[3] Energy usage consists of emissions from generation of electricity and on-site natural gas usage.
[4] On-site vehicular emissions based on 1/10 of the gross vehicular emissions and road dust.
[5] The nearest sensitive receptor is located 12 meters north; therefore, the 25-meter threshold has been used.

Table 10 indicates that the local operational emission would not exceed the LST thresholds at the nearest sensitive receptors, located adjacent to the project. Therefore, the project will not result in significant Localized Operational emissions.

6.3 CO Hot Spot Emissions

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with project CO levels to the State and Federal CO standards which were presented in above in Section 5.0.

To determine if the proposed project could cause emission levels in excess of the CO standards discussed above in Section 5.0, a sensitivity analysis is typically conducted to determine the potential for CO "hot spots" at a number of intersections in the general project vicinity. Because of reduced speeds and vehicle queuing, "hot spots" potentially can occur at high traffic volume intersections with a Level of Service E or worse.

Micro-scale air quality emissions have traditionally been analyzed in environmental documents where the air basin was a non-attainment area for CO. However, the SCAQMD has demonstrated in the CO attainment redesignation request to EPA that there are no "hot spots" anywhere in the air basin, even at intersections with much higher volumes, much worse congestion, and much higher background CO levels than anywhere in the City of Arcadia. If the worst-case intersections in the air basin have no "hot spot" potential, any local impacts will be below thresholds.

Traffic data from CalEEMod showed that the project would generate 229 trips per day. The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. The volume of traffic at project buildout would be well below 100,000 vehicles and below the necessary volume to even get close to causing a violation of the CO standard. Therefore no CO "hot spot" modeling was performed and no significant long-term air quality impact is anticipated to local air quality with the on-going use of the proposed project.

6.4 Cumulative Regional Air Quality Impacts

Cumulative projects include local development as well as general growth within the project area. However, as with most development, the greatest source of emissions is from mobile sources, which travel well out of the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects and when wind patterns are considered, would cover an even larger area. Accordingly, the cumulative analysis for the project's air quality must be generic by nature.

The project area is out of attainment for both ozone and PM10 particulate matter. Construction and operation of cumulative projects will further degrade the local air quality, as well as the air quality of the South Coast Air Basin. The greatest cumulative impact on the quality of regional air cell will be the incremental addition of pollutants mainly from increased traffic from residential, commercial, and industrial development and the use of heavy equipment and trucks associated with the construction of these projects. Air quality will be temporarily degraded during construction activities that occur separately or simultaneously. However, in accordance with the SCAQMD methodology, projects that do not exceed the SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. The project does not exceed any of the thresholds of significance and therefore is considered less than significant.

6.5 Air Quality Compliance

The California Environmental Quality Act (CEQA) requires a discussion of any inconsistencies between a proposed project and applicable General Plans and Regional Plans (CEQA Guidelines Section 15125). The regional plan that applies to the proposed project includes the SCAQMD Air Quality Management Plan (AQMP). Therefore, this section discusses any potential inconsistencies of the proposed project with the AQMP.

The purpose of this discussion is to set forth the issues regarding consistency with the assumptions and objectives of the AQMP and discuss whether the proposed project would interfere with the region's ability to comply with Federal and State air quality standards. If the decision-makers determine that

the proposed project is inconsistent, the lead agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency.

The SCAQMD CEQA Handbook states that "New or amended General Plan Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required A proposed project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

(1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

(2) Whether the project will exceed the assumptions in the AQMP in 2022 or increments based on the year of project buildout and phase.

Both of these criteria are evaluated in the following sections.

A. Criterion 1 - Increase in the Frequency or Severity of Violations

Based on the air quality modeling analysis contained in this Air Analysis, short-term construction impacts and operational impacts will not result in significant impacts based on the SCAQMD regional and local thresholds of significance. This Air Analysis also found that, long-term operations impacts will not result in significant impacts based on the SCAQMD local and regional thresholds of significance.

Therefore, the proposed project is not projected to contribute to the exceedance of any air pollutant concentration standards and is found to be consistent with the AQMP for the first criterion.

B. Criterion 2 - Exceed Assumptions in the AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the proposed project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the proposed project are based on the same forecasts as the AQMP. The 2024-2050 Regional Transportation/Sustainable Communities Strategy, prepared by SCAG, 2024, includes chapters on: the challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA. For this project, the City of Arcadia Land Use Plans define the assumptions that are represented in the AQMP.

The site has a current General Plan land use classification of Commercial, which allows for residential uses with densities between 30 and 50 dwelling units per acre. The proposed use is residential with approximately 31.6 dwelling units per acre. Therefore, the proposed project would not result in an inconsistency with the land use designation in the City's General Plan. Therefore, the proposed project is not anticipated to exceed the AQMP assumptions for the project site and is found to be consistent with the AQMP for the second criterion.

Based on the above, the proposed project will not result in an inconsistency with the SCAQMD AQMP. Therefore, a less than significant impact will occur.

7.0 CEQA Analysis

The California Environmental Quality Act Guidelines (Appendix G) establishes thresholds for air quality, greenhouse gas, and energy impact analyses as presented below:

Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

(a) Conflict with or obstruct implementation of the applicable air quality plan?

The California Environmental Quality Act (CEQA) requires a discussion of any inconsistencies between a proposed project and applicable General Plans and Regional Plans (CEQA Guidelines Section 15125). The SCAQMD CEQA Handbook identifies two key indicators of consistency:

(1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

(2) Whether the project will exceed the assumptions in the AQMP in 2022 or increments based on the year of project buildout and phase.

Both of these criteria are evaluated in the following sections.

A. Criterion 1 - Increase in the Frequency or Severity of Violations

Based on the air quality modeling analysis contained in this Air Analysis, short-term construction impacts and operational impacts will not result in significant impacts based on the SCAQMD regional and local thresholds of significance. This Air Analysis also found that, long-term operations impacts will not result in significant impacts based on the SCAQMD local and regional thresholds of significance.

Therefore, the proposed project is not projected to contribute to the exceedance of any air pollutant concentration standards and is found to be consistent with the AQMP for the first criterion.

B. Criterion 2 - Exceed Assumptions in the AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the proposed project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the proposed project are based on the same forecasts as the AQMP. The 2024-2050 Regional Transportation/Sustainable Communities Strategy, prepared by SCAG, 2024, includes chapters on: the challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans

for purposes of consistency with applicable regional plans under CEQA. For this project, the City of Arcadia Land Use Plans define the assumptions that are represented in the AQMP.

The site has a current General Plan land use classification of Commercial, which allows for residential uses with densities between 30 and 50 dwelling units per acre. The proposed use is residential with approximately 31.6 dwelling units per acre. Therefore, the proposed project would not result in an inconsistency with the land use designation in the City's General Plan. Therefore, the proposed project is not anticipated to exceed the AQMP assumptions for the project site and is found to be consistent with the AQMP for the second criterion.

Based on the above, the proposed project would not conflict with implementation of the SCAQMD Attainment Plans and impacts are considered to be **less than significant**.

(b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

In accordance with the SCAQMD methodology, projects that do not exceed the SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. The Project does not exceed any of the thresholds of significance as shown in Tables 7 through 10 and therefore is considered **less than significant**.

(c) Expose sensitive receptors to substantial pollutant concentrations?

The Project would not exceed regional or localized construction or operational emissions thresholds set by the SCAQMD as shown in Tables 7 through 10 and would therefore have a **less than significant** impact on sensitive receptors.

(d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Potential sources that may emit odors during the on-going operations of the proposed project would include odor emissions from the trash storage areas and vehicle emissions. Due to the distance of the nearest receptors from the project site and through compliance with SCAQMD's Rule 402, **a less than significant impact** related to odors would occur during the on-going operations of the proposed project.

8.0 References

The following references were used in the preparing this analysis.

California Air Pollution Control Officers Association
2009 Health Risk Assessments for Proposed Land Use Projects

California Air Resources Board
2008 Resolution 08-43

2008 Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act

2008 ARB Recommended Interim Risk Management Policy for Inhalation-Based Residential Cancer Risk – Frequently Asked Questions

2008 Climate Change Scoping Plan, a framework for change.

2011 Supplement to the AB 32 Scoping Plan Functional Equivalent Document

2013 Revised Emission Factors for Gasoline Marketing Operations at California Gasoline Dispensing Facilities

2014 First Update to the Climate Change Scoping Plan, Building on the Framework Pursuant to AB32, the California Global Warming Solutions Act of 2006. May.

2018 Historical Air Quality, Top 4 Summary

Governor's Office of Planning and Research
2008 CEQA and Climate: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review

2009 CEQA Guideline Sections to be Added or Amended

Office of Environmental Health Hazard Assessment
2015 Air Toxics Hot Spots Program Risk Assessment Guidelines

South Coast Air Quality Management District
1993 CEQA Air Quality Handbook

2005 Rule 403 Fugitive Dust

2007 2007 Air Quality Management Plan

2008 Final Localized Significance Threshold Methodology, Revised

2011 Appendix A Calculation Details for CalEEMod

2012 Final 2012 Air Quality Management Plan

2016 Final 2016 Air Quality Management Plan

2022 Final 2022 Air Quality Management Plan

2023 South Coast AQMD Air Quality Significance Thresholds

TJW Engineering, Inc.

2025 Arcadia Site Traffic Impact Analysis

Appendix A:

CalEEMod Emission Output

Arcadia Multifamily Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

1.2. Land Use Types

1.3. User-Selected Emission Reduction Measures by Emissions Sector

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

2.2. Construction Emissions by Year, Unmitigated

2.3. Construction Emissions by Year, Mitigated

2.4. Operations Emissions Compared Against Thresholds

2.5. Operations Emissions by Sector, Unmitigated

2.6. Operations Emissions by Sector, Mitigated

3. Construction Emissions Details

3.1. Demolition (2026) - Unmitigated

3.2. Demolition (2026) - Mitigated

3.3. Grading (2026) - Unmitigated

3.4. Grading (2026) - Mitigated

3.5. Building Construction (2026) - Unmitigated

3.6. Building Construction (2026) - Mitigated

3.7. Building Construction (2027) - Unmitigated

3.8. Building Construction (2027) - Mitigated

3.9. Paving (2027) - Unmitigated

3.10. Paving (2027) - Mitigated

3.11. Architectural Coating (2027) - Unmitigated

3.12. Architectural Coating (2027) - Mitigated

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

4.1.2. Mitigated

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

4.2.2. Electricity Emissions By Land Use - Mitigated

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

4.2.4. Natural Gas Emissions By Land Use - Mitigated

4.3. Area Emissions by Source

4.3.1. Unmitigated

4.3.2. Mitigated

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

4.4.2. Mitigated

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

4.5.2. Mitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.6.2. Mitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.7.2. Mitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.8.2. Mitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.9.2. Mitigated

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.2.2. Mitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.3.2. Mitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.9.2. Mitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.10.4. Landscape Equipment - Mitigated

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.11.2. Mitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.12.2. Mitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.13.2. Mitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.14.2. Mitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.15.2. Mitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

5.18.2.2. Mitigated

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

7.2. Healthy Places Index Scores

7.3. Overall Health & Equity Scores

7.4. Health & Equity Measures

7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

8. User Changes to Default Data

8.1. Justifications

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Arcadia Multifamily
Construction Start Date	4/1/2026
Operational Year	2027
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	0.50
Precipitation (days)	24
Location	34.14024424168507, -118.03536493888936
County	Los Angeles-South Coast
City	Arcadia
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4922
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.31

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Condo/Townhouse	34	Dwelling Unit	1.1	54,724	5,724	—	101	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Energy	E-15	Require All-Electric Development

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.5	15	16	0.03	0.58	2.9	3.5	0.53	1.4	1.9	—	4,225	4,225	0.19	0.28	4.1	4,316
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	17	14	20	0.03	0.45	0.62	1.1	0.42	0.15	0.56	—	3,718	3,718	0.14	0.08	0.06	3,745
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.7	6.4	8.6	0.02	0.22	0.74	0.96	0.21	0.29	0.50	—	1,684	1,684	0.06	0.04	0.43	1,695
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.32	1.2	1.6	< 0.005	0.04	0.14	0.18	0.04	0.05	0.09	—	279	279	0.01	0.01	0.07	281

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	1.5	15	16	0.03	0.58	2.9	3.5	0.53	1.4	1.9	—	4,225	4,225	0.19	0.28	4.1	4,316
2027	1.1	8.5	11	0.02	0.26	0.35	0.61	0.24	0.08	0.32	—	2,237	2,237	0.09	0.04	1.3	2,253
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	1.1	8.8	11	0.02	0.29	0.35	0.65	0.27	0.08	0.35	—	2,229	2,229	0.09	0.04	0.04	2,244
2027	17	14	20	0.03	0.45	0.62	1.1	0.42	0.15	0.56	—	3,718	3,718	0.14	0.08	0.06	3,745
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.68	5.9	7.0	0.01	0.22	0.74	0.96	0.21	0.29	0.50	—	1,414	1,414	0.06	0.04	0.35	1,427
2027	1.7	6.4	8.6	0.02	0.20	0.26	0.46	0.18	0.06	0.25	—	1,684	1,684	0.06	0.03	0.43	1,695
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.12	1.1	1.3	< 0.005	0.04	0.14	0.18	0.04	0.05	0.09	—	234	234	0.01	0.01	0.06	236
2027	0.32	1.2	1.6	< 0.005	0.04	0.05	0.08	0.03	0.01	0.04	—	279	279	0.01	0.01	0.07	281

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	1.5	15	16	0.03	0.58	2.9	3.5	0.53	1.4	1.9	—	4,225	4,225	0.19	0.28	4.1	4,316
2027	1.1	8.5	11	0.02	0.26	0.35	0.61	0.24	0.08	0.32	—	2,237	2,237	0.09	0.04	1.3	2,253
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	1.1	8.8	11	0.02	0.29	0.35	0.65	0.27	0.08	0.35	—	2,229	2,229	0.09	0.04	0.04	2,244
2027	17	14	20	0.03	0.45	0.62	1.1	0.42	0.15	0.56	—	3,718	3,718	0.14	0.08	0.06	3,745

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.68	5.9	7.0	0.01	0.22	0.74	0.96	0.21	0.29	0.50	—	1,414	1,414	0.06	0.04	0.35	1,427
2027	1.7	6.4	8.6	0.02	0.20	0.26	0.46	0.18	0.06	0.25	—	1,684	1,684	0.06	0.03	0.43	1,695
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.12	1.1	1.3	< 0.005	0.04	0.14	0.18	0.04	0.05	0.09	—	234	234	0.01	0.01	0.06	236
2027	0.32	1.2	1.6	< 0.005	0.04	0.05	0.08	0.03	0.01	0.04	—	279	279	0.01	0.01	0.07	281

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.2	0.76	8.3	0.02	0.03	1.4	1.5	0.03	0.36	0.39	16	2,064	2,080	1.7	0.07	5.2	2,149
Mit.	2.2	0.55	8.2	0.02	0.01	1.4	1.4	0.01	0.36	0.37	16	1,805	1,821	1.7	0.07	5.2	1,889
% Reduced	1%	27%	1%	8%	62%	—	1%	64%	—	4%	—	13%	12%	1%	—	—	12%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.0	0.79	5.8	0.02	0.03	1.4	1.5	0.03	0.36	0.39	16	1,994	2,010	1.7	0.07	0.52	2,075
Mit.	2.0	0.58	5.7	0.01	0.01	1.4	1.4	0.01	0.36	0.37	16	1,735	1,751	1.7	0.07	0.52	1,815
% Reduced	1%	26%	2%	8%	64%	—	1%	66%	—	4%	—	13%	13%	1%	—	—	13%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.1	0.81	7.3	0.02	0.03	1.4	1.4	0.03	0.36	0.38	16	2,015	2,031	1.7	0.07	2.4	2,098
Mit.	2.1	0.60	7.2	0.01	0.01	1.4	1.4	0.01	0.36	0.37	16	1,756	1,772	1.7	0.07	2.4	1,838
% Reduced	1%	26%	1%	8%	62%	—	1%	64%	—	4%	—	13%	13%	1%	—	—	12%

Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.38	0.15	1.3	< 0.005	< 0.005	0.26	0.26	< 0.005	0.07	0.07	2.7	334	336	0.28	0.01	0.41	347
Mit.	0.38	0.11	1.3	< 0.005	< 0.005	0.26	0.26	< 0.005	0.07	0.07	2.7	291	293	0.28	0.01	0.41	304
% Reduced	1%	26%	1%	8%	62%	—	1%	64%	—	4%	—	13%	13%	1%	1%	—	12%

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.72	0.53	6.2	0.02	0.01	1.4	1.4	0.01	0.36	0.37	—	1,556	1,556	0.07	0.06	4.8	1,581
Area	1.4	0.02	1.9	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.2	5.2	< 0.005	< 0.005	—	5.2
Energy	0.01	0.21	0.09	< 0.005	0.02	—	0.02	0.02	—	0.02	—	489	489	0.04	< 0.005	—	491
Water	—	—	—	—	—	—	—	—	—	—	2.4	13	16	0.25	0.01	—	24
Waste	—	—	—	—	—	—	—	—	—	—	14	0.00	14	1.4	0.00	—	48
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.39	0.39
Total	2.2	0.76	8.3	0.02	0.03	1.4	1.5	0.03	0.36	0.39	16	2,064	2,080	1.7	0.07	5.2	2,149
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.71	0.58	5.7	0.01	0.01	1.4	1.4	0.01	0.36	0.37	—	1,491	1,491	0.08	0.06	0.12	1,512
Area	1.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.01	0.21	0.09	< 0.005	0.02	—	0.02	0.02	—	0.02	—	489	489	0.04	< 0.005	—	491
Water	—	—	—	—	—	—	—	—	—	—	2.4	13	16	0.25	0.01	—	24
Waste	—	—	—	—	—	—	—	—	—	—	14	0.00	14	1.4	0.00	—	48
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.39	0.39
Total	2.0	0.79	5.8	0.02	0.03	1.4	1.5	0.03	0.36	0.39	16	1,994	2,010	1.7	0.07	0.52	2,075

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.71	0.59	5.9	0.01	0.01	1.4	1.4	0.01	0.36	0.37	—	1,509	1,509	0.07	0.06	2.1	1,532
Area	1.4	0.01	1.3	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.5	3.5	< 0.005	< 0.005	—	3.5
Energy	0.01	0.21	0.09	< 0.005	0.02	—	0.02	0.02	—	0.02	—	489	489	0.04	< 0.005	—	491
Water	—	—	—	—	—	—	—	—	—	—	2.4	13	16	0.25	0.01	—	24
Waste	—	—	—	—	—	—	—	—	—	—	14	0.00	14	1.4	0.00	—	48
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.39	0.39
Total	2.1	0.81	7.3	0.02	0.03	1.4	1.4	0.03	0.36	0.38	16	2,015	2,031	1.7	0.07	2.4	2,098
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.13	0.11	1.1	< 0.005	< 0.005	0.26	0.26	< 0.005	0.07	0.07	—	250	250	0.01	0.01	0.34	254
Area	0.25	< 0.005	0.24	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.58	0.58	< 0.005	< 0.005	—	0.59
Energy	< 0.005	0.04	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	81	81	0.01	< 0.005	—	81
Water	—	—	—	—	—	—	—	—	—	—	0.40	2.2	2.6	0.04	< 0.005	—	3.9
Waste	—	—	—	—	—	—	—	—	—	—	2.3	0.00	2.3	0.23	0.00	—	7.9
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06
Total	0.38	0.15	1.3	< 0.005	< 0.005	0.26	0.26	< 0.005	0.07	0.07	2.7	334	336	0.28	0.01	0.41	347

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.72	0.53	6.2	0.02	0.01	1.4	1.4	0.01	0.36	0.37	—	1,556	1,556	0.07	0.06	4.8	1,581
Area	1.4	0.02	1.9	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.2	5.2	< 0.005	< 0.005	—	5.2
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	230	230	0.01	< 0.005	—	231
Water	—	—	—	—	—	—	—	—	—	—	2.4	13	16	0.25	0.01	—	24
Waste	—	—	—	—	—	—	—	—	—	—	14	0.00	14	1.4	0.00	—	48

Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.39	0.39
Total	2.2	0.55	8.2	0.02	0.01	1.4	1.4	0.01	0.36	0.37	16	1,805	1,821	1.7	0.07	5.2	1,889
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.71	0.58	5.7	0.01	0.01	1.4	1.4	0.01	0.36	0.37	—	1,491	1,491	0.08	0.06	0.12	1,512
Area	1.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	230	230	0.01	< 0.005	—	231
Water	—	—	—	—	—	—	—	—	—	—	2.4	13	16	0.25	0.01	—	24
Waste	—	—	—	—	—	—	—	—	—	—	14	0.00	14	1.4	0.00	—	48
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.39	0.39
Total	2.0	0.58	5.7	0.01	0.01	1.4	1.4	0.01	0.36	0.37	16	1,735	1,751	1.7	0.07	0.52	1,815
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.71	0.59	5.9	0.01	0.01	1.4	1.4	0.01	0.36	0.37	—	1,509	1,509	0.07	0.06	2.1	1,532
Area	1.4	0.01	1.3	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.5	3.5	< 0.005	< 0.005	—	3.5
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	230	230	0.01	< 0.005	—	231
Water	—	—	—	—	—	—	—	—	—	—	2.4	13	16	0.25	0.01	—	24
Waste	—	—	—	—	—	—	—	—	—	—	14	0.00	14	1.4	0.00	—	48
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.39	0.39
Total	2.1	0.60	7.2	0.01	0.01	1.4	1.4	0.01	0.36	0.37	16	1,756	1,772	1.7	0.07	2.4	1,838
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.13	0.11	1.1	< 0.005	< 0.005	0.26	0.26	< 0.005	0.07	0.07	—	250	250	0.01	0.01	0.34	254
Area	0.25	< 0.005	0.24	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.58	0.58	< 0.005	< 0.005	—	0.59
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	38	38	< 0.005	< 0.005	—	38
Water	—	—	—	—	—	—	—	—	—	—	0.40	2.2	2.6	0.04	< 0.005	—	3.9
Waste	—	—	—	—	—	—	—	—	—	—	2.3	0.00	2.3	0.23	0.00	—	7.9
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06
Total	0.38	0.11	1.3	< 0.005	< 0.005	0.26	0.26	< 0.005	0.07	0.07	2.7	291	293	0.28	0.01	0.41	304

3. Construction Emissions Details

3.1. Demolition (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.4	13	15	0.02	0.51	—	0.51	0.47	—	0.47	—	2,494	2,494	0.10	0.02	—	2,503
Demolition	—	—	—	—	—	1.2	1.2	—	0.18	0.18	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.78	0.88	< 0.005	0.03	—	0.03	0.03	—	0.03	—	150	150	0.01	< 0.005	—	151
Demolition	—	—	—	—	—	0.07	0.07	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.14	0.16	< 0.005	0.01	—	0.01	0.01	—	0.01	—	25	25	< 0.005	< 0.005	—	25
Demolition	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.81	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	169	169	0.01	0.01	0.57	172
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	1.9	0.74	0.01	0.02	0.43	0.45	0.02	0.12	0.14	—	1,561	1,561	0.09	0.25	3.5	1,641
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.8	9.8	< 0.005	< 0.005	0.01	10.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.12	0.04	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	94	94	0.01	0.02	0.09	99
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.6	1.6	< 0.005	< 0.005	< 0.005	1.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	16	16	< 0.005	< 0.005	0.02	16

3.2. Demolition (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.4	13	15	0.02	0.51	—	0.51	0.47	—	0.47	—	2,494	2,494	0.10	0.02	—	2,503
Demolition	—	—	—	—	—	1.2	1.2	—	0.18	0.18	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.78	0.88	< 0.005	0.03	—	0.03	0.03	—	0.03	—	150	150	0.01	< 0.005	—	151
Demolition	—	—	—	—	—	0.07	0.07	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.14	0.16	< 0.005	0.01	—	0.01	0.01	—	0.01	—	25	25	< 0.005	< 0.005	—	25
Demolition	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.81	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	169	169	0.01	0.01	0.57	172
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	1.9	0.74	0.01	0.02	0.43	0.45	0.02	0.12	0.14	—	1,561	1,561	0.09	0.25	3.5	1,641
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.8	9.8	< 0.005	< 0.005	0.01	10.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	< 0.005	0.12	0.04	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	94	94	0.01	0.02	0.09	99
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.6	1.6	< 0.005	< 0.005	< 0.005	1.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	16	16	< 0.005	< 0.005	0.02	16

3.3. Grading (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.4	13	14	0.02	0.58	—	0.58	0.53	—	0.53	—	2,455	2,455	0.10	0.02	—	2,463
Dust From Material Movement	—	—	—	—	—	2.8	2.8	—	1.3	1.3	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.26	2.3	2.5	< 0.005	0.10	—	0.10	0.10	—	0.10	—	444	444	0.02	< 0.005	—	445
Dust From Material Movement	—	—	—	—	—	0.50	0.50	—	0.24	0.24	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.42	0.46	< 0.005	0.02	—	0.02	0.02	—	0.02	—	73	73	< 0.005	< 0.005	—	74
Dust From Material Movement	—	—	—	—	—	0.09	0.09	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.65	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	135	135	0.01	< 0.005	0.46	137
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.15	0.06	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	129	129	0.01	0.02	0.29	135
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.10	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	24	24	< 0.005	< 0.005	0.04	24
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	23	23	< 0.005	< 0.005	0.02	24
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.9	3.9	< 0.005	< 0.005	0.01	4.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.9	3.9	< 0.005	< 0.005	< 0.005	4.1

3.4. Grading (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.4	13	14	0.02	0.58	—	0.58	0.53	—	0.53	—	2,455	2,455	0.10	0.02	—	2,463
Dust From Material Movement	—	—	—	—	—	2.8	2.8	—	1.3	1.3	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.26	2.3	2.5	< 0.005	0.10	—	0.10	0.10	—	0.10	—	444	444	0.02	< 0.005	—	445
Dust From Material Movement	—	—	—	—	—	0.50	0.50	—	0.24	0.24	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.42	0.46	< 0.005	0.02	—	0.02	0.02	—	0.02	—	73	73	< 0.005	< 0.005	—	74
Dust From Material Movement	—	—	—	—	—	0.09	0.09	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.65	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	135	135	0.01	< 0.005	0.46	137
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.15	0.06	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	129	129	0.01	0.02	0.29	135
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.10	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	24	24	< 0.005	< 0.005	0.04	24
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	23	23	< 0.005	< 0.005	0.02	24
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.9	3.9	< 0.005	< 0.005	0.01	4.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.9	3.9	< 0.005	< 0.005	< 0.005	4.1

3.5. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.0	8.6	10.0	0.02	0.29	—	0.29	0.27	—	0.27	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.0	8.6	10.0	0.02	0.29	—	0.29	0.27	—	0.27	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.30	2.6	3.0	0.01	0.09	—	0.09	0.08	—	0.08	—	539	539	0.02	< 0.005	—	541
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.47	0.54	< 0.005	0.02	—	0.02	0.01	—	0.01	—	89	89	< 0.005	< 0.005	—	90
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.09	1.6	0.00	0.00	0.32	0.32	0.00	0.08	0.08	—	332	332	0.01	0.01	1.1	337
Vendor	< 0.005	0.12	0.06	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	113	113	< 0.005	0.02	0.31	119
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.11	1.3	0.00	0.00	0.32	0.32	0.00	0.08	0.08	—	314	314	0.01	0.01	0.03	318
Vendor	< 0.005	0.13	0.06	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	113	113	< 0.005	0.02	0.01	118
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.42	0.00	0.00	0.09	0.09	0.00	0.02	0.02	—	96	96	< 0.005	< 0.005	0.15	97

Vendor	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	34	34	< 0.005	< 0.005	0.04	35
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	0.01	0.08	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	16	16	< 0.005	< 0.005	0.02	16
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.6	5.6	< 0.005	< 0.005	0.01	5.9
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.6. Building Construction (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.0	8.6	10.0	0.02	0.29	—	0.29	0.27	—	0.27	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.0	8.6	10.0	0.02	0.29	—	0.29	0.27	—	0.27	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.30	2.6	3.0	0.01	0.09	—	0.09	0.08	—	0.08	—	539	539	0.02	< 0.005	—	541
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.06	0.47	0.54	< 0.005	0.02	—	0.02	0.01	—	0.01	—	89	89	< 0.005	< 0.005	—	90
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.09	1.6	0.00	0.00	0.32	0.32	0.00	0.08	0.08	—	332	332	0.01	0.01	1.1	337
Vendor	< 0.005	0.12	0.06	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	113	113	< 0.005	0.02	0.31	119
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.11	1.3	0.00	0.00	0.32	0.32	0.00	0.08	0.08	—	314	314	0.01	0.01	0.03	318
Vendor	< 0.005	0.13	0.06	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	113	113	< 0.005	0.02	0.01	118
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.42	0.00	0.00	0.09	0.09	0.00	0.02	0.02	—	96	96	< 0.005	< 0.005	0.15	97
Vendor	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	34	34	< 0.005	< 0.005	0.04	35
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	0.01	0.08	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	16	16	< 0.005	< 0.005	0.02	16
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.6	5.6	< 0.005	< 0.005	0.01	5.9
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.97	8.3	9.9	0.02	0.26	—	0.26	0.24	—	0.24	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.97	8.3	9.9	0.02	0.26	—	0.26	0.24	—	0.24	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.69	5.9	7.1	0.01	0.19	—	0.19	0.17	—	0.17	—	1,286	1,286	0.05	0.01	—	1,291
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	1.1	1.3	< 0.005	0.03	—	0.03	0.03	—	0.03	—	213	213	0.01	< 0.005	—	214
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	1.5	0.00	0.00	0.32	0.32	0.00	0.08	0.08	—	325	325	0.01	0.01	1.0	330
Vendor	< 0.005	0.12	0.06	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	111	111	< 0.005	0.02	0.29	116
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.09	0.11	1.2	0.00	0.00	0.32	0.32	0.00	0.08	0.08	—	308	308	< 0.005	0.01	0.03	312
Vendor	< 0.005	0.12	0.06	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	111	111	< 0.005	0.02	0.01	116
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.08	0.94	0.00	0.00	0.22	0.22	0.00	0.05	0.05	—	224	224	< 0.005	0.01	0.31	226
Vendor	< 0.005	0.09	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	79	79	< 0.005	0.01	0.09	83
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.17	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	37	37	< 0.005	< 0.005	0.05	37
Vendor	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	13	13	< 0.005	< 0.005	0.01	14
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.97	8.3	9.9	0.02	0.26	—	0.26	0.24	—	0.24	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.97	8.3	9.9	0.02	0.26	—	0.26	0.24	—	0.24	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.69	5.9	7.1	0.01	0.19	—	0.19	0.17	—	0.17	—	1,286	1,286	0.05	0.01	—	1,291
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	1.1	1.3	< 0.005	0.03	—	0.03	0.03	—	0.03	—	213	213	0.01	< 0.005	—	214
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	1.5	0.00	0.00	0.32	0.32	0.00	0.08	0.08	—	325	325	0.01	0.01	1.0	330
Vendor	< 0.005	0.12	0.06	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	111	111	< 0.005	0.02	0.29	116
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.11	1.2	0.00	0.00	0.32	0.32	0.00	0.08	0.08	—	308	308	< 0.005	0.01	0.03	312
Vendor	< 0.005	0.12	0.06	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	111	111	< 0.005	0.02	0.01	116
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.08	0.94	0.00	0.00	0.22	0.22	0.00	0.05	0.05	—	224	224	< 0.005	0.01	0.31	226
Vendor	< 0.005	0.09	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	79	79	< 0.005	0.01	0.09	83
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.17	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	37	37	< 0.005	< 0.005	0.05	37
Vendor	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	13	13	< 0.005	< 0.005	0.01	14

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Paving (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.46	4.3	6.5	0.01	0.17	—	0.17	0.16	—	0.16	—	992	992	0.04	0.01	—	995
Paving	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.27	0.41	< 0.005	0.01	—	0.01	0.01	—	0.01	—	62	62	< 0.005	< 0.005	—	63
Paving	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10	10	< 0.005	< 0.005	—	10
Paving	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.64	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	157	157	< 0.005	0.01	0.01	159
Vendor	< 0.005	0.17	0.08	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	153	153	0.01	0.02	0.01	159
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10	10	< 0.005	< 0.005	0.01	10
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	9.6	9.6	< 0.005	< 0.005	0.01	10
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.7	1.7	< 0.005	< 0.005	< 0.005	1.7
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.6	1.6	< 0.005	< 0.005	< 0.005	1.7
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Paving (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.46	4.3	6.5	0.01	0.17	—	0.17	0.16	—	0.16	—	992	992	0.04	0.01	—	995
Paving	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.27	0.41	< 0.005	0.01	—	0.01	0.01	—	0.01	—	62	62	< 0.005	< 0.005	—	63
Paving	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10	10	< 0.005	< 0.005	—	10
Paving	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.64	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	157	157	< 0.005	0.01	0.01	159
Vendor	< 0.005	0.17	0.08	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	153	153	0.01	0.02	0.01	159
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10	10	< 0.005	< 0.005	0.01	10
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	9.6	9.6	< 0.005	< 0.005	0.01	10
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.7	1.7	< 0.005	< 0.005	< 0.005	1.7

Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.6	1.6	< 0.005	< 0.005	< 0.005	1.7
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.83	1.1	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.4	8.4	< 0.005	< 0.005	—	8.4
Architectural Coatings	0.94	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.4	1.4	< 0.005	< 0.005	—	1.4

Architectural Coatings	0.17	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.25	0.00	0.00	0.06	0.06	0.00	0.02	0.02	—	62	62	< 0.005	< 0.005	0.01	62
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.9	3.9	< 0.005	< 0.005	0.01	4.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.65	0.65	< 0.005	< 0.005	< 0.005	0.66
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Architectural Coating (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.83	1.1	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.4	8.4	< 0.005	< 0.005	—	8.4
Architectural Coatings	0.94	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.4	1.4	< 0.005	< 0.005	—	1.4
Architectural Coatings	0.17	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.25	0.00	0.00	0.06	0.06	0.00	0.02	0.02	—	62	62	< 0.005	< 0.005	0.01	62

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.9	3.9	< 0.005	< 0.005	0.01	4.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.65	0.65	< 0.005	< 0.005	< 0.005	0.66
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.1.2. Mitigated

Mobile source emissions results are presented in Sections 2.5. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Condo/Townhous	—	—	—	—	—	—	—	—	—	—	—	228	228	0.01	< 0.005	—	228
Total	—	—	—	—	—	—	—	—	—	—	—	228	228	0.01	< 0.005	—	228
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	228	228	0.01	< 0.005	—	228
Total	—	—	—	—	—	—	—	—	—	—	—	228	228	0.01	< 0.005	—	228
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	38	38	< 0.005	< 0.005	—	38
Total	—	—	—	—	—	—	—	—	—	—	—	38	38	< 0.005	< 0.005	—	38

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	230	230	0.01	< 0.005	—	231
Total	—	—	—	—	—	—	—	—	—	—	—	230	230	0.01	< 0.005	—	231
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	230	230	0.01	< 0.005	—	231
Total	—	—	—	—	—	—	—	—	—	—	—	230	230	0.01	< 0.005	—	231

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	38	38	< 0.005	< 0.005	—	38
Total	—	—	—	—	—	—	—	—	—	—	—	38	38	< 0.005	< 0.005	—	38

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.01	0.21	0.09	< 0.005	0.02	—	0.02	0.02	—	0.02	—	262	262	0.02	< 0.005	—	263
Total	0.01	0.21	0.09	< 0.005	0.02	—	0.02	0.02	—	0.02	—	262	262	0.02	< 0.005	—	263
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.01	0.21	0.09	< 0.005	0.02	—	0.02	0.02	—	0.02	—	262	262	0.02	< 0.005	—	263
Total	0.01	0.21	0.09	< 0.005	0.02	—	0.02	0.02	—	0.02	—	262	262	0.02	< 0.005	—	263
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	< 0.005	0.04	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	43	43	< 0.005	< 0.005	—	43
Total	< 0.005	0.04	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	43	43	< 0.005	< 0.005	—	43

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.17	0.02	1.9	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.2	5.2	< 0.005	< 0.005	—	5.2
Total	1.4	0.02	1.9	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.2	5.2	< 0.005	< 0.005	—	5.2
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	1.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.21	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.02	< 0.005	0.24	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.58	0.58	< 0.005	< 0.005	—	0.59
Total	0.25	< 0.005	0.24	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.58	0.58	< 0.005	< 0.005	—	0.59

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.17	0.02	1.9	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.2	5.2	< 0.005	< 0.005	—	5.2
Total	1.4	0.02	1.9	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.2	5.2	< 0.005	< 0.005	—	5.2
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	1.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.21	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.02	< 0.005	0.24	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.58	0.58	< 0.005	< 0.005	—	0.59
Total	0.25	< 0.005	0.24	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.58	0.58	< 0.005	< 0.005	—	0.59

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	2.4	13	16	0.25	0.01	—	24
Total	—	—	—	—	—	—	—	—	—	—	2.4	13	16	0.25	0.01	—	24
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	2.4	13	16	0.25	0.01	—	24
Total	—	—	—	—	—	—	—	—	—	—	2.4	13	16	0.25	0.01	—	24
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	0.40	2.2	2.6	0.04	< 0.005	—	3.9
Total	—	—	—	—	—	—	—	—	—	—	0.40	2.2	2.6	0.04	< 0.005	—	3.9

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Condo/T	—	—	—	—	—	—	—	—	—	—	2.4	13	16	0.25	0.01	—	24
Total	—	—	—	—	—	—	—	—	—	—	2.4	13	16	0.25	0.01	—	24
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	2.4	13	16	0.25	0.01	—	24
Total	—	—	—	—	—	—	—	—	—	—	2.4	13	16	0.25	0.01	—	24
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	0.40	2.2	2.6	0.04	< 0.005	—	3.9
Total	—	—	—	—	—	—	—	—	—	—	0.40	2.2	2.6	0.04	< 0.005	—	3.9

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	14	0.00	14	1.4	0.00	—	48
Total	—	—	—	—	—	—	—	—	—	—	14	0.00	14	1.4	0.00	—	48
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	14	0.00	14	1.4	0.00	—	48

Total	—	—	—	—	—	—	—	—	—	—	14	0.00	14	1.4	0.00	—	48
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	2.3	0.00	2.3	0.23	0.00	—	7.9
Total	—	—	—	—	—	—	—	—	—	—	2.3	0.00	2.3	0.23	0.00	—	7.9

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	14	0.00	14	1.4	0.00	—	48
Total	—	—	—	—	—	—	—	—	—	—	14	0.00	14	1.4	0.00	—	48
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	14	0.00	14	1.4	0.00	—	48
Total	—	—	—	—	—	—	—	—	—	—	14	0.00	14	1.4	0.00	—	48
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	2.3	0.00	2.3	0.23	0.00	—	7.9
Total	—	—	—	—	—	—	—	—	—	—	2.3	0.00	2.3	0.23	0.00	—	7.9

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.39	0.39
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.39	0.39
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.39	0.39
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.39	0.39
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.39	0.39

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.39	0.39
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.39	0.39
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.39	0.39
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	4/1/2026	4/30/2026	5.0	22	—
Grading	Grading	5/1/2026	7/31/2026	5.0	66	—
Building Construction	Building Construction	8/1/2026	12/31/2027	5.0	370	—
Paving	Paving	12/1/2027	12/31/2027	5.0	23	—
Architectural Coating	Architectural Coating	12/1/2027	12/31/2027	5.0	23	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.0	33	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	8.0	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	3.0	8.0	84	0.37
Grading	Graders	Diesel	Average	1.00	8.0	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.0	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.0	7.0	84	0.37
Building Construction	Cranes	Diesel	Average	1.00	6.0	367	0.29
Building Construction	Forklifts	Diesel	Average	1.00	6.0	82	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.0	14	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	1.00	6.0	84	0.37
Building Construction	Welders	Diesel	Average	3.0	8.0	46	0.45

Paving	Cement and Mortar Mixers	Diesel	Average	1.00	6.0	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	6.0	81	0.42
Paving	Paving Equipment	Diesel	Average	1.00	8.0	89	0.36
Paving	Rollers	Diesel	Average	1.00	7.0	36	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.0	84	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.0	37	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.0	33	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	8.0	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	3.0	8.0	84	0.37
Grading	Graders	Diesel	Average	1.00	8.0	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.0	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.0	7.0	84	0.37
Building Construction	Cranes	Diesel	Average	1.00	6.0	367	0.29
Building Construction	Forklifts	Diesel	Average	1.00	6.0	82	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.0	14	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	1.00	6.0	84	0.37
Building Construction	Welders	Diesel	Average	3.0	8.0	46	0.45
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	6.0	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	6.0	81	0.42
Paving	Paving Equipment	Diesel	Average	1.00	8.0	89	0.36
Paving	Rollers	Diesel	Average	1.00	7.0	36	0.38

Paving	Tractors/Loaders/Back	Diesel	Average	1.00	8.0	84	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.0	37	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	Worker	13	19	LDA,LDT1,LDT2
Demolition	Vendor	—	10	HHDT,MHDT
Demolition	Hauling	23	20	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	Worker	10.0	19	LDA,LDT1,LDT2
Grading	Vendor	—	10	HHDT,MHDT
Grading	Hauling	1.9	20	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	Worker	24	19	LDA,LDT1,LDT2
Building Construction	Vendor	3.6	10	HHDT,MHDT
Building Construction	Hauling	0.00	20	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	Worker	13	19	LDA,LDT1,LDT2
Paving	Vendor	5.0	10	HHDT,MHDT
Paving	Hauling	0.00	20	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	Worker	4.9	19	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10	HHDT,MHDT
Architectural Coating	Hauling	0.00	20	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	Worker	13	19	LDA,LDT1,LDT2
Demolition	Vendor	—	10	HHDT,MHDT
Demolition	Hauling	23	20	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	Worker	10.0	19	LDA,LDT1,LDT2
Grading	Vendor	—	10	HHDT,MHDT
Grading	Hauling	1.9	20	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	Worker	24	19	LDA,LDT1,LDT2
Building Construction	Vendor	3.6	10	HHDT,MHDT
Building Construction	Hauling	0.00	20	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	Worker	13	19	LDA,LDT1,LDT2
Paving	Vendor	5.0	10	HHDT,MHDT
Paving	Hauling	0.00	20	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	Worker	4.9	19	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10	HHDT,MHDT
Architectural Coating	Hauling	0.00	20	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	110,816	36,939	0.00	0.00	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	2,018	0.00
Grading	—	1,000	6.0	0.00	0.00
Paving	0.00	0.00	0.00	0.00	—

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Phase Name	Land Use	Area Paved (acres)	% Asphalt
Paving	Condo/Townhouse	—	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00	532	0.03	< 0.005

2027	0.00	532	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	229	229	229	83,585	2,014	2,014	2,014	735,028

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	229	229	229	83,585	2,014	2,014	2,014	735,028

5.10. Operational Area Sources

5.10.1. Hearths

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
Condo/Townhouse	Wood Fireplaces	0	0
Condo/Townhouse	Gas Fireplaces	0	0
Condo/Townhouse	Propane Fireplaces	0	0
Condo/Townhouse	Electric Fireplaces	0	0
Condo/Townhouse	No Fireplaces	0	0
Condo/Townhouse	Conventional Wood Stoves	0	0
Condo/Townhouse	Catalytic Wood Stoves	0	0
Condo/Townhouse	Non-Catalytic Wood Stoves	0	0
Condo/Townhouse	Pellet Wood Stoves	0	0

5.10.2. Architectural Coatings

—	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
undefined	110,816	36,939	0.00	0.00	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Condo/Townhouse	156,134	532	0.0330	0.0040	817,032

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Condo/Townhouse	158,076	532	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Condo/Townhouse	1,267,309	98,116

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Condo/Townhouse	1,267,309	98,116

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Condo/Townhouse	25	0.00

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Condo/Townhouse	25	0.00

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Condo/Townhouse	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.5	2.5	10.0
Condo/Townhouse	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.14.2. Mitigated

Land Use	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Condo/Townhouse	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.5	2.5	10.0
Condo/Townhouse	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.15.2. Mitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	26	annual days of extreme heat
Extreme Precipitation	9.2	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	17	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	3	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	3	1	1	3
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2

Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	85
AQ-PM	71
AQ-DPM	58
Drinking Water	74
Lead Risk Housing	54
Pesticides	0.00
Toxic Releases	70
Traffic	80
Effect Indicators	—
CleanUp Sites	75
Groundwater	0.00

Haz Waste Facilities/Generators	60
Impaired Water Bodies	0.00
Solid Waste	70
Sensitive Population	—
Asthma	6.0
Cardio-vascular	7.5
Low Birth Weights	7.3
Socioeconomic Factor Indicators	—
Education	43
Housing	10
Linguistic	80
Poverty	28
Unemployment	46

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	84.3320929
Employed	68.92082638
Median HI	57.88528166
Education	—
Bachelor's or higher	80.67496471
High school enrollment	100
Preschool enrollment	84.88387014
Transportation	—
Auto Access	70.20402926
Active commuting	5.915565251

Social	—
2-parent households	35.26241499
Voting	21.00603105
Neighborhood	—
Alcohol availability	87.47593995
Park access	34.12036443
Retail density	39.49698447
Supermarket access	46.73424868
Tree canopy	66.75221352
Housing	—
Homeownership	46.75991274
Housing habitability	43.07712049
Low-inc homeowner severe housing cost burden	33.1707943
Low-inc renter severe housing cost burden	70.48633389
Uncrowded housing	63.4800462
Health Outcomes	—
Insured adults	52.11086873
Arthritis	0.0
Asthma ER Admissions	94.2
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	97.0
Cognitively Disabled	87.2
Physically Disabled	80.2

Heart Attack ER Admissions	84.0
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	97.1
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	84.9
Elderly	16.5
English Speaking	18.2
Foreign-born	95.7
Outdoor Workers	60.7
Climate Change Adaptive Capacity	—
Impervious Surface Cover	34.1
Traffic Density	80.4
Traffic Access	23.0
Other Indices	—
Hardship	23.2
Other Decision Support	—
2016 Voting	20.4

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	30
Healthy Places Index Score for Project Location (b)	65
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

8.1. Justifications

Screen	Justification
Land Use	Per site plan
Construction: Construction Phases	No site preparation required
Operations: Hearths	No hearths

Preliminary Low Impact Development (LID) Plan

Prepared for:
City Ventures
3121 Michelson Drive, Suite 10
Irvine, CA 92612
Nick Patterson
(763) 244-9855

Property:
TTM 84530
APN 5775-023-015
101 W. Huntington Drive
Arcadia, CA 91007

Prepared by:
C&V Consulting, Inc.
9830 Irvine Center Drive
Irvine, CA 92618
(949) 916-3800
Ryan Bittner, P.E.

Preparation Date: September 2024

Receipt of WDID

REPLACE THIS SHEET

To be provided prior to final approval

Notice of Intent

REPLACE THIS SHEET

To be provided prior to final approval

Table of Contents

SECTION PAGE

SECTION 100
COVER I
RECEIPT OF WDID II
NOTICE OF INTENT III
LIST OF FIGURES IV
LIST OF APPENDICES IV
PROJECT OWNER'S CERTIFICATION V
ENGINEER CERTIFICATION VI

SECTION 200 1

A. Contact Information/List of Responsible Parties 1

SECTION 300 2

A. References 2

SECTION 400 – BODY OF LID 3

A. Objectives 3
B. Project Background and Description 3
C. Vicinity Map 3
D. Existing Site Drainage Condition 4
E. Proposed Site Drainage Conditions 5
F. LID Project Types, Characteristics, & Activities 5
G. Pollutant Source Identification and BMP Selection 5
H. Source Control BMPs 6
I. Structural BMPs 9
J. BMP Maintenance, Inspection, and Repair 12
K. Inspection, Maintenance, and Responsibility for BMPs 12
L. Operation/Maintenance Funding after Project Completion 15

List of Figures

Figure 1: Project Vicinity Map
Figure 2: BMP Exhibit
Figure 3: Impaired Waters

List of Appendices

Appendix A: Volume and Infiltration Calculations & Hydrologic Report
Appendix B: Site BMPs
Appendix C: Drywell
Appendix D: "NO DUMPING – DRAINS TO OCEAN" Stencil Examples
Appendix E: Catch Basin Cleaning
Appendix F: Operation and Maintenance Plan
Appendix G: Geotechnical Investigation
Appendix H: General Education Materials

Project Owner's Certification of the Preliminary Low Impact Development (LID) Plan

Project Name: ***Arcadia 1***

Project Number: **Tentative Tract Map No. 84530**
APN 5775-023-015

Project Address: **101 W. Huntington Drive**
Arcadia, CA 91007

This Preliminary Low Impact Development (LID) Plan for the ***Arcadia 1*** (***TM 84530)*** project has been prepared for City Ventures by C&V Consulting, Inc. It is intended to comply with the requirements of the City of Arcadia's Conditions of Approval.

The undersigned is authorized to approve implementation of provisions of this plan as appropriate, and will strive to have the plan carried out by successors consistent with the County of Los Angeles LID Manual and the intent of the NPDES storm water requirements.

"I certify under penalty of law that this document and all attachments were prepared under my jurisdiction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system or those persons directly responsible for gathering the information, to the best of my knowledge and belief, the information submitted is true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations."

Owner's Name:	Nick Patterson		
Owner's Title:	Director of Development		
Company:	City Ventures		
Address:	3121 Michelson Drive, Suite 10, Irvine, CA 92612		
Email:			
Telephone No.:	(763) 244-9855		
Signature:		Date:	

Engineer Certification

Engineer's Name:	Ryan Bittner		
Engineer's Title:	Principal		
Company:	C&V Consulting, Inc.		
Address:	9830 Irvine Center Drive, Irvine, CA 92618		
Email:	rbittner@cvc-inc.net		
Telephone No.	(949) 916-3800		
I hereby certify that this Low Impact Development Plan is in compliance with, and meets the requirements set forth in, Order No. R4-2012-0175, of the Los Angeles Regional Water Quality Control Board.			
Engineer's Signature		Date	
Place Stamp Here			

Section 200

A. Contact Information/List of Responsible Parties

The property contact information is:

Nick Patterson
Tel: (763) 244-9855
City Ventures
3121 Michelson Drive, Suite 10
Irvine, CA 92612

The property owner shall have primary responsibility and significant authority for the implementation, maintenance, and inspection of the property BMPs. Duties of the Owner include but are not limited to:

- Implementing all elements of the LID, including but not limited to:
  - Implementation of prompt and effective erosion and sediment control measures
  - Implementing all non-storm water management, and materials and waste management activities, such as: monitoring, discharges, general site clean-up; vehicle and equipment cleaning, spill control; good construction housekeeping to ensure that no materials other than storm water are discharged which may have an adverse effect on receiving waters or storm drain systems, etc.
- Pre-storm inspections
- Storm event inspections
- Post-storm inspections
- Routine inspections as described in the LID
- Ensuring elimination of all unauthorized discharges
- The Owner shall be assigned authority to mobilize crews in order to make immediate repairs to the control measures.
- Coordinate all of the necessary corrections/repairs are made immediately, and that the project complies with the LID at all times.
- Managing and report any Illicit Connections or Illegal Discharges.

Section 300

A. References

The following documents are made a part of this LID by reference:

- Project plans and specifications for the City of Arcadia to support the ***Arcadia 1 (TM 84530)*** project, prepared by C&V Consulting, Inc., 9830 Irvine Center Drive, Irvine, CA 92618.

- County of Los Angeles Department of Public Works, Low Impact Development Standards Manual dated February 2014

- State Water Resources Control Board (SWRCB) National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities, Order No. 2009-0009-DWQ, NPDES No. CAS000002 dated July 1, 2010

- California Stormwater BMP Handbook – Construction, January 2009.

- California Stormwater BMP Handbook – New Development and Redevelopment, January 2003.

- Los Angeles County Municipal Stormwater/ NPDES Permit Order R4-2012-0175

- APPROVAL OF ALTERNATIVE BIOFILTRATION SPECIFICATION PURSUANT TO PART VI.D.7.c.iii.(1)(b)(i) OF THE LOS ANGELES COUNTY MUNICIPAL SEPARATE STORM SEWER SYSTEM (MS4) PERMIT (NPDES PERMIT NO. CAS004001; ORDER NO. R4-2012-0175 AS AMENDED BY STATE WATER BOARD ORDER WQ 2015-0075 AND LOS ANGELES WATER BOARD ORDER R4-2012-0175-A01)

Section 400 – Body of LID

A. Objectives

This Low Impact Development (LID) Plan has four main objectives:

1) Identify all pollutant sources, including sources of sediment that may affect the quality of storm water discharges associated with daily use / activity (storm water discharges) from the property site.
2) Identify non-storm water discharges.
3) Identify, construct, implement and maintain Best Management Practices (BMPs) to reduce or eliminate pollutants in storm water discharges and authorized non-storm water discharges from the property site.
4) Develop a maintenance schedule for BMPs designed to reduce or eliminate pollutants.

B. Project Background and Description

The proposed project comprises a total of 1.05 acres and is located at 101 W. Huntington Drive in the City of Arcadia (APN: 5775-023-015). The site is bounded by existing single-family residences to the north, a small commercial development to the west, W. Huntington Drive to the south, and Santra Clara Street to the east. Refer to Appendix A for the Vicinity Map. The development proposes to construct three (3) buildings harboring 34 townhome dwelling units with private garages, private drive aisles, sidewalks, guest parking areas, and common landscaped areas. The project site will be accessible via an entrance/exit along W. Huntington Drive and Santa Clara Street.

The existing site is currently occupied by a commercial building and an associated parking lot. It is a relatively flat site with elevations ranging between 480 feet to 482 feet above mean sea level with low points near the center and southern entrance of the site. Pervious coverage is approximated to be 26% for the existing condition of the site per aerial topography. Proposed condition coverage is assumed to be 85% impervious based on land use per Hydrology Manual.

C. Vicinity Map

The site is located at 101 W. Huntington Drive in the City of Arcadia, County of Los Angeles. The site is bounded by existing single-family residences to the north, a small commercial development to the west, W. Huntington Drive to the south, and Santra Clara Street to the east.

Refer to Figure 1 for the Vicinity Map.

D. Existing Site Drainage Condition

The existing site is currently occupied by a commercial building and an associated parking lot. It is a relatively flat site with elevations ranging between 480 feet to 482 feet above mean sea level with low points near the center and southern entrance of the site. Existing site drainage is generally directed as sheet flow towards these low points which are accompanied by grated inlets for stormwater capture. The flows are then assumed to be conveyed towards the existing 54" RCP along W. Huntington Drive traveling east to west before discharging to the 96" reinforced concrete box (RCB) known as Arcadia Wash – East Branch. From here, the captured stormwater travels south to confluence at Arcadia Wash – Main Branch which then drains to the Rio Hondo Channel. Rio Hondo Channel travels southeast before draining to the existing Los Angeles River and ultimately the Pacific Ocean at San Pedro Bay.

Water bodies downstream of the project site are listed on the most current 303 (d) List as follows:

- Rio Hondo Channel
    - Iron
    - Dissolved Oxygen
    - Indicator Bacteria
- Los Angeles River
    - Ammonia
    - Cadmium
    - Coliform Bacteria
    - Dissolved Copper
    - Cyanide
    - Diazinon
    - Lead
    - Nutrients (Algae)
    - pH
    - Trash
    - Dissolved Zinc
- San Pedro Bay
    - Chlordane

All facilities downstream of the project site are engineered, therefore the project is exempt from Hydromodification Control requirements.

E. Proposed Site Drainage Conditions

The proposed project comprises a total of 1.05 acres and is located at 101 W. Huntington Drive in the City of Arcadia (APN: 5775-023-015). The site is triangular in shape. It is bounded by existing single-family residences to the north, a small commercial development to the west, W. Huntington Drive to the south, and Santra Clara Street to the east.

Proposed site drainage will be captured by two (2) curb inlet catch basins and conveyed via proposed underground storm drain to a Maxwell IV Drywell and detention systems to promote subsurface infiltration of the entire Storm Water Quality Design Volume (SWQDv). The Drywell Infiltration System has been designed to capture 100% of the Storm Water Quality Design Volume (SWQDv) and infiltrate that volume over a maximum drawdown time of 96 hours. Once the system has reached capacity, stormwater runoff will overflow towards the catch basin near the southern site entrance/exit and out to W. Huntington Drive via a proposed parkway drain. In an event where the proposed parkway drain becomes clogged, stormwater will pond at the proposed onsite sump areas and excess stormwater will top over the grade break at the site entrance/exit and flow into W. Huntington Drive. Upon entering W. Huntington Drive, site runoff will follow the existing drainage path to San Pedro Bay/ Pacific Ocean.

Refer to Figure 2, BMP Exhibit for additional information.

F. LID Project Types, Characteristics, & Activities

Per the Los Angeles Department of Public Works (LACDPW), *Low Impact Development Standards Manual*, dated February 2014, the proposed project is classified as a "Designated Project." A "Designated Project" is defined by the LACDPW as follows:

> "Redevelopment projects, which are developments that result in creation or addition or replacement of either: (1) 5,000 square feet or more of impervious surface on a site that was previously developed as described in the above bullets; or (2) 10,000 square feet or more of impervious surface area on a site that was previous developed as a single-family home."

G. Pollutant Source Identification and BMP Selection

The following is a list of materials to be used in the daily construction activities at the project site, which will potentially contribute to pollutants, other than sediment, to storm water runoff. Control Practices for each activity are identified below:

- Vehicle fluids, including oil, grease, petroleum, and coolants from personal vehicles
- Landscaping materials and wastes (topsoil, plant materials, herbicides, fertilizers, mulch, pesticides)
- General trash debris and litter
- Pet waste (bacteria/ fecal coliforms)

The Best Management Practices (BMPs) that have been selected for implementation on this project are detailed in the following sections.

H. Source Control BMPs

Project proponents shall implement Site Design concepts that achieve each of the following:

- Minimize Urban Runoff
- Minimize Impervious Footprint
- Conserve Natural Areas
- Minimize Directly Connected Impervious Areas (DCIAs)

Table-1 identifies the source control and treatment BMPs and how each is implemented to achieve each Site Design concept. BMP fact sheets are provided by the LACDPW *Low Impact Development Standards Manual* and the California Stormwater Quality Association.

Table-1: Source Control BMPs

BMP	TECHNIQUE	INCLUDED?		BRIEF DESCRIPTION OF METHOD
		YES	NO	
S-1	Storm Drain Message and Signage	X		
S-2	Outdoor Material Storage Area		X	Not Applicable
S-3	Outdoor Trash Storage and Waste Handling Area		X	Not Applicable
S-4	Outdoor Loading/Unloading Dock Area		X	No Loading Dock Areas
S-5	Outdoor Repair/Maintenance Area		X	No Maintenance Bays
S-6	Outdoor Vehicle/Equipment's/Accessory Washing Area		X	No Wash Areas
S-7	Fueling Area		X	No Fueling Areas
S-8	Landscape Irrigation Practices	X		
S-9	Building Materials Selection	X		
S-10	Animal Care and Handling Facilities		X	No Animal Care Facility
S-11	Outdoor Horticulture Areas		X	Not Applicable

Non-Structural Measures

Non-structural BMPs are generally managerial, educational, inspection and/ or maintenance oriented. These items consist of educating employees and occupants, developing and implementing HOA guidelines, implementing BMPs and enforcing Code requirements. Non-structural BMPs used for this project are summarized below:

Education for Employees and Occupants

Practical informational materials will be provided to homeowners, HOA and employees on general good housekeeping practices that contribute to protection of storm water quality. Among other things, these materials will describe the use of chemicals (including household type) that should be limited to the property, with no discharge of specified wastes via hosing or other direct discharge to gutters, catch basins and storm drains. Initially, the Owner will provide these materials. Thereafter, such materials will be available through the HOA education program.

This program must be maintained, enforced, and updated periodically by the HOA. Educational materials including, but not limited to, the materials included in Appendix G of this plan will be made available to the employees and contractors of the HOA.

Activity Restrictions

Activities on this site will be limited to activities related to residential living. The project's Conditions, Covenants, and Restrictions (CC&Rs) will outline the activities that are restricted on the property. Such activities related to the LID include car washing, car maintenance and disposal of used motor fluids, pet waste cleanup, and trash container areas.

Efficient Landscape System & Landscape Maintenance

Management programs will be designed and established by the HOA, who will maintain the common areas within the project site. These programs will include how to mitigate the potential dangers of fertilizer and pesticide usage (refer to the Maintenance and Frequency Table). Ongoing maintenance will be consistent with the State of California Model- Water Efficient Landscape Ordinance. Fertilizer and pesticide usage shall be consistent with County Management Guidelines for use of Fertilizers and Pesticides.

Street Sweeping in Private Streets and Parking Lots

The HOA shall have all streets and parking lots swept on a weekly basis. This procedure will be intensified around October 15th of each year prior to and throughout rainstorm period.

Drainage Facility Inspection & Maintenance

The HOA will be responsible for implementing each of the BMPs detailed in this plan. The HOA will also be responsible for cleaning and maintaining the BMPs on a regular basis. Refer to Appendix G for the Operation and Maintenance Plan. Refer to Appendix C for site specific drainage BMP information.

Storm Drain Stenciling/ Signage
Phrase "No Dumping – Drains to Ocean" or equally effective phrase to be stenciled on catch basins to alert the public to the destination of pollutants discharged into storm water. This stenciling will be inspected and re-stenciled on a periodic basis by the HOA. Refer to Table 4 for maintenance frequency.

Landscape & Irrigation System Design
As part of the design of all common area landscape irrigation shall employ water conservation principles, including, but not limited to, such provisions as water sensors, programmable irrigation times (for short cycles), etc. will be used. Such common areas will be maintained by the HOA.

Common Area Litter Control
The HOA must implement trash management and litter control procedures in common areas aimed at reducing pollution of drainage water. The HOA may contract a landscape maintenance company to provide this service during regularly scheduled maintenance which will consist of litter patrol and noting trash disposal violations and reporting the violations to the HOA for investigation.

Title 22 CC&R Compliance
The HOA will comply with this Regulation as part of the development's CC&Rs. CC&Rs will be prepared as a separate document and reviewed by the City's Attorney.

Uniform Fire Code Implementation
The HOA will comply with this Code as part of the development's CC&Rs. CC&Rs will be prepared as a separate document and reviewed by the City's Attorney.

Employee Training
A training program will be established as it would apply to future employees, contractors, and homeowners of the HOA to inform and train in maintenance activities regarding the impact of dumping oil, paints, solvents, or other potentially harmful chemicals into storm drains; the proper use of fertilizers and pesticides in landscaping maintenance practices; and the impacts of littering and improper water disposal.

The HOA (or a hired firm) will conduct the training program which will include targeted training sessions with specific construction disciplines (landscaping, concrete finishers, painters, etc.). See Appendix G for examples of educational materials that will be provided to the Employees.

The project's CC&Rs will include provisions for future employee training programs conducted on a yearly basis prior to the rainy season.

I. Structural BMPs

Structural BMPs shall be installed by the developer, through the construction and development of the project, for instance; landscaping and irrigation systems shall be designed by licensed landscape architects and installed by qualified contractors to specifications and standards of the City of Arcadia. The structural BMPs used for this project are summarized below:

Expected pollutants associated with this development include vehicle discharge fluids, landscaping materials and waste, litter, and pet waste. To mitigate these pollutants, the structural best management practices are summarized below.

Table-2: Design BMPs

BMP	TECHNIQUE	INCLUDED?		BRIEF DESCRIPTION OF METHOD
		YES	NO	
SD-10	Minimize Impervious Area/Maximize Permeability (C-Factor Reduction)	X		We have incorporated landscape areas wherever possible within the project site. See Appendix B for details.
	Minimize Directly Connected Impervious Areas (DCIAs) (C-Factor Reduction)	X		We minimize DCIAs by limiting sidewalks and parking areas to the minimum necessary for proper use. Steppingstones are used in areas with minimal foot traffic.
	Create Reduced or "Zero Discharge" Areas (Runoff Volume Reduction)	X		The entire SWQDv will be retained onsite through infiltration.

Table-3: Treatment BMPs

BMP	NAME	INCLUDED? YES	INCLUDED? NO	IF NOT APPLICABLE, STATE BRIEF REASON
VEG-5	Vegetated Filter Strip		X	Alternative BMP selected
VEG-4	Vegetated Swale		X	Space not available for BMP
MP-40	Media Filter		X	Alternative BMP selected
MP-52	Drain Inserts	X		Oldcastle FloGard Catch Basin inserts will be utilized on this site.
T-1	Sand Filter		X	Alternative BMP selected
T-2	Constructed Wetland		X	Alternative BMP selected
T-3	Extended Detention Basin		X	Alternative BMP selected
T-4	Wet Pond		X	Alternative BMP selected
T-5	Permeable Pavement with an Underdrain		X	Alternative BMP selected
RET-1	Bioretention		X	Alternative BMP selected
RET-2	Infiltration Basin		X	Alternative BMP selected
RET-3	Infiltration Trench		X	Alternative BMP selected
RET-4	Drywell	X		A Maxwell Plus Drywell System will be used on this site.
RET-5	Permeable Pavement without an Underdrain		X	Alternative BMP selected
TC-40	Media Filter		X	Alternative BMP selected
BIO-1	Biofiltration		X	Alternative BMP selected

RET-4 Drywell

Drainage Management Area (DMA)	Size (ac)	Storm Water Quality Design Volume (SWQDv) (cf)	System Capacity (cf)	Treatment Capacity over 48 hrs (cf)
A1	1.05	3096	3,377.52	3,364.78

The proposed 1.05-acre site will generate a Storm Water Quality Design Volume (SWQDv) of approximately 3,096 cf. Stormwater runoff will be collected and conveyed to a Maxwell IV Drywell Infiltration and 60" detention system that has a storage capacity of approximately 3,377.52 cf and provide 3,364.78 cf of infiltrated volume over 48 hours. The Infiltration/ Storage System as designed will provide more than enough treatment and storage capacity for the site.

The drywell infiltration system will be installed within the proposed drive aisle. Drainage from roof tops and landscape areas will be collected through area drains and piped to the drywell. Runoff from these areas is pretreated through landscaping. Street runoff will be collected via a proposed curb inlet catch basin and conveyed to the drywell. Once the infiltration system reaches capacity, stormwater runoff will overflow through the catch basin to a proposed parkway drain and discharge into Huntington Drive. Emergency overflow will convey stormwater runoff through the proposed driveway.

Biofiltration

The project does not propose biofiltration because the entire SWQDv will be retained onsite and will infiltrate within 48 hours.

Catch Basin Inspection

The HOA will maintain the drainage systems, including catch basins and culverts. The HOA is required to have catch basins inspected and, if necessary, cleaned prior to the storm season, no later than October 15th each year or prior to the first 24-hour storm event, whichever occurs first. These duties may be contracted out to the landscape maintenance firm hired by the HOA. Please see Appendix E for maintenance program. Refer to Appendix G for the Operation and Maintenance Plan.

Runoff-Minimizing Landscape Design

As part of the design of all common area landscape areas, similar planting material with similar water requirements will be used in order to reduce excess irrigation runoff and promote surface filtration. Such common areas will be maintained by the HOA.

Community Car Wash Racks

No community car wash rack or area will be provided, therefore, vehicle washing by residents on the property will not be allowed per the CC&Rs.

Self-Contained Washing
Self-contained washing of vehicles by residents or owners on the property will not be allowed per the CC&Rs.

Outdoor Material Storage Areas
Outdoor material storage areas refer to storage areas or storage facilities solely for the storage of materials. Improper storage of materials outdoors may provide an opportunity for toxic compounds, oil and grease, heavy metals, nutrients, suspended solids, and other pollutants to enter the storm water conveyance system. Outdoor Storage by residents or owners on the property will not be allowed per the CC&Rs.

J. BMP Maintenance, Inspection, and Repair

Inspections will be conducted as follows:

- Annually and prior to the start of the rainy season
- Every (1) month during rainy season
- At any other time(s) or intervals of time specified in the contract documents

Repairs and/ or maintenance procedures shall be carried out at the soonest possible time.

K. Inspection, Maintenance, and Responsibility for BMPs

Table-4 and Table-5 show the lists of the post-construction BMPs (routine non-structural and structural), the required ongoing maintenance, the inspection and maintenance frequency, the inspection criteria, and the entity or party responsible for implementation, maintenance, and/or inspection.

Table-4: Non-Structural BMP Maintenance Responsibility/Frequency Matrix

BMP	RESPONSIBILITY	FREQUENCY
Homeowner/ Business owner Education, Activity Restrictions	HOA will provide educational materials. Those materials and responsibilities must be passed onto subsequent property owners.	Continuous. CC&Rs to be provided to homeowners at the time they purchase the property and updates provided by the HOA as they occur.
Common Area Landscape Management	HOA will appoint a landscape maintenance contractor	Monthly during regular maintenance and use with management guidelines for use of fertilizers and pesticides.

BMP	RESPONSIBILITY	FREQUENCY
Parking Areas and Drive Aisle Management	HOA	The Drives Aisles are to be swept on a routine scheduled basis to facilitate the pickup of trash and debris (plant or otherwise) and to remove excessive oil, grease and build-up. During sweeping, debris is to be removed from the parking areas and drives and then scrubbed and rinsed. This sweeping schedule will be at a minimum occurrence of once a week and as necessary to rid / reduce active pollutants from the pavement areas. This maintenance requirement will be listed in the Convent, Conditions and Restrictions (CC&Rs) of this project. These CC&Rs will be recorded to the property at the County Recorder's Office and be included on the final Title report of these properties.
Litter Control by Sweeping	HOA	Weekly inspection of trash receptacles to ensure that lids are closed and pick up any excess trash on the ground, noting trash disposal violations to the HOA for remediation.
Employee Training	HOA	Monthly for maintenance personnel and employees to include the educational materials contained in the approved LID.
Common Area Catch Basin Inspection & Cleaning	HOA will appoint a landscape maintenance contractor for common areas and storm drain facilities.	Inspect basins once a month. Clean debris and silt in bottom of catch basins as needed. Intensified on or about October 15th each year or prior to the first 24-hour storm event, whichever occurs first. Refer to Appendix E.

Table-5: Structural BMP Maintenance Responsibility/ Frequency Matrix

BMP	RESPONSIBILITY	FREQUENCY
Common Area Efficient Irrigation	HOA will appoint a landscape contractor after construction	Once a week, in conjunction with maintenance activities. Verify that runoff minimizing landscape design continues to function by checking that water sensors are functioning properly, that irrigation heads are adjusted properly to eliminate overspray to hardscape areas, and to verify that irrigation timing and cycle lengths are adjusted in accordance with water demands, given time of year, weather and day or night time temperatures.
Common Area Runoff Efficient Landscape Design	HOA will appoint a landscaping contractor	Once a week in conjunction with maintenance activities and prior to finalizing any replanting schemes. Verify that plants continue to be grouped according to similar water requirements in order to reduce excess irrigation runoff.
Maxwell IV Drywell	HOA	Inspect and service all screens and filters, replace the floating absorbent blankets/ pillows and geotextile fabric at the bottom of chambers. Repair any portion of drywell as needed per manufacturer's recommendations. Record inspection observations and maintenances operations. Inspections shall occur 2 times per year and prior to any major rain event. Cleanings and replacements shall occur every 12 months, and prior to start of rainy season. Refer to manufacturer's specifications for specific system maintenance requirements.

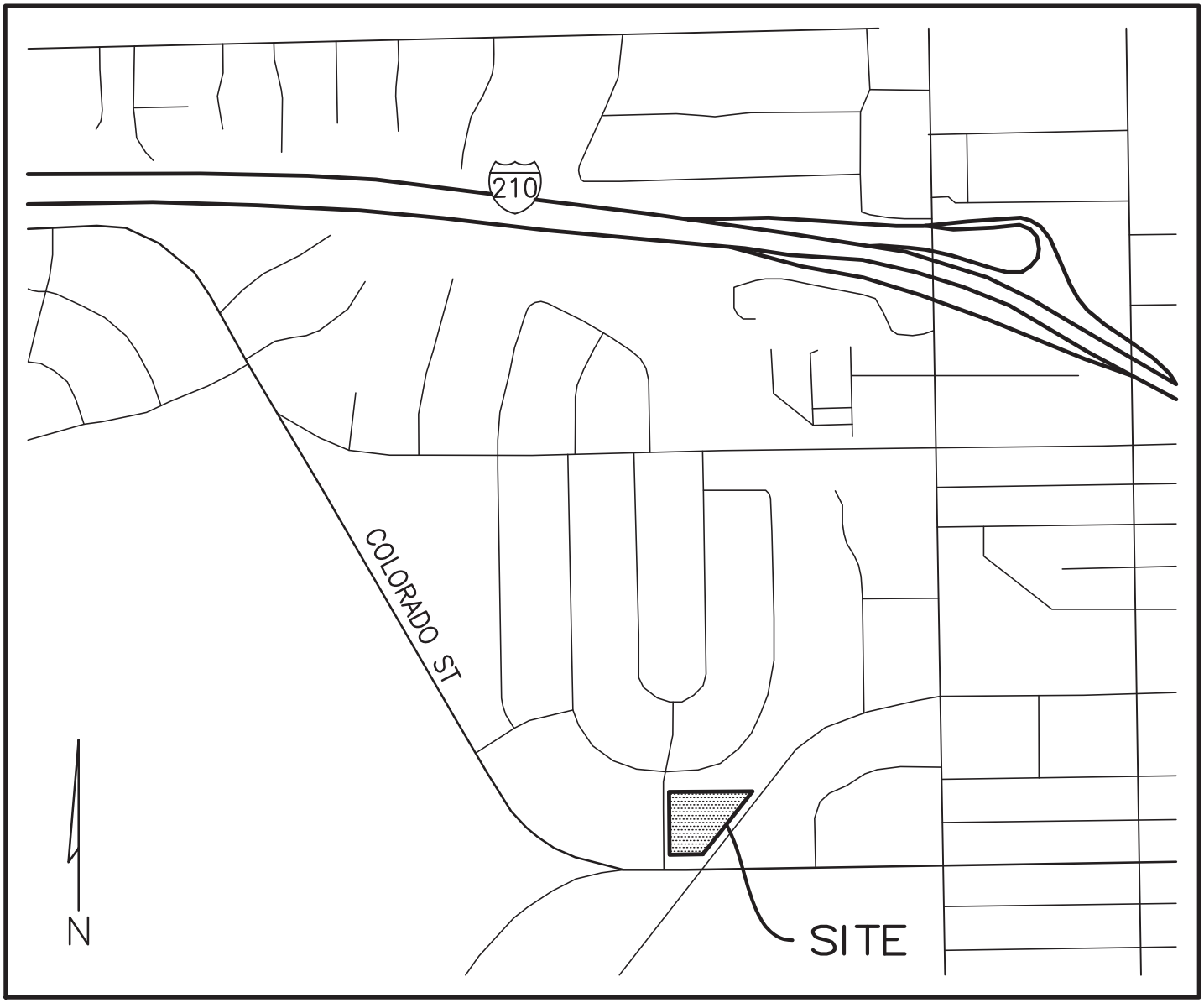
L. Operation/Maintenance Funding after Project Completion

The post-construction BMPs as described above will be funded and maintained by:

Nick Patterson
Tel: (763) 244-9855
City Ventures
3121 Michelson Drive, Suite 10
Irvine, CA 92612

Maintenance and requirements of the maintenance for the properties will be listed in the Convent, Conditions and Restrictions (CC&Rs) of this project and will be the responsibility of the property owner at all times. These CC&Rs will be recorded to the property at the County Recorder's Office and be included on the Title report of these properties.

Figure 1:
Project Vicinity Map



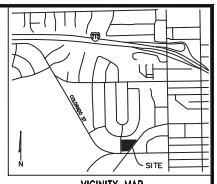
VICINITY MAP

N.T.S.

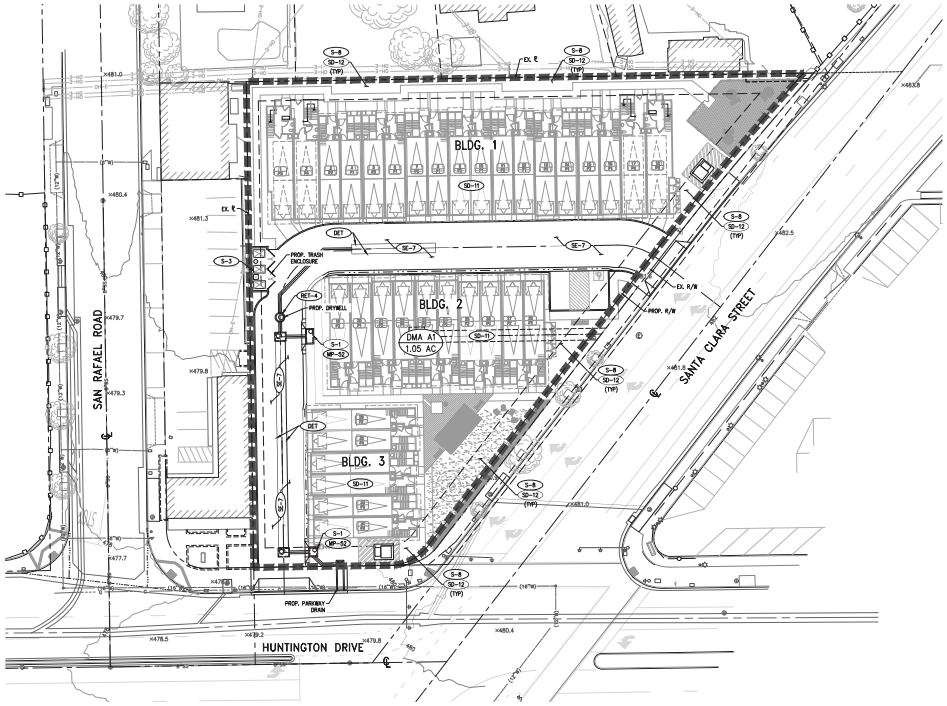
Figure 2:
BMP Exhibit

PRELIMINARY DMA EXHIBIT

TR 84530
101 W. HUNTINGTON DRIVE
CITY OF ARCADIA, COUNTY OF LOS ANGELES



VICINITY MAP
NOT TO SCALE



LEGEND

- EXISTING RIGHT-OF-WAY/ BOUNDARY
- PROPOSED PROPERTY LINE
- DRAINAGE MANAGEMENT AREA (DMA)
- PROPOSED STORM DRAIN
- DRAINAGE FLOW ARROWS
- SURFACE FLOW PATH
- PIPE FLOW PATH
- PROPOSED CATCH BASIN
- DRAINAGE MANAGEMENT AREA (DMA)

DMA X
X.XX AC

BEST MANGEMENT PRACTICES (BMPS)

- S-1 STORM DRAIN SIGNAGE
- S-3 TRASH STORAGE AREA
- S-8 SITE DESIGN & LANDSCAPE PLANNING
- SD-11 ROOF RUNOFF CONTROLS
- SD-12 EFFICIENT IRRIGATION
- SE-7 STREET SWEEPING & VACUUMING
- MP-52 OLDCASTLE FLOGARD CATCH BASIN INSERT FILTERS (OR APPROVED EQUAL)
- RET-4 DRYWELL INFILTRATION SYSTEM
- DET 60" DETENTION PIPE

1" = 20'
0 10 20 40

REVISIONS		
REV	DATE	DESCRIPTION

PREPARED FOR:
CITY VENTURES HOMEBUILDING, LLC
3121 MICHELSON DRIVE, SUITE 150
IRVINE, CA 92612
PHONE (949) 258-7540

PREPARED BY:
CONSULTING, INC.
CIVIL ENGINEERING

CITY OF ARCADIA
PUBLIC WORKS/ ENGINEERING DEPARTMENT

TENTATIVE PARCEL MAP NO. 84530
101 W. HUNTINGTON DRIVE
ARCADIA, CALIFORNIA

PRELIMINARY DMA EXHIBIT

SHEET 1 OF 1

Figure 3:
Impaired Waters

COUNTY OF LOS ANGELES

LOS ANGELES RIVER WATERSHED

Data contained in this map is produced in whole or part from the Los Angeles County Department of Public Works' digital database.

Appendix A:
Volume and Infiltration Calculations & Hydrologic Report

The proposed development was analyzed for the 0.75-in storm event and the 85th Percentile storm event using the LACDPW HydroCalc software. The governing peak volume between the two storm events was utilized for design. Below is a summary of the HydroCalc outputs:

DMA A1
A = 1.05 ac
% Imp = 85%
$V_{0.75\ inch}$ = 2,211 cf
$V_{85th\ Percentile}$ = 3,096 cf ✓

Maxwell IV Drywell System & Detention Calculations:
DCV = 3,096 cf
$K_{MEASURED}$ = 10.2 in/hr *
Factor of Safety = 4.0
K_{DESIGN} = 2.55 in/hr *

Maxwell IV Drywell System – 20' Settling Chamber at 4' diameter, and 16' Drywell at 6' diameter with n=0.40 (per manufacturer's specifications). Total effective depth of Drywell System is 40'. Refer to Appendix C for Drywell information.

Surface Area of Drywell = $\pi(r^2) + 2\pi(r)(h)$
$= (\pi)(3^2) + (2)\pi(3)(16) = 329.88$ sf

$V_{SETTLING} = (\pi)(2^2)(20) = 251.33$ cf
$V_{DRYWELL} = (\pi)(3^2)(16)(0.40) = 180.96$ cf
$\sum V = 251.33 + 180.96 = 432.28$ cf

Required Storage for Detention Pipe = 3,096 – 432.28 = 2,663.72 cf

Provided Detention Pipe Capacity = 2,945.24 cf > 2,663.72 cf ✓

$V_{STORAGE} = V_{DRYWELL} + V_{DETENTION}$ = 432.28 + 2,945.24 = 3,377.52 **cf > DCV = 3,096 cf ✓**

$V_{INFIL\text{-}48\ HRS}$ = (1 ft/ 12 in)(2.55 in/hr)(329.88 sf)(48 hrs) = 3,364.78 **cf > DCV = 3,096 cf ✓**

Refer to HydroCalc output calculations hereon.

* Refer to Geotechnical Investigation prepared by ALTA California Geotechnical, Inc. dated July 9, 2024, for infiltration testing information and groundwater conditions An estimated design infiltration rate of 2.55 in/hr with an applied factor of safety was utilized within the above calculations.

Peak Flow Hydrologic Analysis

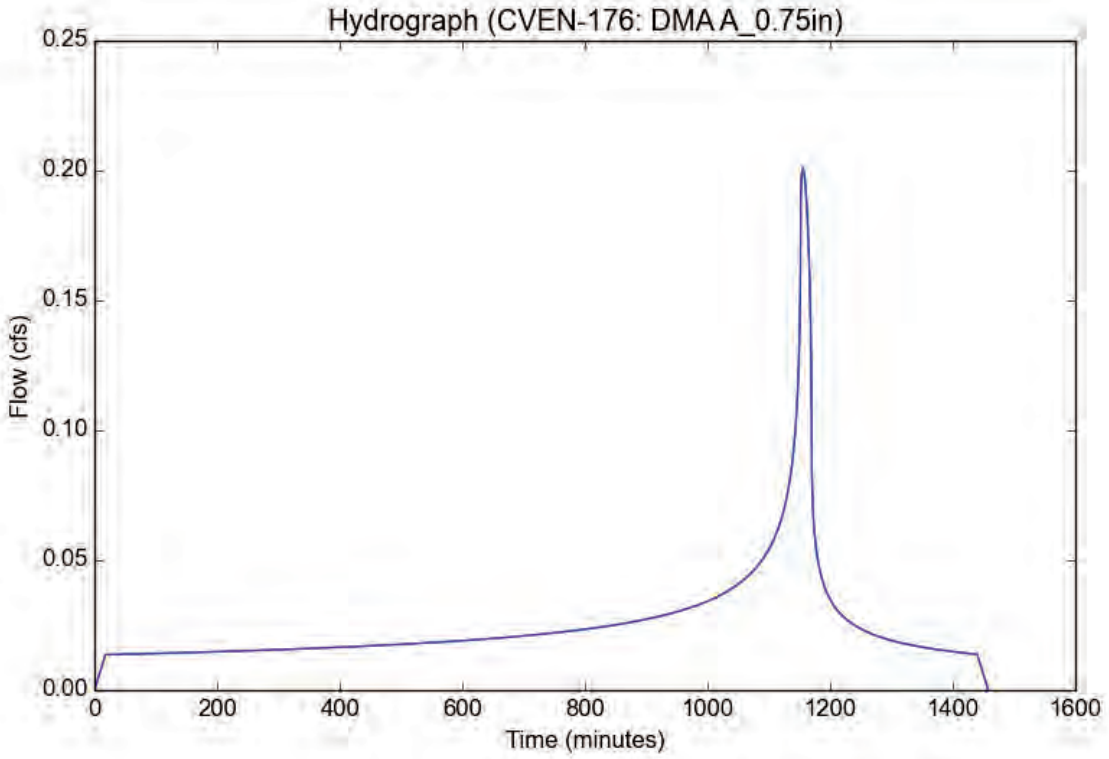
File location: P:/C/CVEN-176/Admin/Reports/LID/Preliminary/Appendix A - Calculations/CVEN-176 - DMA A_0.75in.pdf
Version: HydroCalc 1.0.3

Input Parameters

Project Name	CVEN-176
Subarea ID	DMA A_0.75in
Area (ac)	1.05
Flow Path Length (ft)	214.0
Flow Path Slope (vft/hft)	0.01
0.75-inch Rainfall Depth (in)	0.75
Percent Impervious	0.85
Soil Type	6
Design Storm Frequency	0.75 inch storm
Fire Factor	0
LID	True

Output Results

Modeled (0.75 inch storm) Rainfall Depth (in)	0.75
Peak Intensity (in/hr)	0.2451
Undeveloped Runoff Coefficient (Cu)	0.1
Developed Runoff Coefficient (Cd)	0.78
Time of Concentration (min)	18.0
Clear Peak Flow Rate (cfs)	0.2007
Burned Peak Flow Rate (cfs)	0.2007
24-Hr Clear Runoff Volume (ac-ft)	0.0508
24-Hr Clear Runoff Volume (cu-ft)	2211.3091



Peak Flow Hydrologic Analysis

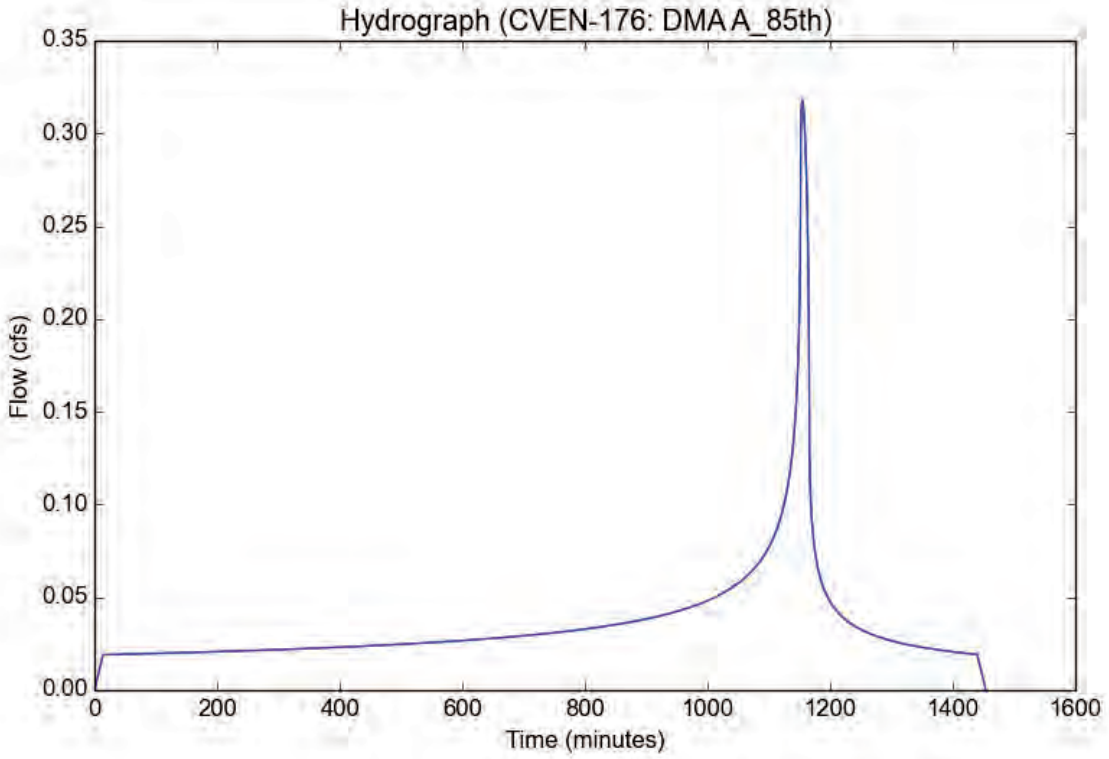
File location: P:/C/CVEN-176/Admin/Reports/LID/Preliminary/Appendix A - Calculations/CVEN-176 - DMA A_85th.pdf
Version: HydroCalc 1.0.3

Input Parameters

Project Name	CVEN-176
Subarea ID	DMA A_85th
Area (ac)	1.05
Flow Path Length (ft)	214.0
Flow Path Slope (vft/hft)	0.01
85th Percentile Rainfall Depth (in)	1.05
Percent Impervious	0.85
Soil Type	6
Design Storm Frequency	85th percentile storm
Fire Factor	0
LID	True

Output Results

Modeled (85th percentile storm) Rainfall Depth (in)	1.05
Peak Intensity (in/hr)	0.3861
Undeveloped Runoff Coefficient (Cu)	0.1277
Developed Runoff Coefficient (Cd)	0.7842
Time of Concentration (min)	14.0
Clear Peak Flow Rate (cfs)	0.3179
Burned Peak Flow Rate (cfs)	0.3179
24-Hr Clear Runoff Volume (ac-ft)	0.0711
24-Hr Clear Runoff Volume (cu-ft)	3096.2474



Appendix B:
Site BMPs

S-1: Storm Drain Message and Signage

Purpose

Waste material dumped into storm drain inlets can adversely impact surface and ground waters. In fact, any material discharged into the storm drain system has the potential to significantly impact downstream receiving waters. Storm drain messages have become a popular method of alerting and reminding the public about the effects of and the prohibitions against waste disposal into the storm drain system. The signs are typically stenciled or affixed near the storm drain inlet or catch basin. The message simply informs the public that dumping of wastes into storm drain inlets is prohibited and/or that the drain ultimately discharges into receiving waters.

General Guidance

- The signs must be placed so they are easily visible to the public.
- Be aware that signs placed on sidewalk will be worn by foot traffic.

Design Specifications

- Signs with language and/or graphical icons that prohibit illegal dumping, must be posted at designated public access points along channels and streams within the project area. Consult with Los Angeles County Department of Public Works (LACDPW) staff to determine specific signage requirements for channels and streams.
- Storm drain message markers, placards, concrete stamps, or stenciled language/icons (e.g., “No Dumping – Drains to the Ocean”) are required at all storm drain inlets and catch basins within the project area to discourage illegal or inadvertent dumping. Signs should be placed in clear sight facing anyone approaching the storm drain inlet or catch basin from either side (see Figure D-1 and Figure D-2). LACDPW staff should be contacted to determine specific requirements for types of signs and methods of application. A stencil can be purchased for a nominal fee from LACDPW Building and Safety Office by calling (626) 458-3171. All storm drain inlet and catch basin locations must be identified on the project site map.

Maintenance Requirements

Legibility and visibility of markers and signs should be maintained (e.g., signs should be repainted or replaced as necessary). If required by LACDPW, the owner/operator or homeowner’s association shall enter into a maintenance agreement with the agency or record a deed restriction upon the property title to maintain the legibility of placards and signs.

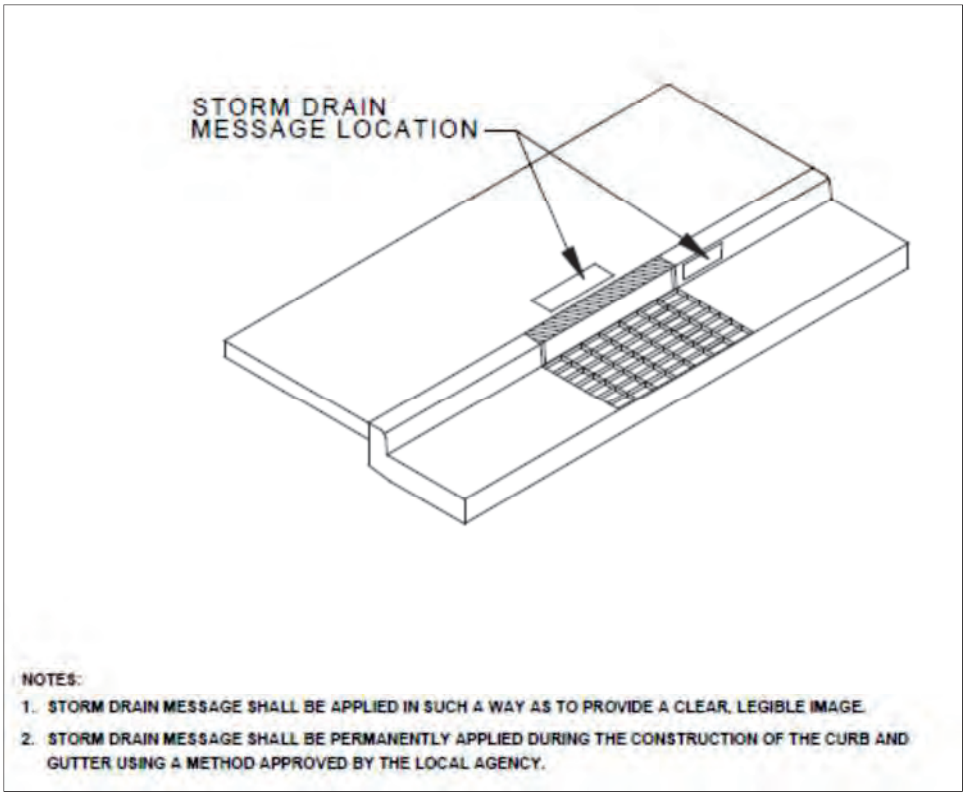


Figure D-1. Storm Drain Message Location – Curb Type Inlet

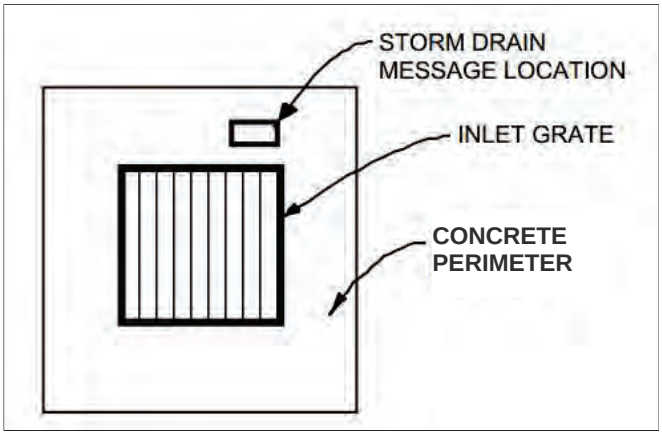


Figure D-2. Storm Drain Message Location – Catch Basin/Area Type Inlet

S-3: Outdoor Trash Storage and Waste Handling Area

Purpose

Stormwater runoff from areas where trash is stored or handled can be polluted. Loose trash and debris can be easily transported by water or wind into nearby storm drain inlets, channels, and/or receiving waters. Waste handling operations (i.e., dumpsters, litter control, waste piles) may be sources of stormwater pollution.

Design Specifications

Wastes from commercial and industrial sites are typically hauled away for disposal by either public or commercial carriers that may have design or access requirements for waste storage areas. Design specifications for waste handling areas are regulated by local building and fire codes and by current County ordinances and zoning requirements. The design specifications, listed below in Table D-3, are recommendations and are not intended to conflict with requirements established by the waste hauler. The design specifications are intended to enhance local codes and ordinances while addressing stormwater runoff concerns. The waste hauler should be contacted prior to the design of trash storage and collection areas to determine established and accepted guidelines for designing trash collection areas. All hazardous waste must be handled in accordance with the legal requirements established in Title 22 of the California Code of Regulations. Conflicts or issues should be discussed with LACDPW staff.

Table D-3. Design Specifications for Outdoor Trash Storage and Waste Handling Area

Design Feature	Design Specifications
Surfacing	• Construct/pave outdoor trash storage and waste handling area with Portland cement concrete or an equivalent impervious surface.
Screens/Covers	• Install a screen or wall around trash storage area to prevent off-site transport of loose trash. • Use lined bins or dumpsters to reduce leaking of liquid wastes. • Use waterproof lids on bins/dumpsters or provide a roof to cover storage area enclosure (LACDPW discretion) to prevent precipitation from entering containers.
Grading/Drainage	• Berm and/or grade waste handling area to prevent stormwater run-on. • Locate waste handling area at least 35 feet from storm drains. • Divert drainage from adjoining roofs and pavement away from adjacent trash storage areas.
Signs	• Post signs on all dumpsters and/or inside enclosures prohibiting disposal of liquids and hazardous materials in accordance with any waste disposal ordinance.

Accumulated Water

Stormwater runoff, non-stormwater runoff, and spills will accumulate in containment areas and sumps with impervious surfaces. Contaminated accumulated water must be disposed of in accordance with applicable laws and regulations, and cannot be discharged directly to the storm drain or sanitary sewer system without appropriate permitting. Contact LACDPW (1-888-CLEAN-LA) for information regarding discharge of contaminated accumulated water.

Maintenance Requirements

The integrity of structural elements that are subject to damage (e.g., screens, covers, signs) must be maintained by the owner/operator as required by local codes and ordinances. Outdoor trash storage and waste handling areas must be checked periodically to ensure containment of accumulated water and prevention of stormwater run-on. Maintenance agreements between LACDPW and the owner/operator may be required. Failure to properly maintain building and property may subject the property owner to citation.

S-8: Landscape Irrigation Practices

Purpose

Irrigation runoff provides a pathway for pollutants (i.e., nutrients, bacteria, organics, sediment) to enter the storm drain system. By effectively irrigating, less runoff is produced resulting in less potential for pollutants to enter the storm drain system.

General Guidance

- Do not allow irrigation runoff from the landscaped area to drain directly to storm drain system.
- Minimize use of fertilizer, pesticides, and herbicides on landscaped areas.
- Plan sites with sufficient landscaped area and dispersal capacity (e.g., ability to receive irrigation water without generating runoff).
- Consult a landscape professional regarding appropriate plants, fertilizer, mulching applications, and irrigation requirements (if any) to ensure healthy vegetation growth.

Design Specifications

- Choose plants that minimize the need for fertilizer and pesticides.
- Group plants with similar water requirements and water accordingly.
- Use mulch to minimize evaporation and erosion.
- Include a vegetative boundary around project site to act as a filter.
- Design the irrigation system to only water areas that need it.
- Install an approved subsurface drip, pop-up, or other irrigation system.[1] The irrigation system should employ effective energy dissipation and uniform flow spreading methods to prevent erosion and facilitate efficient dispersion.
- Install rain sensors to shut off the irrigation system during and after storm events.
- Include pressure sensors to shut off flow-through system in case of sudden pressure drop. A sudden pressure drop may indicate a broken irrigation head or water line.
- If the hydraulic conductivity in the soil is not sufficient for the necessary water application rate, implement soil amendments to avoid potential geotechnical hazards (i.e., liquefaction, landslide, collapsible soils, and expansive soils).

[1] If alternative distribution systems (e.g., spray irrigation) are approved, the County will establish guidelines to implement these new systems.

- For sites located on or within 50 feet of a steep slope (15% or greater), do not irrigate landscape within three days of a storm event to avoid potential geotechnical instability.[2]
- Implement Integrated Pest Management practices.

For additional guidelines and requirements, refer to the Los Angeles County Department of Health Services.

Maintenance Requirements

Maintain irrigation areas to remove trash and debris and loose vegetation. Rehabilitate areas of bare soil. If a rain or pressure sensor is installed, it should be checked periodically to ensure proper function. Inspect and maintain irrigation equipment and components to ensure proper functionality. Clean equipment as necessary to prevent algae growth and vector breeding. Maintenance agreements between LACDPW and the owner/operator may be required. Failure to properly maintain building and property may subject the property owner to citation.

[2] As determined by the City of Los Angeles, Building and Safety Division

Site Design & Landscape Planning SD-10

Design Objectives

- ☑ Maximize Infiltration
- ☑ Provide Retention
- ☑ Slow Runoff
- ☑ Minimize Impervious Land Coverage
- Prohibit Dumping of Improper Materials
- Contain Pollutants
- Collect and Convey

Description

Each project site possesses unique topographic, hydrologic, and vegetative features, some of which are more suitable for development than others. Integrating and incorporating appropriate landscape planning methodologies into the project design is the most effective action that can be done to minimize surface and groundwater contamination from stormwater.

Approach

Landscape planning should couple consideration of land suitability for urban uses with consideration of community goals and projected growth. Project plan designs should conserve natural areas to the extent possible, maximize natural water storage and infiltration opportunities, and protect slopes and channels.

Suitable Applications

Appropriate applications include residential, commercial and industrial areas planned for development or redevelopment.

Design Considerations

Design requirements for site design and landscapes planning should conform to applicable standards and specifications of agencies with jurisdiction and be consistent with applicable General Plan and Local Area Plan policies.

Designing New Installations

Begin the development of a plan for the landscape unit with attention to the following general principles:

- Formulate the plan on the basis of clearly articulated community goals. Carefully identify conflicts and choices between retaining and protecting desired resources and community growth.
- Map and assess land suitability for urban uses. Include the following landscape features in the assessment: wooded land, open unwooded land, steep slopes, erosion-prone soils, foundation suitability, soil suitability for waste disposal, aquifers, aquifer recharge areas, wetlands, floodplains, surface waters, agricultural lands, and various categories of urban land use. When appropriate, the assessment can highlight outstanding local or regional resources that the community determines should be protected (e.g., a scenic area, recreational area, threatened species habitat, farmland, fish run). Mapping and assessment should recognize not only these resources but also additional areas needed for their sustenance.

Project plan designs should conserve natural areas to the extent possible, maximize natural water storage and infiltration opportunities, and protect slopes and channels.

Conserve Natural Areas during Landscape Planning

If applicable, the following items are required and must be implemented in the site layout during the subdivision design and approval process, consistent with applicable General Plan and Local Area Plan policies:

- Cluster development on least-sensitive portions of a site while leaving the remaining land in a natural undisturbed condition.
- Limit clearing and grading of native vegetation at a site to the minimum amount needed to build lots, allow access, and provide fire protection.
- Maximize trees and other vegetation at each site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.
- Promote natural vegetation by using parking lot islands and other landscaped areas.
- Preserve riparian areas and wetlands.

Maximize Natural Water Storage and Infiltration Opportunities Within the Landscape Unit

- Promote the conservation of forest cover. Building on land that is already deforested affects basin hydrology to a lesser extent than converting forested land. Loss of forest cover reduces interception storage, detention in the organic forest floor layer, and water losses by evapotranspiration, resulting in large peak runoff increases and either their negative effects or the expense of countering them with structural solutions.
- Maintain natural storage reservoirs and drainage corridors, including depressions, areas of permeable soils, swales, and intermittent streams. Develop and implement policies and

regulations to discourage the clearing, filling, and channelization of these features. Utilize them in drainage networks in preference to pipes, culverts, and engineered ditches.

- Evaluating infiltration opportunities by referring to the stormwater management manual for the jurisdiction and pay particular attention to the selection criteria for avoiding groundwater contamination, poor soils, and hydrogeological conditions that cause these facilities to fail. If necessary, locate developments with large amounts of impervious surfaces or a potential to produce relatively contaminated runoff away from groundwater recharge areas.

Protection of Slopes and Channels during Landscape Design

- Convey runoff safely from the tops of slopes.
- Avoid disturbing steep or unstable slopes.
- Avoid disturbing natural channels.
- Stabilize disturbed slopes as quickly as possible.
- Vegetate slopes with native or drought tolerant vegetation.
- Control and treat flows in landscaping and/or other controls prior to reaching existing natural drainage systems.
- Stabilize temporary and permanent channel crossings as quickly as possible, and ensure that increases in run-off velocity and frequency caused by the project do not erode the channel.
- Install energy dissipaters, such as riprap, at the outlets of new storm drains, culverts, conduits, or channels that enter unlined channels in accordance with applicable specifications to minimize erosion. Energy dissipaters shall be installed in such a way as to minimize impacts to receiving waters.
- Line on-site conveyance channels where appropriate, to reduce erosion caused by increased flow velocity due to increases in tributary impervious area. The first choice for linings should be grass or some other vegetative surface, since these materials not only reduce runoff velocities, but also provide water quality benefits from filtration and infiltration. If velocities in the channel are high enough to erode grass or other vegetative linings, riprap, concrete, soil cement, or geo-grid stabilization are other alternatives.
- Consider other design principles that are comparable and equally effective.

Redeveloping Existing Installations

Various jurisdictional stormwater management and mitigation plans (SUSMP, WQMP, etc.) define "redevelopment" in terms of amounts of additional impervious area, increases in gross floor area and/or exterior construction, and land disturbing activities with structural or impervious surfaces. The definition of " redevelopment" must be consulted to determine whether or not the requirements for new development apply to areas intended for redevelopment. If the definition applies, the steps outlined under "designing new installations" above should be followed.

Redevelopment may present significant opportunity to add features which had not previously been implemented. Examples include incorporation of depressions, areas of permeable soils, and swales in newly redeveloped areas. While some site constraints may exist due to the status of already existing infrastructure, opportunities should not be missed to maximize infiltration, slow runoff, reduce impervious areas, disconnect directly connected impervious areas.

Other Resources

A Manual for the Standard Urban Stormwater Mitigation Plan (SUSMP), Los Angeles County Department of Public Works, May 2002.

Stormwater Management Manual for Western Washington, Washington State Department of Ecology, August 2001.

Model Standard Urban Storm Water Mitigation Plan (SUSMP) for San Diego County, Port of San Diego, and Cities in San Diego County, February 14, 2002.

Model Water Quality Management Plan (WQMP) for County of Orange, Orange County Flood Control District, and the Incorporated Cities of Orange County, Draft February 2003.

Ventura Countywide Technical Guidance Manual for Stormwater Quality Control Measures, July 2002.

Roof Runoff Controls SD-11

Rain Garden

Design Objectives

- ☑ Maximize Infiltration
- ☑ Provide Retention
- ☑ Slow Runoff
- Minimize Impervious Land Coverage
- Prohibit Dumping of Improper Materials
- ☑ Contain Pollutants
- Collect and Convey

Description

Various roof runoff controls are available to address stormwater that drains off rooftops. The objective is to reduce the total volume and rate of runoff from individual lots, and retain the pollutants on site that may be picked up from roofing materials and atmospheric deposition. Roof runoff controls consist of directing the roof runoff away from paved areas and mitigating flow to the storm drain system through one of several general approaches: cisterns or rain barrels; dry wells or infiltration trenches; pop-up emitters, and foundation planting. The first three approaches require the roof runoff to be contained in a gutter and downspout system. Foundation planting provides a vegetated strip under the drip line of the roof.

Approach

Design of individual lots for single-family homes as well as lots for higher density residential and commercial structures should consider site design provisions for containing and infiltrating roof runoff or directing roof runoff to vegetative swales or buffer areas. Retained water can be reused for watering gardens, lawns, and trees. Benefits to the environment include reduced demand for potable water used for irrigation, improved stormwater quality, increased groundwater recharge, decreased runoff volume and peak flows, and decreased flooding potential.

Suitable Applications

Appropriate applications include residential, commercial and industrial areas planned for development or redevelopment.

Design Considerations

Designing New Installations

Cisterns or Rain Barrels

One method of addressing roof runoff is to direct roof downspouts to cisterns or rain barrels. A cistern is an above ground storage vessel with either a manually operated valve or a permanently open outlet. Roof runoff is temporarily stored and then released for irrigation or infiltration between storms. The number of rain

barrels needed is a function of the rooftop area. Some low impact developers recommend that every house have at least 2 rain barrels, with a minimum storage capacity of 1000 liters. Roof barrels serve several purposes including mitigating the first flush from the roof which has a high volume, amount of contaminants, and thermal load. Several types of rain barrels are commercially available. Consideration must be given to selecting rain barrels that are vector proof and childproof. In addition, some barrels are designed with a bypass valve that filters out grit and other contaminants and routes overflow to a soak-away pit or rain garden.

If the cistern has an operable valve, the valve can be closed to store stormwater for irrigation or infiltration between storms. This system requires continual monitoring by the resident or grounds crews, but provides greater flexibility in water storage and metering. If a cistern is provided with an operable valve and water is stored inside for long periods, the cistern must be covered to prevent mosquitoes from breeding.

A cistern system with a permanently open outlet can also provide for metering stormwater runoff. If the cistern outlet is significantly smaller than the size of the downspout inlet (say ¼ to ½ inch diameter), runoff will build up inside the cistern during storms, and will empty out slowly after peak intensities subside. This is a feasible way to mitigate the peak flow increases caused by rooftop impervious land coverage, especially for the frequent, small storms.

Dry wells and Infiltration Trenches

Roof downspouts can be directed to dry wells or infiltration trenches. A dry well is constructed by excavating a hole in the ground and filling it with an open graded aggregate, and allowing the water to fill the dry well and infiltrate after the storm event. An underground connection from the downspout conveys water into the dry well, allowing it to be stored in the voids. To minimize sedimentation from lateral soil movement, the sides and top of the stone storage matrix can be wrapped in a permeable filter fabric, though the bottom may remain open. A perforated observation pipe can be inserted vertically into the dry well to allow for inspection and maintenance.

In practice, dry wells receiving runoff from single roof downspouts have been successful over long periods because they contain very little sediment. They must be sized according to the amount of rooftop runoff received, but are typically 4 to 5 feet square, and 2 to 3 feet deep, with a minimum of 1-foot soil cover over the top (maximum depth of 10 feet).

To protect the foundation, dry wells must be set away from the building at least 10 feet. They must be installed in solids that accommodate infiltration. In poorly drained soils, dry wells have very limited feasibility.

Infiltration trenches function in a similar manner and would be particularly effective for larger roof areas. An infiltration trench is a long, narrow, rock-filled trench with no outlet that receives stormwater runoff. These are described under Treatment Controls.

Pop-up Drainage Emitter

Roof downspouts can be directed to an underground pipe that daylights some distance from the building foundation, releasing the roof runoff through a pop-up emitter. Similar to a pop-up irrigation head, the emitter only opens when there is flow from the roof. The emitter remains flush to the ground during dry periods, for ease of lawn or landscape maintenance.

Foundation Planting

Landscape planting can be provided around the base to allow increased opportunities for stormwater infiltration and protect the soil from erosion caused by concentrated sheet flow coming off the roof. Foundation plantings can reduce the physical impact of water on the soil and provide a subsurface matrix of roots that encourage infiltration. These plantings must be sturdy enough to tolerate the heavy runoff sheet flows, and periodic soil saturation.

Redeveloping Existing Installations

Various jurisdictional stormwater management and mitigation plans (SUSMP, WQMP, etc.) define "redevelopment" in terms of amounts of additional impervious area, increases in gross floor area and/or exterior construction, and land disturbing activities with structural or impervious surfaces. The definition of " redevelopment" must be consulted to determine whether or not the requirements for new development apply to areas intended for redevelopment. If the definition applies, the steps outlined under "designing new installations" above should be followed.

Supplemental Information

Examples

- City of Ottawa's Water Links Surface –Water Quality Protection Program
- City of Toronto Downspout Disconnection Program
- City of Boston, MA, Rain Barrel Demonstration Program

Other Resources

Hager, Marty Catherine, Stormwater, "Low-Impact Development", January/February 2003. www.stormh2o.com

Low Impact Urban Design Tools, Low Impact Development Design Center, Beltsville, MD. www.lid-stormwater.net

Start at the Source, Bay Area Stormwater Management Agencies Association, 1999 Edition

Street Sweeping and Vacuuming SE-7

Objectives

EC	Erosion Control	
SE	Sediment Control	☒
TR	Tracking Control	☑
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	
WM	Waste Management and Materials Pollution Control	

Legend:

☑ **Primary Objective**

☒ **Secondary Objective**

Targeted Constituents

Sediment	☑
Nutrients	
Trash	☑
Metals	
Bacteria	
Oil and Grease	☑
Organics	

Potential Alternatives

None

Description and Purpose

Street sweeping and vacuuming includes use of self-propelled and walk-behind equipment to remove sediment from streets and roadways, and to clean paved surfaces in preparation for final paving. Sweeping and vacuuming prevents sediment from the project site from entering storm drains or receiving waters.

Suitable Applications

Sweeping and vacuuming are suitable anywhere sediment is tracked from the project site onto public or private paved streets and roads, typically at points of egress. Sweeping and vacuuming are also applicable during preparation of paved surfaces for final paving.

Limitations

Sweeping and vacuuming may not be effective when sediment is wet or when tracked soil is caked (caked soil may need to be scraped loose).

Implementation

- Controlling the number of points where vehicles can leave the site will allow sweeping and vacuuming efforts to be focused, and perhaps save money.
- Inspect potential sediment tracking locations daily.
- Visible sediment tracking should be swept or vacuumed on a daily basis.

- Do not use kick brooms or sweeper attachments. These tend to spread the dirt rather than remove it.
- If not mixed with debris or trash, consider incorporating the removed sediment back into the project

Costs

Rental rates for self-propelled sweepers vary depending on hopper size and duration of rental. Expect rental rates from $58/hour (3 yd^3 hopper) to $88/hour (9 yd^3 hopper), plus operator costs. Hourly production rates vary with the amount of area to be swept and amount of sediment. Match the hopper size to the area and expect sediment load to minimize time spent dumping.

Inspection and Maintenance

- Inspect BMPs prior to forecast rain, daily during extended rain events, after rain events, weekly during the rainy season, and at two-week intervals during the non-rainy season.
- When actively in use, points of ingress and egress must be inspected daily.
- When tracked or spilled sediment is observed outside the construction limits, it must be removed at least daily. More frequent removal, even continuous removal, may be required in some jurisdictions.
- Be careful not to sweep up any unknown substance or any object that may be potentially hazardous.
- Adjust brooms frequently; maximize efficiency of sweeping operations.
- After sweeping is finished, properly dispose of sweeper wastes at an approved dumpsite.

References

Stormwater Quality Handbooks - Construction Site Best Management Practices (BMPs) Manual, State of California Department of Transportation (Caltrans), November 2000.

Labor Surcharge and Equipment Rental Rates, State of California Department of Transportation (Caltrans), April 1, 2002 – March 31, 2003.

Drain Inserts MP-52

Description

Drain inserts are manufactured filters or fabric placed in a drop inlet to remove sediment and debris. There are a multitude of inserts of various shapes and configurations, typically falling into one of three different groups: socks, boxes, and trays. The sock consists of a fabric, usually constructed of polypropylene. The fabric may be attached to a frame or the grate of the inlet holds the sock. Socks are meant for vertical (drop) inlets. Boxes are constructed of plastic or wire mesh. Typically a polypropylene "bag" is placed in the wire mesh box. The bag takes the form of the box. Most box products are one box; that is, the setting area and filtration through media occur in the same box. Some products consist of one or more trays or mesh grates. The trays may hold different types of media. Filtration media vary by manufacturer. Types include polypropylene, porous polymer, treated cellulose, and activated carbon.

California Experience

The number of installations is unknown but likely exceeds a thousand. Some users have reported that these systems require considerable maintenance to prevent plugging and bypass.

Advantages

- Does not require additional space as inserts as the drain inlets are already a component of the standard drainage systems.
- Easy access for inspection and maintenance.
- As there is no standing water, there is little concern for mosquito breeding.
- A relatively inexpensive retrofit option.

Limitations

Performance is likely significantly less than treatment systems that are located at the end of the drainage system such as ponds and vaults. Usually not suitable for large areas or areas with trash or leaves than can plug the insert.

Design and Sizing Guidelines

Refer to manufacturer's guidelines. Drain inserts come any many configurations but can be placed into three general groups: socks, boxes, and trays. The sock consists of a fabric, usually constructed of polypropylene. The fabric may be attached to a frame or the grate of the inlet holds the sock. Socks are meant for vertical (drop) inlets. Boxes are constructed of plastic or wire mesh. Typically a polypropylene "bag" is placed in the wire mesh box. The bag takes the form of the box. Most box products are

Design Considerations

- Use with other BMPs
- Fit and Seal Capacity within Inlet

Targeted Constituents

✓	Sediment
✓	Nutrients
✓	Trash
✓	Metals
	Bacteria
✓	Oil and Grease
✓	Organics

Removal Effectiveness

See New Development and Redevelopment Handbook-Section 5.

CASQA California Stormwater Quality Association

one box; that is, the setting area and filtration through media occurs in the same box. One manufacturer has a double-box. Stormwater enters the first box where setting occurs. The stormwater flows into the second box where the filter media is located. Some products consist of one or more trays or mesh grates. The trays can hold different types of media. Filtration media vary with the manufacturer: types include polypropylene, porous polymer, treated cellulose, and activated carbon.

Construction/Inspection Considerations

Be certain that installation is done in a manner that makes certain that the stormwater enters the unit and does not leak around the perimeter. Leakage between the frame of the insert and the frame of the drain inlet can easily occur with vertical (drop) inlets.

Performance

Few products have performance data collected under field conditions.

Siting Criteria

It is recommended that inserts be used only for retrofit situations or as pretreatment where other treatment BMPs presented in this section area used.

Additional Design Guidelines

Follow guidelines provided by individual manufacturers.

Maintenance

Likely require frequent maintenance, on the order of several times per year.

Cost

- The initial cost of individual inserts ranges from less than $100 to about $2,000. The cost of using multiple units in curb inlet drains varies with the size of the inlet.
- The low cost of inserts may tend to favor the use of these systems over other, more effective treatment BMPs. However, the low cost of each unit may be offset by the number of units that are required, more frequent maintenance, and the shorter structural life (and therefore replacement).

References and Sources of Additional Information

Hrachovec, R., and G. Minton, 2001, Field testing of a sock-type catch basin insert, Planet CPR, Seattle, Washington

Interagency Catch Basin Insert Committee, Evaluation of Commercially-Available Catch Basin Inserts for the Treatment of Stormwater Runoff from Developed Sites, 1995

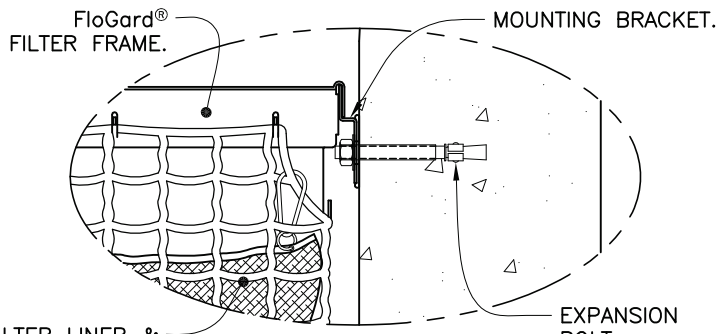
Larry Walker Associates, June 1998, NDMP Inlet/In-Line Control Measure Study Report

Manufacturers literature

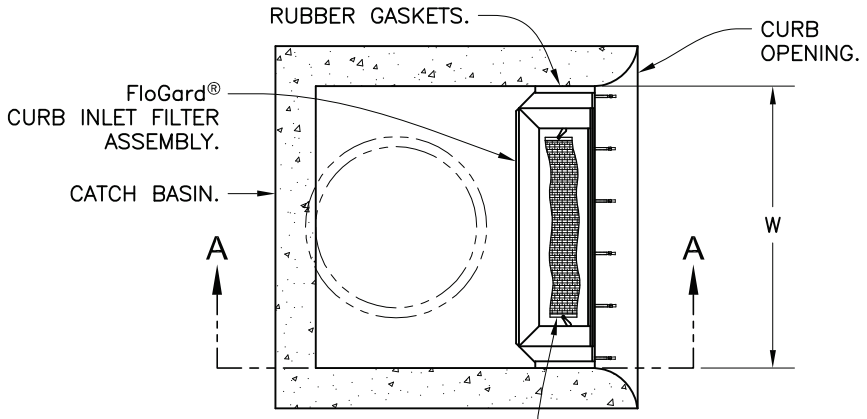
Santa Monica (City), Santa Monica Bay Municipal Stormwater/Urban Runoff Project - Evaluation of Potential Catch basin Retrofits, Woodward Clyde, September 24, 1998

Woodward Clyde, June 11, 1996, Parking Lot Monitoring Report, Santa Clara Valley Nonpoint Source Pollution Control Program.

FGP-0002

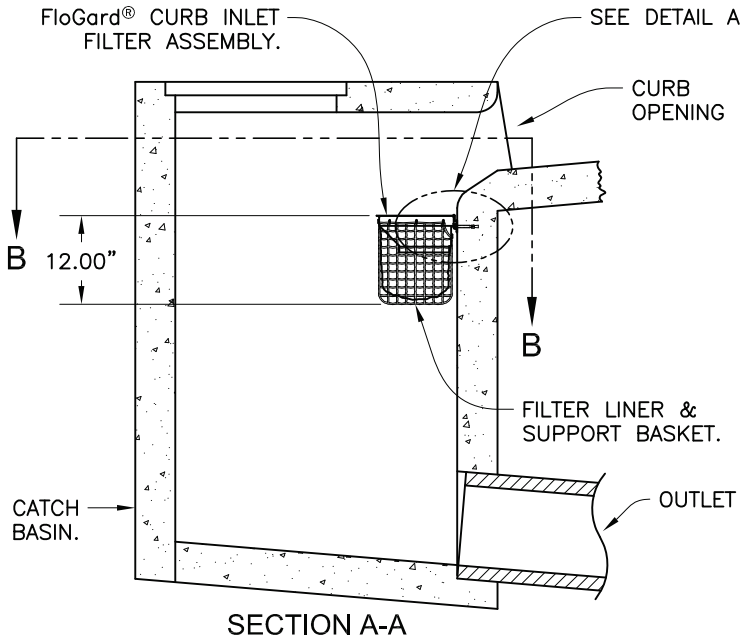


DETAIL A
MOUNTING BRACKET & EXPANSION BOLTS
SEE NOTE 2
SCALE: 6X



SECTION B-B
TOP VIEW
SCALE: 1X

SPECIFIER CHART				
MODEL NO.	Curb Opening Width - W -	Storage Capacity - Cu. Ft. -	Filtered Flow Rate - GPM/CFS -	Bypass Flow Rate - GPM/CFS -
FGP-24CI	2.0' (24")	.95	338 / .75	2,513 / 5.6
FGP-30CI	2.5' (30")	1.20	450 / 1.00	3,008 / 6.7
FGP-36CI	3.0' (36")	1.50	563 / 1.25	3,547 / 7.9
FGP-42CI	3.5' (42")	1.80	675 / 1.50	3,951 / 8.8
FGP-48CI	4.0' (48")	2.10	768 / 1.76	4,445 / 9.9
FGP-5.0CI	5.0' (60")	2.40	900 / 2.00	5,208 / 11.6
FGP-6.0CI	6.0' (72")	3.05	1,126 / 2.51	6,196 / 13.8
FGP-7.0CI	7.0' (84")	3.65	1,350 / 3.01	7,139 / 15.9
FGP-8.0CI	8.0' (96")	4.25	1,576 / 3.51	8,082 / 18.0
FGP-10.0CI	10.0' (120")	4.85	1,800 / 4.01	9,833 / 21.9
FGP-12.0CI	12.0' (144")	6.10	2,252 / 5.02	11,764 / 26.2
FGP-14.0CI	14.0' (168")	7.30	2,700 / 6.02	13,515 / 30.1
FGP-16.0CI	16.0' (192")	8.55	3.152 / 7.02	15,446 / 34.4
FGP-18.0CI	18.0' (216")	9.45	3,490 / 7.78	17,152 / 38.2
FGP-21.0CI	21.0' (252")	10.95	4,050 / 9.02	19,891 / 44.3
FGP-28.0CI	28.0 (336")	14.60	5,400 / 12.03	26,311 / 58.6



SECTION A-A
SIDE VIEW
SCALE: 1X

NOTES:

1. Filter insert shall have a high flow bypass feature.
2. Filter support frame shall be constructed from stainless steel Type 304.
3. Filter medium shall be *Fossil Rock* ™, installed and maintained in accordance with manufacturer specifications.
4. Storage capacity reflects 80% of maximum solids collection prior to impeding filtering bypass.

Inlet
Filtration

FloGard®

Catch Basin Insert Filter

Curb Inlet Style

Oldcastle®
Stormwater Solutions

7921 Southpark Plaza, Suite 200 | Littleton, CO | 80120 | Ph: 800.579.8819 | oldcastlestormwater.com

THIS DOCUMENT IS THE PROPERTY OF OLDCASTLE PRECAST, INC. IT IS SUBMITTED FOR REFERENCE PURPOSES ONLY AND SHALL NOT BE USED IN ANY WAY INJURIOUS TO THE INTERESTS OF SAID COMPANY. COPYRIGHT © 2010 OLDCASTLE PRECAST, INC. ALL RIGHTS RESERVED.

DRAWING NO.	REV	ECO	DATE	
FGP-0002	E	ECO–0127 JPR 5/18/15	JPR 1/3/06	SHEET 1 OF 1

Appendix C:
Drywell

RET-4: Dry Well

Description

A dry well is a bored, drilled, or driven shaft or hole whose depth is greater than its width. A dry well may either be a small excavated pit filled with aggregate or a prefabricated storage chamber or pipe segment. Dry well design and function are similar to infiltration trenches in that they are designed to temporarily store and subsequently infiltrate stormwater runoff. In particular, dry wells can be used to reduce the volume of stormwater runoff from building roofs. While generally not a significant source of stormwater runoff pollution, roofs are one of the most important sources of new or increased stormwater runoff volume from land development sites. Dry wells can be used to indirectly enhance water quality by reducing the volume of stormwater runoff to be treated by other downstream stormwater quality control measures.

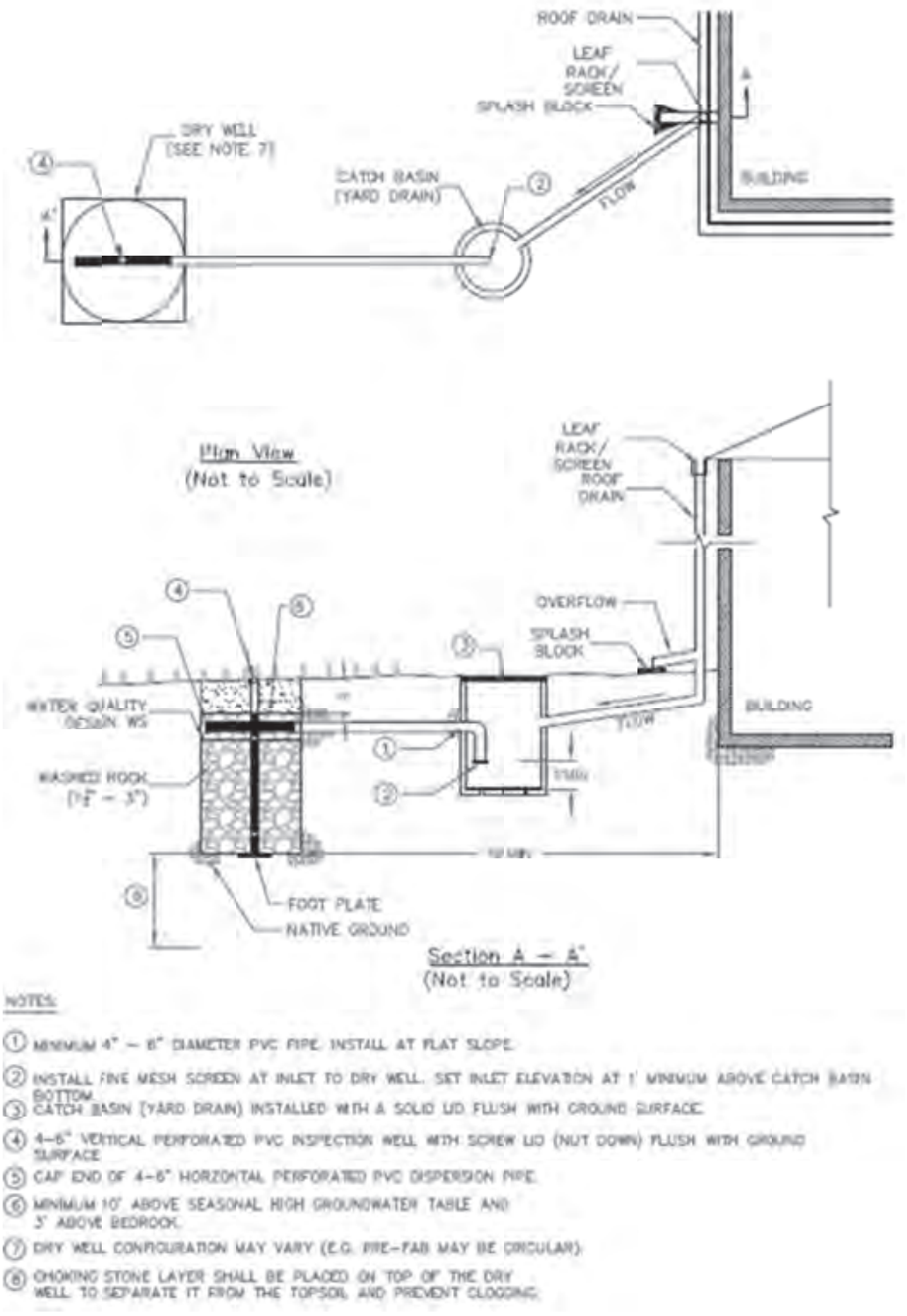
A schematic of a typical dry well is presented in Figure E-4.

LID Ordinance Requirements

Dry wells can be used to meet the on-site retention requirements of the LID Ordinance. Dry wells will prevent pollutants in the SWQDv from being discharged off-site.

Advantages

- Requires minimal space to install
- Low installation costs
- Provide groundwater recharge
- Reduces peak stormwater runoff flows during small storm events



NOTES:

1. MINIMUM 4" – 6" DIAMETER PVC PIPE. INSTALL AT FLAT SLOPE.
2. INSTALL FINE MESH SCREEN AT INLET TO DRY WELL. SET INLET ELEVATION AT 1' MINIMUM ABOVE CATCH BASIN BOTTOM.
3. CATCH BASIN (YARD DRAIN) INSTALLED WITH A SOLID LID FLUSH WITH GROUND SURFACE.
4. 4–6" VERTICAL PERFORATED PVC INSPECTION WELL WITH SCREW LID (NUT DOWN) FLUSH WITH GROUND SURFACE.
5. CAP END OF 4–6" HORIZONTAL PERFORATED PVC DISPERSION PIPE.
6. MINIMUM 10' ABOVE SEASONAL HIGH GROUNDWATER TABLE AND 5' ABOVE BEDROCK.
7. DRY WELL CONFIGURATION MAY VARY (E.G. PRE-FAB MAY BE CIRCULAR).
8. CHOKING STONE LAYER SHALL BE PLACED ON TOP OF THE DRY WELL TO SEPARATE IT FROM THE TOPSOIL AND PREVENT CLOGGING.

Figure E-4. Dry Well Schematic

Disadvantages

- Is not appropriate for areas with low permeability soils or high groundwater levels
- May not be appropriate for industrial sites or locations with contaminated soils or where spills may occur because of the potential threat to groundwater contamination
- Cannot receive untreated stormwater runoff except from rooftops
- Requires complete reconstruction for failed dry wells
- Is not suitable for fill sites or on steep slopes

General Constraints and Implementation Considerations

- Dry wells can be integrated into open space buffers and other landscape areas.
- The potential for groundwater contamination must be carefully considered,. Dry wells are not suitable for sites that:
    - Use or store chemicals or hazardous materials, unless they are prevented from entering the well; or
    - Un-remediated “brownfield sites” where there is known groundwater or soil contamination
- Dry wells should be sited away from tree drip lines and kept free of vegetation.
- If the corrected in-situ infiltration rate exceed 2.4 in/hr, then stormwater runoff may need to be fully-treated with an upstream stormwater quality control measure prior to infiltration to protect groundwater quality.
- Dry wells cannot be located on sites with a slope greater than 20 percent (5:1).
- Pretreatment to remove sediment is required to protect dry wells from high sediment loads.
- If a yard drain is proposed as part of the design, it must be designed so that any standing water in the catch basin will infiltrate within 96 hours.
- If possible, the entire tributary area of the dry well should be stabilized before construction begins. If this is not possible, all flows should be diverted around the dry well to protect it from sediment loads during construction or the top two inches of soil from the dry well bottom should be removed after the site has been stabilized. Excavated material should be stored such that it cannot be washed back into the dry well if a storm occurs during construction.
- The equipment used to construct the dry well should have extra wide low-pressure tires. Construction traffic should not enter the dry well because it can compact soil, which reduces infiltration capacity. If heavy equipment is used on the base of the dry well, the infiltrative capacity may be restored by tilling or aerating prior to placing the infiltrative bed.

- Clean, washed gravel should be placed in the excavated dry well in lifts and lightly compacted with a plate compactor. Use of unwashed gravel can result in clogging.
- A geomembrane liner should be installed generously with overlapping seams on sides, bottom, and one foot below the surface of the dry well.
- Once construction is complete, stabilize the entire tributary area to the dry well before allowing stormwater runoff to enter it.
- An observation well must be installed to check water levels, retention time, and evidence of clogging.
- Accessibility for maintenance during dry and wet weather conditions must be provided.

Design Specifications

The following sections provide design specifications for dry wells.

Geotechnical

Due to the potential to contaminate groundwater, cause slope instability, impact surrounding structures, and potential for insufficient infiltration capacity, an extensive geotechnical site investigation must be conducted during the site planning process to verify site suitability for a dry well. All geotechnical investigations must be performed according to the most recent GMED Policy GS 200.1. Soil infiltration rates and the groundwater table depth must be evaluated to ensure that conditions are satisfactory for proper operation of a dry well. The project applicant must demonstrate through infiltration testing, soil logs, and the written opinion of a licensed civil engineer that sufficiently permeable soils exist on-site to allow the construction of a properly functioning dry well.

Dry wells are appropriate for soils with a minimum corrected in-situ infiltration rate of 0.3 in/hr. The geotechnical report must determine if the proposed project site is suitable for a dry well and must recommend a design infiltration rate (see “Design Infiltration Rate” under the “Sizing” section). The geotechnical investigation should be such that a good understanding is gained as to how the stormwater runoff will move through the soil (horizontally or vertically) and if there are any geological conditions that could inhibit the movement of water.

Pretreatment

Pretreatment is important for all structural stormwater quality control measures, but it is particularly important for retention facilities. Pretreatment refers to design features that provide settling of large particles before stormwater runoff enters a stormwater quality control measure in order to reduce the long-term maintenance burden. Pretreatment should be provided to reduce the sediment load entering a dry well in order to maintain the infiltration rate of the dry well. To ensure that dry wells are effective, the project applicant must incorporate pretreatment devices that provide sediment reduction (e.g.,

vegetated swales, vegetated filter strips, sedimentation manholes, and proprietary devices).

Setbacks

Dry wells must be sited following the setbacks from the most recent GMED Policy GS 200.1.

Geometry

- Dry well configurations vary, but generally have length and width top dimensions close to a square. Prefabricated dry wells are often circular.
- The filter bed media layers must have the following composition and thickness, unless they are prefabricated dry wells:
    - Top layer: 2 inches of pea gravel
    - Middle layer: 3 to 5 feet of washed 2- to 6-inch gravel; void spaces should be approximately 30 to 40 percent
    - Bottom layer: 6 inches of sand or geomembrane liner equivalent.
- Gravel media and prefabricated dry wells have porosities of 30 to 40 percent and 80 to 95 percent, respectively.
- If a dry well receives stormwater runoff from an underground pipe (i.e., stormwater runoff does not enter the top of the dry well from the ground surface), a fine mesh screen should be installed at the inlet. The inlet elevation should be 18 inches below the ground surface (i.e., below 12 inches of surface soil and 6 inches of dry well media).

Sizing

Dry wells are sized using a simple sizing method where the SWQDv must be completely infiltrated within 96 hours. Dry wells provide stormwater runoff storage in the voids of the rock fill.

Step 1: Determine the SWQDv

Dry wells must be designed to capture and retain the SWQDv (see Section 6 for SWQDv calculation procedures).

Step 2: Determine the design infiltration rate

Determine the corrected in-situ infiltration rate (f_{design}) of the native soil using the procedures described in the most recent GMED Policy GS 200.1.

Step 3: Calculate the surface area

Determine the required size of the infiltration surface by assuming the SWQDv will fill the available void spaces of the gravel storage layer. The maximum depth of stormwater runoff that can be infiltrated within the maximum retention time (96 hrs) is calculated using the following equation:

$$d_{max} = \frac{f_{design}}{12} \times t$$

Where:

d_{max} = Maximum depth of water that can be infiltrated within the required drawdown time [ft];
f_{design} = Design infiltration rate [in/hr]; and
t = Maximum retention time (max 96 hrs) [hr].

Select the dry well depth (d_t) such that:

$$d_t \leq \frac{d_{max}}{n_t}$$

Where:

d_t = Depth of dry well fill [ft];
d_{max} = Maximum depth of water that can be infiltrated within the maximum retention time [ft]; and
n_t = Dry well fill porosity.

Calculate the infiltrating surface area (bottom of the dry well) required:

$$A = \frac{SWQDv}{d_t \times n_t}$$

Where:

A = Surface area of the bottom of the dry well [ft^2];
SWQDv = Stormwater quality design volume [ft^3]; and
d_t = Depth of dry well fill [ft]; and
n_t = Dry well fill porosity.

Flow Entrance and Energy Dissipation

Energy dissipation controls, constructed of sound materials such as stones, concrete, or proprietary devices that are rated to withstand the energy of the influent flow, must be installed at the inlet to the dry well. Consult with LACDPW for the type and design of energy dissipation structure.

Drainage

The specifications for designing drainage systems for dry wells are presented below:

- The bottom of dry well must be native soil that is over-excavated at least one foot in depth with the soil replaced uniformly without compaction. Amending the excavated soil with two to four inches (~15 to 30 percent) of coarse sand is recommended.
- The use of vertical piping, either for distribution or infiltration enhancement, is prohibited. This application may be classified as a Class V Injection Well per 40 CFR Part 146.5(e)(4).
- The infiltration capacity of the subsurface layers should be sufficient to ensure a maximum retention time of 96 hours. An observation well must be installed to allow observation of retention time.

Hydraulic Restriction Layer

The entire infiltrative area, including the side walls must lined with a geomembrane liner to prevent soil from migrating into the top layer and reducing storage capacity. The specifications of the geomembrane liner are presented in Table E-7. The entire well area, including the sides, must be lined with a geomembrane liner prior to placing the media bed. Provide generous overlap at the seams.

Table E-7. Geomembrane Liner Specifications for Dry Wells

Parameter	Test Method	Specifications
Material		Nonwoven geomembrane liner
Unit weight		8 oz/yd^3 (minimum)
Filtration rate		0.08 in/sec (minimum)
Puncture strength	ASTM D-751 (Modified)	125 lbs (minimum)
Mullen burst strength	ASTM D-751	400 lb/in^2 (minimum)
Tensile strength	AST D-1682	300 lbs (minimum)
Equiv. opening size	US Standard Sieve	No. 80 (minimum)

Observation Well

The observation well is a vertical section of perforated PVC pipe, four- to six-inch diameter, installed flush with the top of the dry well on a footplate and with a locking, removable cap. The observation well is needed to monitor the infiltration rate in dry well and is useful for marking the location of the dry well.

Vegetation

- Dry wells must be kept free of vegetation.

- Trees and other large vegetation should be planted away from dry well such that drip lines do not overhang the infiltration area.

Restricted Construction Materials

Use of pressure-treated wood or galvanized metal at or around a dry well is prohibited.

Maintenance Access

The dry well must be safely accessible during wet and dry weather conditions if it is publicly-maintained. If the dry well becomes plugged and fails, access is needed to excavate the dry well and replace the filter bed media. To prevent damage and compaction, access must able to accommodate a backhoe working at "arm's length" from the dry well.

Maintenance Requirements

Maintenance and regular inspections are important for proper function of dry wells. The following are general maintenance requirements:

- Conduct regular inspection and routine maintenance for pretreatment devices.
- Inspect dry well and its observation well frequently to ensure that water infiltrates into the subsurface completely within maximum retention time of 96 hours. If water is present in the observation well more than 96 hours after a major storm, the dry well may be clogged. Maintenance activities triggered by a potentially clogged facility include:
    - Check for debris/sediment accumulation and remove sediment (if any) and evaluate potential sources of sediment and vegetative or other debris (e.g., embankment erosion, channel scour, overhanging trees, etc). If suspected upstream sources are outside of the County's jurisdiction, additional pretreatment operations (e.g., trash racks, vegetated swales, etc.) may be necessary.
    - Assess the condition of the top aggregate layer for sediment buildup and crusting. Remove the top layer of pea gravel and replace. If slow draining conditions persist, the entire dry well may need to be excavated and replaced.
- Eliminate standing water to prevent vector breeding.
- Remove and dispose of trash and debris as needed, but at least prior to the beginning of the wet season.

A summary of potential problems that may need to be addressed by maintenance activities is presented in Table E-8.

The County requires execution of a maintenance agreement to be recorded by the property owner for the on-going maintenance of any privately-maintained stormwater

quality control measures. The property owner is responsible for compliance with the maintenance agreement. A sample maintenance agreement is presented in Appendix H.

Table E-8. Dry Well Troubleshooting Summary

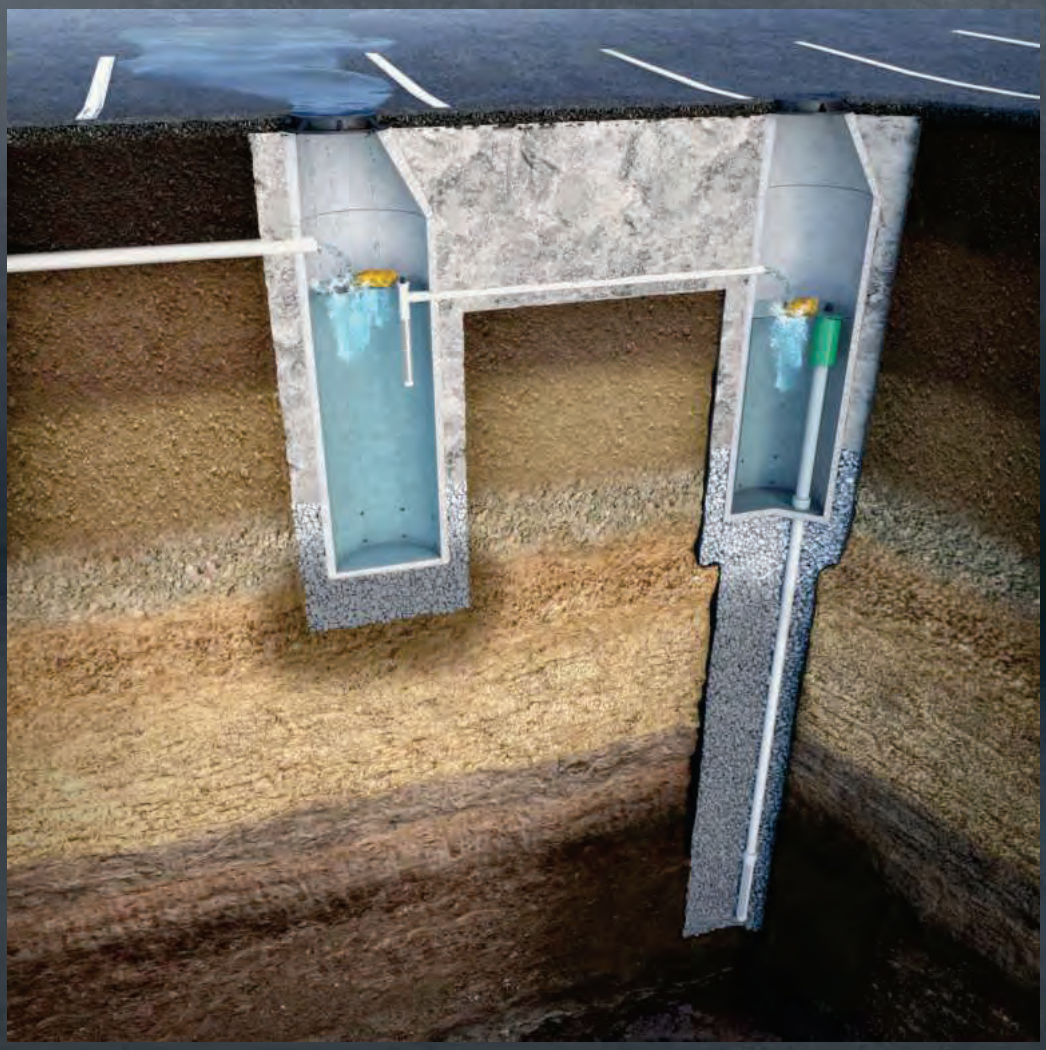
Problem	Conditions When Maintenance Is Needed	Maintenance Required
Trash and Debris	Trash and debris > 5 ft^3/1,000 ft^2	Remove and dispose of trash and debris.
Contaminants and Pollution	Any evidence of oil, gasoline, contaminants, or other pollutants	Remove any evidence of visual contamination.
Erosion/Sediment Accumulation	Undercut or eroded areas at inlet structures	Repair eroded areas and re-grade if necessary.
	Accumulation of sediment, debris, and oil/grease in pretreatment devices	Remove sediment, debris, and/or oil/grease.
	Accumulation of sediment, debris, and oil/grease on surface or inlet	Remove sediment, debris, and/or oil/grease.
Water Drainage Rate	Standing water, or by inspection of observation wells	Remove the top layer of the dry well bottom and replace if necessary.

Oldcastle Infrastructure
A CRH COMPANY

MaxWell®

Deep Infiltration System

Design Summary



PROJECT INFORMATION

PROJECT NAME: CVEN-176 (Arcadia 1)

PROJECT CITY: Arcadia

PROJECT STATE: California

COMPANY: C&V Consulting

SITE TYPE: Residential

SYSTEM DESIGN

Inputs

System Type	Name of Drainage Area	Measured Infiltration Rate	Factor of Safety	Water Quality Volume (or Flow Rate)	Required Drawdown Time	Min Depth to Infiltration	Depth to Groundwater	Depth to Deepest Inlet Below Rim	Cover Type
		(in/hr)		(cf) or (cfs)	(hrs)	(ft)	(ft)	(ft)	
Maxwell IV	DMA A	10.20	4.00	3,096.00	48.0	10.0	94.00	10.00	Solid Cover

System Design

Name of Drainage Area	# of Drywells Needed	Total Drywell Depth	Chamber Depth	Infiltration Flow Rate per Drywell	Volume Provided Per Drywell	Total Flow Rate	Total Volume Provided	Total Volume Infiltrated within Drawdown Time
		(ft)	(ft)	(cfs)	(cf)	(cfs)	(cf)	(cf)
DMA A	1	40	20	0.01853	351.7	0.01853	351.7	3,201

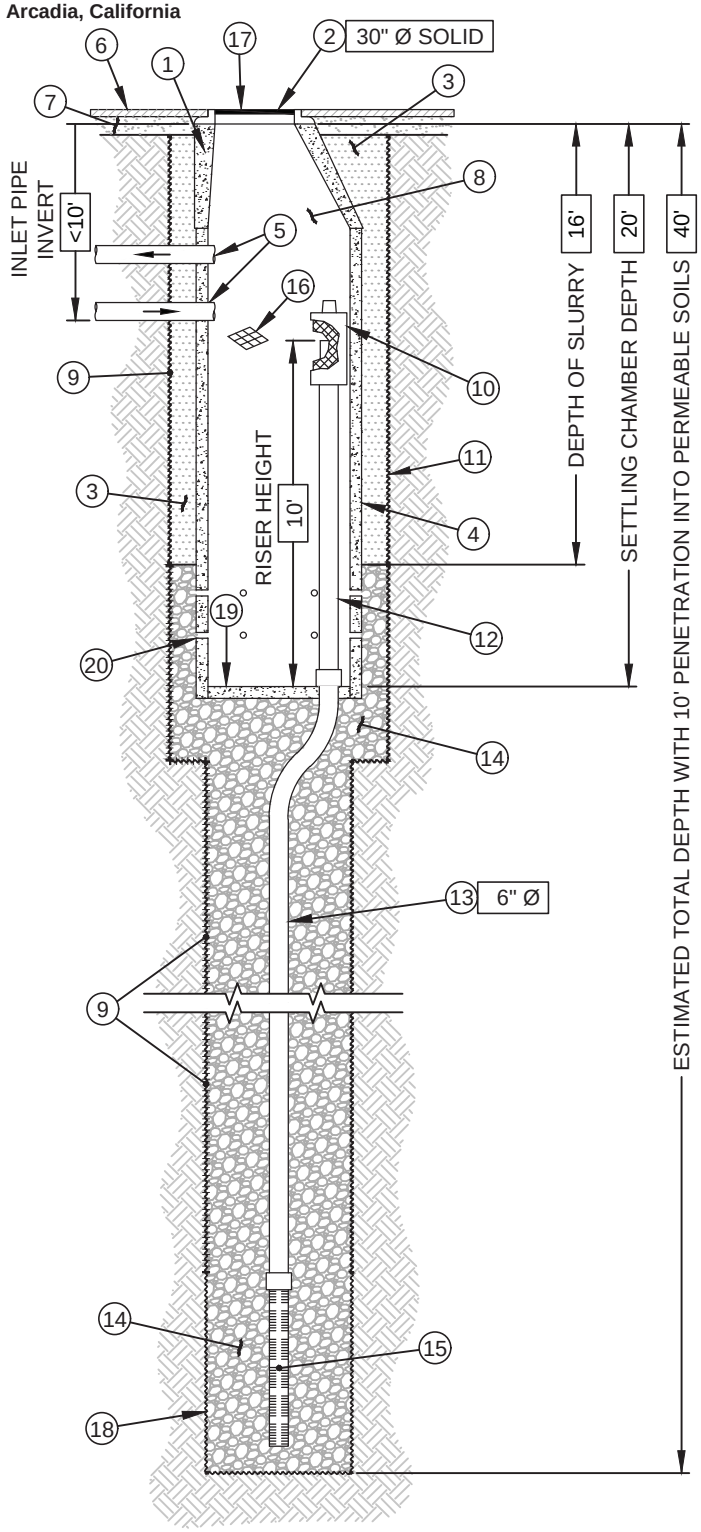
The MaxWell® IV

DRAINAGE SYSTEM DETAILS AND SPECIFICATIONS

CVEN-176 (Arcadia 1):

Drainage Area 1 - DMA A

Arcadia, California



ITEM NUMBERS

1. **MANHOLE CONE** - MODIFIED FLAT BOTTOM.
2. **BOLTED RING & GRATE/COVER** - DIAMETER & TYPE AS SHOWN. CLEAN CAST IRON WITH WORDING **"STORM WATER ONLY"** IN RAISED LETTERS. **BOLTED IN 2 LOCATIONS** AND SECURED TO CONE WITH MORTAR. RIM ELEVATION ±0.02' OF PLANS.
3. **STABILIZED BACKFILL** - TWO-SACK SLURRY MIX.
4. **PRE-CAST LINER -** 4000 PSI CONCRETE 48" ID. X 54" OD. **CENTER IN HOLE** AND ALIGN SECTIONS **TO MAXIMIZE BEARING SURFACE.**
5. **INLET PIPE/OUTLET PIPE (BY OTHERS). SEE SEPARATE PLAN FOR INVERT ELEVATIONS.**
6. **GRADED BASIN OR PAVING** (BY OTHERS).
7. **COMPACTED BASE MATERIAL**, IF REQUIRED (BY OTHERS).
8. **FREEBOARD DEPTH VARIES** WITH INLET PIPE ELEVATION. INCREASE SETTLING CHAMBER DEPTH AS NEEDED TO MAINTAIN ALL INLET PIPE ELEVATIONS ABOVE RISER PIPE.
9. **NON-WOVEN GEOTEXTILE SLEEVE** - MIRAFI 140 NL. MIN. 6 FT Ø. HELD APPROX. 10 FEET OFF THE BOTTOM OF EXCAVATION.
10. **PUREFLO® DEBRIS SHIELD** - ROLLED 16 GA. STEEL X 24" LENGTH WITH VENTED ANTI-SIPHON AND INTERNAL 0.265" MAX. SWO FLATTENED EXPANDED STEEL SCREEN X 12" LENGTH. **FUSION BONDED EPOXY COATED**.
11. **MIN. 6' Ø DRILLED SHAFT.**
12. **RISER PIPE** - SCH. 40 PVC MATED TO DRAINAGE PIPE AT BASE SEAL.
13. **DRAINAGE PIPE** - ADS HIGHWAY GRADE OR SCH. 40 PVC WITH TRI-A COUPLER. SUSPEND PIPE DURING BACKFILL OPERATIONS. DIAMETER AS NOTED.
14. **ROCK** - WASHED, SIZED BETWEEN 3/8" AND 1-1/2".
15. **FLOFAST® DRAINAGE SCREEN** - SCH. 40 PVC 0.120" SLOTTED WELL SCREEN WITH 32 SLOTS PER ROW/FT. OVERALL LENGTH VARIES, UP TO 120" WITH TRI-B COUPLER.
16. **ABSORBENT** - HYDROPHOBIC PETROCHEMICAL SPONGE. MIN. 128 OZ. CAPACITY. TYPICAL, 2 PER CHAMBER.
17. **FABRIC SEAL** - U.V. RESISTANT GEOTEXTILE - **TO BE REMOVED BY CUSTOMER** AT PROJECT COMPLETION. GRATED ONLY.
18. **MIN 4' Ø DRILLED SHAFT.**
19. **BASE SEAL** - CONCRETE SLURRY
20. **6 PERFORATIONS MINIMUM PER FOOT, 2 ROWS MINIMUM.**

AZ Lic. ROC070465 A, ROC047067 B-4, ADWR 363
CA Lic. 886759, C-42, C-57, HAZ.
Also licensed in the following states: MT, NM, NV, OR, TX, UT, and WA.

U.S. Patent No. 4,923,330 - ™ Trademark 1974, 1990, 2004

DETAIL : IV-4-SS-CA	REVISED BY: OI	
DRAWN ON: 05-14-19	REVISED DATE: 09-02-24	SCALE: N.T.S

Manufactured and Installed by

TORRENT® RESOURCES

An evolution of McGuckin Drilling
www.torrentresources.com
CALIFORNIA 909-829-0740
ARIZONA 602-268-0785

THERE'S A LOT MORE TO US BELOW THE SURFACE.

The watermark for drainage solutions.

TORRENT RESOURCES

DEPTH OF EXPERIENCE.

Since 1972, Torrent Resources has set the standard in the design and construction of water drainage systems. In fact, the company revolutionized the industry with its exclusive, patented MaxWell™ Systems – products unmatched in efficiency and reliability by any other type of stormwater disposal application. Today, more than 40,000 MaxWell drywells have been installed throughout the western United States.

Formerly known as McGuckin Drilling, the company changed its name to Torrent Resources to better reflect the continual evolution of its products and services. Innovative and creative solutions to address customer needs, coupled with ongoing research and development, have helped Torrent remain at the forefront of drainage system technology.

Today, Torrent's unique ability to react to changing market conditions, and provide strong engineering and product development solutions, has led to their recognition as being much more than a drilling company. Torrent is now considered "the industry source" for drainage resource management.

COMPANY ACCOMPLISHMENTS

First licensed as a drainage contractor, Torrent Resources has evolved into a full-service solutions partner to address ever-growing customer needs in New Mexico, Nevada, California, and Arizona, the company's corporate headquarters.

The Original MaxWell™ In 1974, Torrent created the first truly engineered drywell – a cost-effective drainage system that was developed for high-volume applications, revolutionizing the drainage industry.

The MaxWell™ III The next evolution was a performance model with higher flow rates, plus full settling and filtering ability. It was ideal for medium to high volume stormwater applications, and depths up to 120 feet or greater with no increase in cost.

The Maxwell™ IV Currently the industry standard for draining landscaped developments and paved areas in most municipalities. It also incorporates the latest refinements in pre-treatment technology.

The MaxWell™ Plus Designed for draining large paved surfaces, nuisance water and other demanding municipal applications. This drainage system also integrates more comprehensive pre-treatment technology with higher capacity and control capabilities.

The Envibro™ System Specifically created for environmentally sensitive properties, this system is ideal for handling the processing and disposal of surface water runoff from service stations, industrial sites and sites requiring special drainage applications.

The Torrent Partnership Industry expertise has made Torrent a valued partner not only in site development and drainage system design, but also in complex retention and municipal recharge programs.

Meeting schedules and maintaining budgets.

"The professional staff is responsive to our needs in the field as well as during the pre-construction phase. They always make the greatest effort to meet our schedules and maintain the project budget."

Michael J. Mongelli
hardison/downey construction, inc.
Phoenix, Arizona

CURRENT KNOWLEDGE.

Torrent Resources has set industry standards through its extensive knowledge of site geology and drainage technology.

The company has developed a comprehensive geological database detailing soil conditions on every boring and excavation completed since 1975. These geological logs are used for profiling, and are cross-referenced to map books and installation information. At any given site, Torrent can provide invaluable data to civil engineers to accurately predict drilling conditions and expected overall depth of wells. This knowledge allows for system design and pricing that is best suited to client needs. Years of experience in the field have made Torrent a valued partner in site development and drainage system design. Where specialized solutions are required, the Torrent team is often called upon to provide a customized approach.

Expertise in the planning stage is equaled only by the company's commitment to quality control in the construction phase. Each system's internal components are manufactured and installed exclusively by Torrent's team of drainage specialists, using state-of-the-art materials, construction techniques and equipment.

OUR DEVELOPMENT PROCESS

Research and Design Torrent works in collaboration with civil engineers to develop comprehensive drainage systems for a variety of sites.

Engineering Through geological profiling, Torrent can recommend the right system at the right price.

Budgeting Extensive knowledge of drilling conditions, coupled with a wide variety of system applications, ensure a cost-effective solution.

Application Assistance Depending on soil conditions and disposal needs, Torrent will recommend a standard drainage system or a custom design.

Implementation Pre-fabricated components are constructed in a controlled shop environment and are installed exclusively by experienced crewmembers.

Testing Torrent offers the constant head percolation testing of finished wells, providing site-specific, real-world disposal data.

Maintenance and Services Inspection and maintenance services are offered on all products, including a comprehensive written report, and if needed, recommendations for cleaning or repair.

Professional, thorough and timely.

"Standard Pacific of Arizona, Inc. has contracted 100% of our projects with Torrent Resources for the past 7 years and we have found them to be very thorough, professional and timely in all aspects of their contracts."

Bruce Schroeder
Vice President of Land Development
Standard Pacific of Arizona, Inc.

SERVICE, PURE AND SIMPLE.

Commercial. Retail. Industrial. Residential. No matter what type of site drainage is needed, Torrent is committed to delivering a job "done right." That's why "close enough" is never good enough. Every stage of the drainage system process must flow with accuracy – from a thorough technical analysis of the project to the right combination of drainage features to precise installation. Excellence demonstrated every step of the way is a company promise. This system approach also affords Torrent the flexibility to apply innovative solutions to the toughest assignments.

Superior customer service.

"Sun State Builders has had the privilege of working with Torrent Resources for several years. We find their work to be of excellent quality and their customer service is superior. We look forward to utilizing their services in all of our projects in the future."

Andrea Vallas
Assistant Project Manager
Sun State Builders

We always come through.

"We have had the opportunity to work with Torrent on many levels, and they have always come through for us. They even came to our company to train our managers as to what should be done as far as maintenance, what to look for on a routine inspection, how the system operates, the individual components, etc."

Linda S. Moore
Special Projects Manager
Associated Asset Management
Phoenix, Arizona

BOTTOMLESS INNOVATION.

Solving problems, protecting investments.

"The Maxwell Plus system installation was completed on the day it was scheduled. Percolation testing proved the system would accommodate in excess of 200% of the theoretical requirement! Not only did the MaxWell Plus system solve the problem; we attribute it to saving our investment!"

John E. Plount / J.E. Plount and Company, Inc. / Upland, California

Specialized market needs have led to innovative solutions at Torrent Resources:

Recharge Programs Torrent specializes in cost-effective systems that utilize surplus water from many sources as a beneficial component of a valuable community resource. To help supplement existing water supplies, Torrent has been at the forefront of the development of recharge programs for numerous municipalities. Limitless quantities of allocated and reclaimed water are stored in underground aquifers for reuse elsewhere – simply by implementing a high-tech, high-capacity gravity recharge system that works 24/7, 365 days each year.

Evaluation of Outdated Drainage Systems Existing sites that have been impacted by industrial processes may have outdated drainage systems. In these situations, Torrent can provide an evaluation, as well as remediation efforts and site redesign to conform to current regulatory standards.

Pattern Drilling/Soil Remediation Torrent has been instrumental in the development of pattern drilling, a highly efficient method of remediation for sites with soil contamination. A process of systematically drilling, evaluating and replacing contaminated soil with stabilized backfill, it provides for precise, complete removal of the contaminated soil envelope. Success is achieved in a variety of site conditions by using enhanced soil stabilization techniques.

Environmental Applications Understanding the need to provide for proper pretreatment of urban runoff has led Torrent to be actively involved with various government agencies, such as the Arizona Department of Environmental Quality and the California Regional Water Quality Control Boards. Torrent volunteers its time and expertise to contribute real-world experience and solutions that positively impact industry guidelines and regulations. For example, Torrent has partnered with the Maricopa Association of Governments and local municipalities to address drainage quality issues and provide support toward improvements in Best Management Practices and product application. Furthermore, to answer the specialized need for effective treatment of surface water runoff at sites impacted by industrial activities, Torrent has developed the Envibro™ drainage system. Utilizing a combination of advanced materials and processes, industrial by-products such as fuel and oil are trapped and separated from water prior to disposal.

UNIQUE APPLICATIONS

• Torrent was the key partner for the City of Scottsdale pilot recharge program, a 10-year project that led to full implementation of over 65 of the company's recharge wells at the ***Scottsdale Water Campus***. Each well adds over one acre-foot of water a day to the municipality's future water supply.

• The ***Ford Proving Grounds*** in Arizona routinely tests different fuels and then flushes the automotive tanks. Torrent's Envibro™ system catches and treats the runoff, removing the fuel before it drains into a retention area.

• Instead of a traditional retention basin, the ***Lakes at La Quinta*** in California are used to collect and retain storm water. In order to keep the water at an acceptable level, Torrent partnered with the project engineer to design a drainage control system utilizing MaxWells to dissipate the excess water. The lakes are ringed with these drainage control systems, allowing the water to remain at an acceptable level without negatively impacting the development.

• After the first Gulf War, ***Marine Corps. base housing*** was increased at 29 Palms near Palm Springs, California. Torrent worked with the general contractor, Actus/Sundt, to install a comprehensive on-site wastewater system. Torrent managed and engineered resources to fast-track the high-volume project in order to meet a three-month deadline. Approximately 152 wastewater disposal systems were installed, including 2.5 miles of precast concrete liner – accomplishing completion of a large-scope project and aggressive deadline that had never been attempted before.

WATERTIGHT SOLUTIONS.

Industry Services

Site Drainage Systems
- Stormwater Drywells
- French Drains
- Piping
- Drainage Appurtenances
- Pump Systems

Technical Analysis
- Design Review
- Percolation Testing
- Geologic Database
- ADEQ Drywell Registration

Recharge Systems
- Municipal/Private Recharge Wells
- Injection Wells & Galleries

Environmental Applications
- Pattern-Drilled Soils/ UST Remediation
- Drainage Rehabilitation
- Drywell Abandonments
- OSHA HAZMAT Certified

Drainage Renovation
- Problem Assessment
- Site Redesign/Modification
- System Retrofit

Drainage Maintenance
- Preventive Maintenance
- Service Contracts
- Drywell Cleaning

CASE STUDIES

• Cities in the ***high-desert areas of California*** have large nuisance water flows inundating their stormwater systems. Significant quantities of nuisance water run continuously in storm gutters, filling a development's retention basins with sediment and water. One of these cities, Palmdale, needed a ***system to dispose of the nuisance water*** without being overwhelmed or deluged by the storm flows. Torrent designed a system that let naturally occurring stormwater pass, but caught, treated and disposed of the lower-volume nuisance water. Torrent's MaxWell Plus drainage system was modified to be used for this application by providing a specialized inlet structure and metering device, and then installing it at intervals along the flow path. The nuisance flow was contained and effectively drained, allowing the storm water system to function normally. This system is now the standard for the region.

• Civil engineers originally overdesigned the ***Intel plant*** in Chandler, Arizona, with 50 drainage systems. The design was based on falling head test criteria that was commonplace at the time, but inaccurate. Torrent recommended conducting a revised analysis of the site to the engineers and the developer using a MaxWell Type III drywell. After performing a constant head percolation test, it was determined that the number of drywells on the site could be reduced to just 25 systems, ***saving Intel approximately $135,000.*** The old testing method went by the wayside, and Torrent's solution became today's industry standard.

• Freeway Commerce Center in Tempe, Arizona, home to the Fiesta Inn, tended to stay wet and marshy for extended periods, and had been ***considered unbuildable*** due to problems with drainage. Torrent installed a total of 50 MaxWell Type I drainage systems to successfully convert this 658-acre development into ***valuable retail property.***

The watermark for drainage solutions.

TORRENT RESOURCES

1509 East Elwood Street
Phoenix Arizona 85040-1391

Phoenix
phone 602-268-0785
fax 602-268-0820

California
phone 661-947-9836

Nevada
phone 702-366-1234

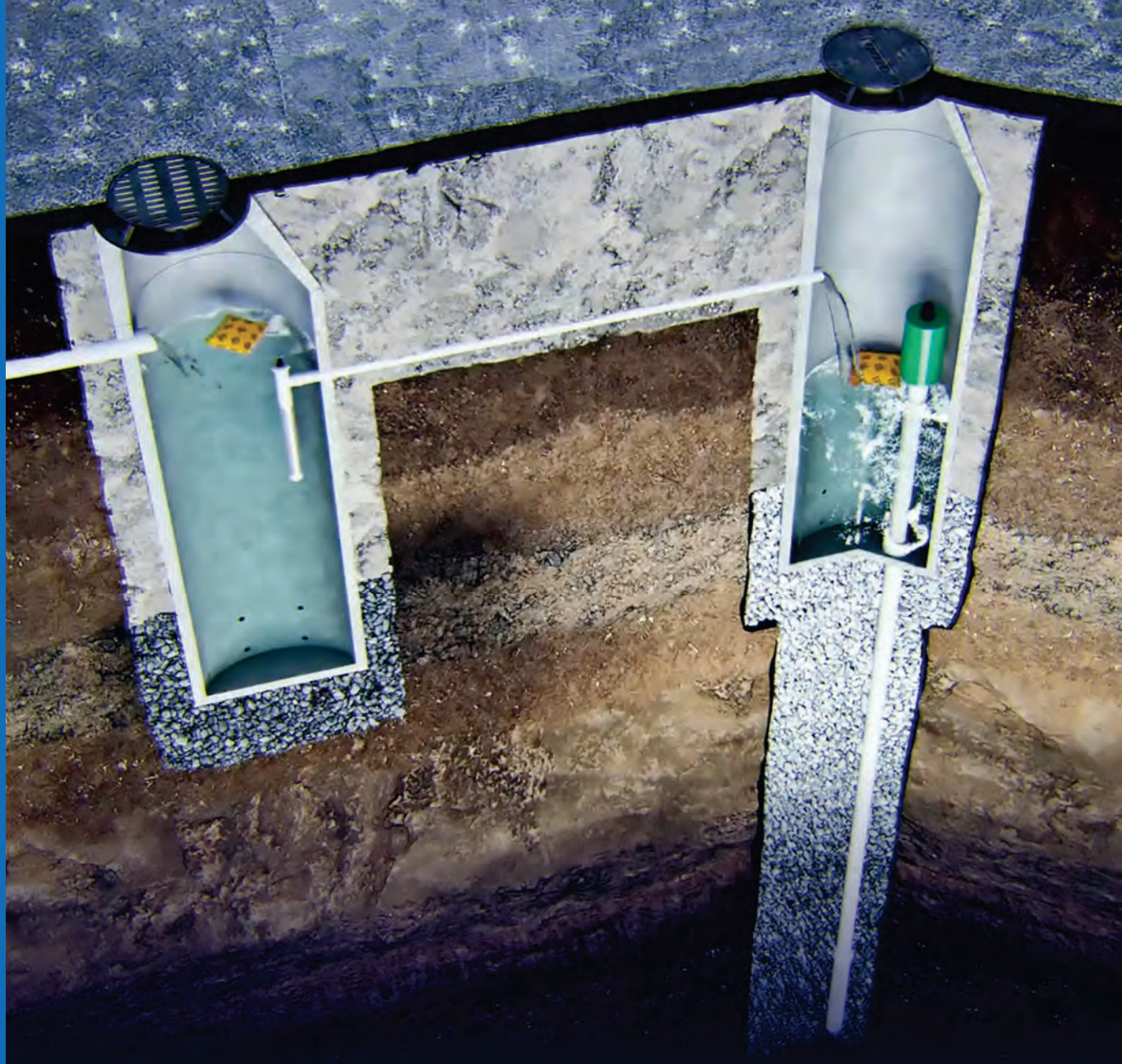
www.TorrentResources.com

An evolution of McGuckin Drilling

Torrent Resources Incorporated
AZ Lic. ROC070465 A, ROC047067 B-4; ADWR 363
CA Lic. 528080 A, C-42, HAZ
NV Lic. 0035350 A
NM Lic. 90504 GF04

MaxWell, Envibro, PureFlo and FloFast are
trademarks of Torrent Resources Incorporated.

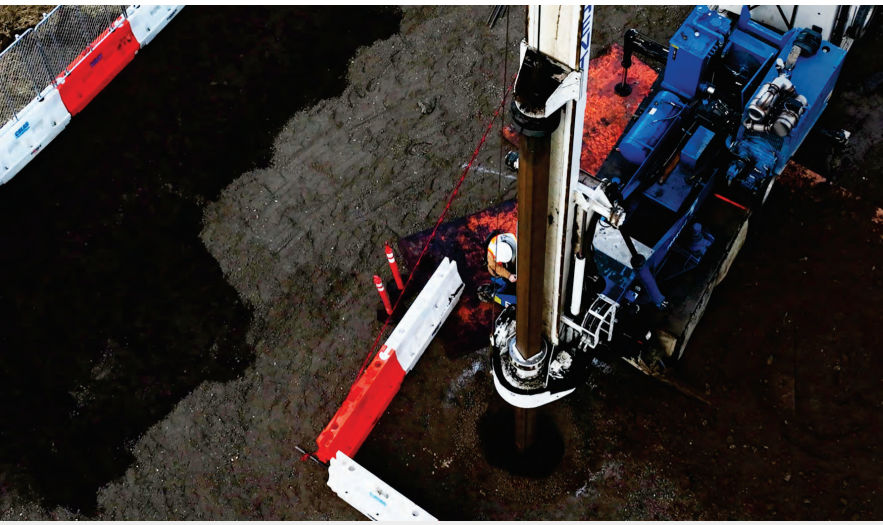
MaxWell®



Infiltration at Greater Depths

Oldcastle Infrastructure™ A CRH COMPANY

Torrent Resources A CRH COMPANY



Turnkey Solution
Design assistance, delivery, drilling, and installation all provided by Torrent Resources. Typical installation in just 2-3 days.

Pre-Treatment
Pre-treatment chambers include floating absorptive pillows to remove hydrocarbon compounds from the stormwater. Intake screens and debris shields capture trash, debris, and other pollutants. Components range in length from 16" to 75" (400mm to 1900mm) and fit together in unique combinations to create any size vault.

Longevity
MaxWell drywells have been installed for almost 50 years and are still performing today thanks to superior design and regular maintenance.

Easy Maintenance
Inspect and maintain from the surface with a vacuum truck. Contact us for assistance.

Superior Warranty
The MaxWell warranty guarantees against failures due to workmanship or materials for a period of five years from date of completion.

Leading the Industry **for Drywell Systems.**

The MaxWell® is a state-of-the-art drywell designed to infiltrate stormwater into native soils to recharge groundwater reserves and mimic the natural/pre-development water cycle. Each MaxWell system includes one or two pre-treatment chambers that remove pollutants through settling, screening, and hydrocarbon absorption. Unlike other BMP solutions, the MaxWell's drilled depth of up to 120 feet allows the system to efficiently infiltrate stormwater into native soils. MaxWell drywells provide a multi-benefit solution that efficiently treats stormwater, reduces flooding, and recharges groundwater within a small footprint.

Proven Design
More than 70,000 MaxWell drywell systems have proven their value as a cost-effective stormwater management solution. They are widely accepted by state and local municipal agencies in the western U.S. MaxWells are a standard best management practice (BMP) referenced in numerous Low Impact Development and drainage manuals.

MaxWell Systems

The **MaxWell IV** (Torrent's fourth generation enhanced drywell) provides pre-treatment with a single 4-foot diameter settling chamber. The chamber is typically 15 - 25 feet deep with up to a 10-ft riser pipe (sump).

The **MaxWell Plus** provides increased pretreatment and added temporary storage via an additional chamber.

Application
With HS-20 traffic load rating, MaxWells can be placed directly in roadways, parking lots, and sidewalks. Their small footprint makes the MaxWell system ideal for right-of-way applications and any development project where space is limited. MaxWells may be used in conjunction with other stormwater BMPs to provide additional pretreatment and/or storage (i.e. a StormCapture® stormwater vault system).

MaxWell IV

MaxWell Plus

Scan to learn more about our Design Tools.

Oldcastle Infrastructure™
A CRH COMPANY

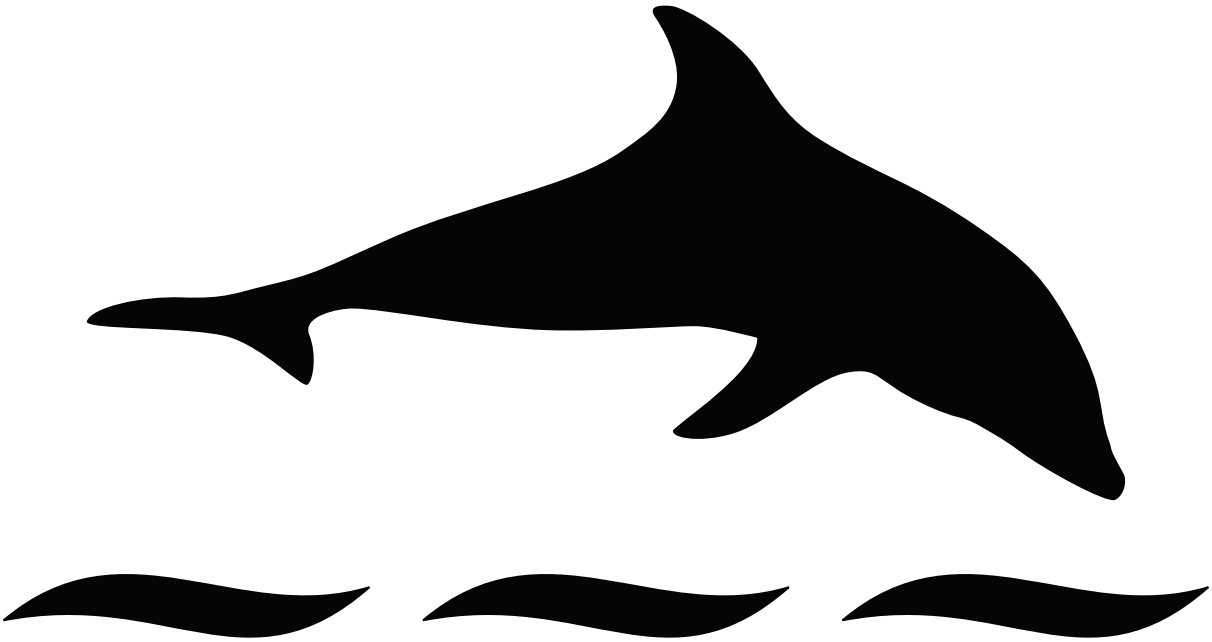
www.oldcastleinfrastructure.com
888.965.3227

3-A-023 9/22

Appendix D:
"NO DUMPING – DRAINS TO OCEAN" Stencil Examples

Sample Stencil 1

NO DUMPING



DRAINS TO OCEAN

Sample Stencil 2

Appendix E:
Catch Basin Cleaning

United States Environmental Protection Agency
Office of Water Washington, D.C.
EPA 832-F-99-011 September 1999

EPA

Storm Water O&M Fact Sheet Catch Basin Cleaning

DESCRIPTION

Catch basins are chambers or sumps, usually built at the curb line, which allow surface water runoff to enter the storm water conveyance system. Many catch basins have a low area below the invert of the outlet pipe intended to retain coarse sediment. By trapping sediment, the catch basin prevents solids from clogging the storm sewer and being washed into receiving waters. Catch basins must be cleaned periodically to maintain their ability to trap sediment, and consequently their ability to prevent flooding. The removal of sediment, decaying debris, and highly polluted water from catch basins has aesthetic and water quality benefits, including reducing foul odors, reducing suspended solids, and reducing the load of oxygen-demanding substances that reach receiving waters.

APPLICABILITY

Catch basin cleaning should be performed at any facility that has an on-site storm sewer system that includes catch basins and manholes.

Although catch basin cleaning is easily implemented, it is often overlooked in an overall storm water management plan. In addition, many of the catch basin cleaning programs that have been implemented focus only on removal of debris from grate openings; full implementation of the catch basin cleaning BMP should also include removal of debris from the catch basin itself.

ADVANTAGES AND DISADVANTAGES

Catch basin cleaning is an efficient and cost-effective method for preventing the transport of sediment and pollutants to receiving water bodies. This improves both the aesthetics and the quality of the receiving water body.

Limitations associated with cleaning catch basins include:

- Catch basin debris usually contains appreciable amounts of water and offensive organic material which must be properly disposed.
- Catch basins may be difficult to clean in areas with poor accessibility and in areas with traffic congestion and parking problems.
- Cleaning is difficult during the winter when snow and ice are present.

Sediment and debris removed from catch basins can potentially be classified as hazardous waste. As a result, the materials must be disposed in a proper manner to avoid negative environmental impacts.

PERFORMANCE

Based on current data, it is not possible to quantify the water quality benefits to receiving waters resulting from catch basin cleaning. The rate at which catch basins fill with debris, as well as the total amount of material which can be removed by different frequencies of cleaning, are highly variable and cannot be readily predicted. Past studies have estimated that typical catch basins retain up to 57 percent of coarse solids and 17 percent of equivalent biological oxygen demand (BOD).

In addition, data collected as part of a Nationwide Urban Runoff Program (NURP) project in Castro Valley Creek, California, indicated that catch basins, cleaned on an average of once every year and a half, contained approximately 60 pounds of material each at the time of the cleaning.

OPERATION AND MAINTENANCE

Catch basins should be inspected at least annually to determine if they need to be cleaned. Typically, a catch basin should be cleaned if the depth of deposits is greater than or equal to one-third the depth from the basin to the invert of the lowest pipe or opening into or out of the basin. If a catch basin significantly exceeds the one-third depth standard during the annual inspection, then it should be cleaned more frequently. If woody debris or trash accumulates in a catch basin, then it should be cleaned on at least a weekly basis.

Catch basins can be cleaned either manually or by specially designed equipment. This equipment may include bucket loaders and vacuum pumps. Material removed from catch basins is usually disposed in conventional landfills. Before any materials can be disposed, it is necessary to perform a detailed chemical analysis to determine if the materials meet the EPA criteria for hazardous waste. This will help determine how the materials should be stored, treated, and disposed.

COSTS

Catch basin cleaning costs will vary depending upon the method used, the required cleaning frequency, the amount of debris removed, and debris disposal costs.

Cleaning costs for catch basins were estimated in three NURP program studies (Midwest Research Institute, 1982). These estimates are summarized in Table 1.

In communities equipped with vacuum street sweepers, a cleaning cost of $8 per basin cleaned is recommended for budgetary purposes (Southeastern Wisconsin Regional Planning Commission, 1991.) Cleaning catch basins manually costs approximately twice as much as cleaning the basins with a vacuum attached to a sweeper. Therefore, a cost estimate of $16 per catch basin cleaned may be used for manual cleaning. It should be noted that costs vary depending on local market conditions.

TABLE 1 CLEANING COST PER CATCH BASIN

Location	Method	Cost
Castro Valley, CA	Vacuum attached to street sweeper	$7.70
Salt Lake County, UT	Vacuum attached to street sweeper	$10.30
Winston-Salem, NC	Vacuum attached to street sweeper	$6.30

Source: MRI, 1982.

REFERENCES

1. Midwest Research Institute, 1982. *Collection of Economic Data from Nationwide Urban Runoff Program Projects-Final Report.* Report to U.S. Environmental Protection Agency.

2. Minnesota Pollution Control Agency, 1989. *Protecting Water Quality in Urban Areas.*

3. Southeastern Wisconsin Regional Planning Commission, 1991. *Cost of Urban Nonpoint Source Water Pollution Control Measures,* Technical Report No. 31.

4. U.S. EPA, 1983. *Final Report of the Nationwide Urban Runoff Program.* EPA 841/583109.

5. U.S. EPA, 1977. *Catch Basin Technology Overview and Assessment.* EPA-600/2-77-051.

6. Washington State Department of Ecology, 1992. *Storm Water Management Manual for Puget Sound.*

ADDITIONAL INFORMATION

Alameda County, California
Jim Scanlin
Alameda Countywide Clean Water Program
951 Turner Court, Room 300
Hayward, CA 94545

King County, Washington
Dave Hancock
Department of Natural Resources, Water and Land Resources Division, Drainage Services Section
700 5th Avenue, Suite 2200
Seattle, WA 98104

Salt Lake County, Utah
Terry Way
Salt Lake County Engineering Division
2001 South State Street, Suite N3300
Salt Lake City, UT 84190

Southeastern Wisconsin Regional Planning Commission
Bob Biebel
916 N. East Avenue, P.O. Box 1607
Waukesha, WI 53187

City of Winston Salem, North Carolina
Terry Cornett
Department of Public Works, Streets Division
P.O. Box 2511
Winston Salem, NC 27106

The mention of trade names or commercial products does not constitute endorsement or recommendation for the use by the U.S. Environmental Protection Agency.

For more information contact:

Municipal Technology Branch
U.S. EPA
Mail Code 4204
401 M St., S.W.
Washington, D.C., 20460

OWM MTB
Excellence in compliance through optimal technical solutions
MUNICIPAL TECHNOLOGY BRANCH

Appendix F:
Operation and Maintenance Plan

To be provided during final engineering

Appendix G:
Geotechnical Investigation

ALTA CALIFORNIA
GEOTECHNICAL INC.

170 North Maple Street, Suite 108
Corona, CA 92880
www.altageotechnical.com

CITY VENTURES
3121 Michelson Drive Suite 1500
Irvine, California 92612

July 9, 2024
Project No. 1-0534

Attention: Mr. Nicholas Patterson

Subject: ***GEOTECHNICAL INVESTIGATION***
101 W, Huntington Drive, City of Arcadia,
County of Los Angeles, California

References: See Appendix A.

Dear Mr. Patterson:

Alta California Geotechnical, Inc. (Alta) is pleased to present this geotechnical investigation for the proposed development at 101 W. Huntington Drive, in the City of Arcadia, California. This report is based upon a recent subsurface investigation conducted by Alta, laboratory testing, a review of published geologic maps, and Alta's staff's experience with similar projects in this vicinity.

Alta's review of the data indicates that the proposed development is feasible, from a geotechnical perspective, provided that the recommendations presented in this report are incorporated into the grading and improvement plans and implemented during site development.

Included in this report are:

- Discussion of the site geotechnical conditions
- Recommendations for remedial and site grading, including unsuitable soil removals
- Geotechnical site construction recommendations
- Preliminary foundation design parameters
- Preliminary Infiltration testing results

If you have any questions or should you require any additional information, please contact the undersigned at (951) 509-7090. Alta appreciates the opportunity to provide geotechnical consulting services for your project.

Sincerely,
Alta California Geotechnical, Inc.

LOGAN A. MARQUETTE
Civil Engineering Associate

Reviewed By:

SCOTT A. GRAY/RGE 2857
Reg. Exp.: 12-31-24
Registered Geotechnical Engineer
President

FRANK ECHENIQUE/CEG 2134
Reg. Exp.: 7-31-24
Certified Engineering Geologist

Distribution: (1) Addressee

LAM: SAG: eg-1-0534 July 9, 2024 (Geotechnical Investigation, 101 W Huntington, Arcadia)

1.0 INTRODUCTION 1
1.1 Purpose 1
1.2 Scope of Work 1
1.3 Report Limitations 1
2.0 PROJECT DESCRIPTION 2
2.1 Site Location and Existing Conditions 2
2.2 Proposed Development 2
3.0 SITE INVESTIGATION 2
3.1 Current Subsurface Investigation 2
3.2 Infiltration Testing 3
4.0 GEOLOGIC CONDITIONS 3
4.1 Geologic and Geomorphic Setting 3
4.2 Stratigraphy 3
4.2.1 Young Alluvial Fan Deposits (Map symbol Qyf) 4
4.3 Geologic Structure 4
4.3.1 Tectonic Framework 4
4.3.2 Locally Mapped Active Faults 4
4.3.3 Geologic Structure 5
4.4 Groundwater 5
4.5 Earthquake Hazards 5
4.5.1 Local and Regional Faulting 5
4.5.2 Seismicity 6
4.5.3 Surface Rupture 6
4.5.4 Liquefaction 6
4.5.5 Dry Sand Settlement 7
4.6 Regional Subsidence 7
5.0 ENGINEERING PROPERTIES AND ANALYSIS 7
5.1 Materials Properties 7
5.1.1 Excavation Characteristics 7
5.1.2 Compressibility 8
5.1.3 Hydro-Consolidation 8
5.1.4 Expansion Potential 8
5.1.5 Earthwork Adjustments 9

5.1.6 Chemical Analyses 9
5.2 Engineering Analysis 9
5.2.1 Bearing Capacity and Lateral Earth Pressures 10
6.0 CONCLUSIONS AND RECOMMENDATIONS 10
6.1 Remedial Grading Recommendations 10
6.1.1 Site Preparation 10
6.1.2 Unsuitable Soil Removals 10
6.2 General Earthwork Recommendations 11
6.2.1 Compaction Standards 11
6.2.2 Groundwater/Seepage 12
6.2.3 Documentation of Removals 12
6.2.4 Treatment of Removal Bottoms 12
6.2.5 Fill Placement 12
6.2.6 Moisture Content 13
6.2.7 Mixing 13
6.2.8 Import Soils 13
6.2.9 Utility Trenches 13
6.2.9.1 Excavation 13
6.2.9.2 Backfill 14
6.2.10 Backcut Stability 14
6.3 Storm Water Infiltration Systems 15
6.4 Boundary Conditions 16
7.0 DESIGN CONSIDERATIONS 16
7.1 Structural Design 16
7.1.1 Foundation Design 16
7.1.2 Conventional Foundation Systems 17
7.1.3 Post-Tensioned Slabs/Foundation Design Recommendations 18
7.2 Moisture Barrier 19
7.3 Seismic Design 19
7.4 Block Walls 20
7.5 Footing Excavations 21
7.6 Retaining Wall Design 21
7.7 Exterior Slabs and Walkways 22

7.7.1 Subgrade Compaction 22
7.7.2 Subgrade Moisture 23
7.7.3 Concrete Slab Thickness 23
7.7.4 Concrete Slab Reinforcement 23
7.7.5 Control Joints 23
7.8 Concrete Design 23
7.9 Corrosion 24
7.10 Pavement Design 24
7.11 Site Drainage 25
8.0 LOT MAINTENANCE 25
8.1 Lot Drainage 26
8.2 Burrowing Animals 26
9.0 FUTURE PLAN REVIEWS 26
10.0 CLOSURE 26
10.1 Geotechnical Review 26
10.2 Limitations 27

APPENDIX A – References
APPENDIX B – Subsurface Investigation
APPENDIX C – Laboratory Testing
APPENDIX D – Maintenance and Improvement Considerations
APPENDIX E – Earthwork Specifications
APPENDIX F – Grading Details

1.0 INTRODUCTION

The following report presents Alta's findings, conclusions, and geotechnical recommendations for the proposed development.

1.1 Purpose

The purpose of this report is to examine the existing geotechnical conditions and evaluate their impacts on the proposed development. This report is suitable for submittal to governing agencies and for use as a bid document.

1.2 Scope of Work

Alta's Scope of Work for this geotechnical investigation included the following:

- Review of the referenced literature, maps, and aerial photos (Appendix A).
- Excavating, logging, and sampling of four (4) hollow stem auger borings to a maximum depth of approximately 51.5 feet below existing grade (Appendix B).
- Drilling two (2) shallow additional borings for infiltration study and perform preliminary infiltration testing.
- Conducting laboratory testing on samples obtained during our investigation (Appendix C).
- Evaluating engineering geologic and geotechnical engineering data, including laboratory data, to develop recommendations for site remedial grading, import soil, foundations and utilities.
- Preparing this report and accompanying exhibits.

1.3 Report Limitations

The conclusions and recommendations in this report are based on the information generated during this investigation and our review of the referenced reports. The materials adjacent to or beneath those observed may have different characteristics than those observed, and no representations are made as to the quality or extent of the materials not observed.

2.0 PROJECT DESCRIPTION

2.1 Site Location and Existing Conditions

The triangular-shaped, approximately 1-acre site is relatively flat. The site is bounded to the north by existing residences, to the south by W. Huntington Drive, to the east by Santa Clara Street, and to the west by a small commercial development and parking lot. The site is currently occupied by a commercial structure and associated parking lot. Historic aerial images for the site are available as far back as 1952 and indicate the site consisted of mostly unimproved land until 1980 when the existing square shaped commercial structure and parking lot appear. The site has remained largely unchanged since.

2.2 Proposed Development

Alta anticipates that the site will be developed to accommodate a multi-family residential development. Alta anticipates that conventional cut-and-fill grading techniques will be used to develop the site for the support of wood-frame construction with shallow foundations and reinforced concrete slabs-on-grade, and associated improvements.

3.0 SITE INVESTIGATION

3.1 Current Subsurface Investigation

Alta conducted a subsurface investigation on June 10th of 2024, consisting of the drilling, logging, and select sampling of four (4) hollow-stem auger borings up to a maximum depth of 51.5 feet below ground surface (bgs). In addition, two (2) shallow borings (10 feet deep) were advanced to conduct preliminary infiltration testing. The locations of the exploratory borings are shown on Plate 1 and the boring logs are presented in Appendix B.

Laboratory testing was performed on ring and bulk samples obtained during the field investigation. A brief description of the laboratory test procedures and the test results are presented in Appendix C.

3.2 Infiltration Testing

Infiltration testing was performed, utilizing percolation methods in accordance with County of Los Angeles Storm Water Standards. Percolation rates were converted to infiltration rates utilizing the Porchet method. The resulting field infiltration rates, with no factor of safety, are presented below in Table 3-1. Recommendations for infiltration BMP design are presented in Section 6.3.

Table 3-1
Summary of Infiltration Testing
(No Factor of Safety)

Test Designation	P-1	P-2
Approximate Depth of Test	10 ft.	10 ft.
Final Time Interval	10 min.	10 min.
Tested Infiltration Rate	10.2 in./hr.	9.8 in./hr.

4.0 GEOLOGIC CONDITIONS

4.1 Geologic and Geomorphic Setting

Regionally, the site is in the Peninsular Ranges geomorphic province, which characterizes the southwest portion of Southern California. The Peninsular Ranges province is composed of plutonic and metamorphic rock of Mesozoic age, with lesser amounts of Tertiary age volcanic and sedimentary rock, and Quaternary age drainage in-fills and minor sediment veneers. The Peninsular Ranges are divisible by major faults into northwest-trending blocks that extend south into Baja California and terminate to the north against the Transverse Ranges province.

4.2 Stratigraphy

Based on a review of geologic literature and our subsurface investigation, the project site is underlain by young alluvial deposits. The following is a brief description of this geologic unit encountered during this investigation.

4.2.1 Young Alluvial Fan Deposits (Map symbol Qyf)

The young alluvial fan deposits within the site were observed to consist primarily of inter-lensed sand, silty sand and clayey sand with some sandy silt and clayey silt lenses. This unit was observed to be slightly moist to moist, and medium dense to dense condition. Some sandy silt lenses were also encountered. One gravely cobble lense was encountered in Boring B-4 at 12.5 feet bgs. This unit was encountered to the total depth of borings drilled (51.5 feet bgs).

4.3 Geologic Structure

4.3.1 Tectonic Framework

Jennings (1985) defined eight structural provinces within California that have been classified by predominant regional fault trends and similar fold structure. Within this framework, the subject site is located within the Peninsular Ranges geomorphic province, controlled by the dominant northwest trend of the San Andreas Fault and the subparallel San Jacinto Fault, Whittier-Elsinore Fault, and the Newport-Inglewood Fault, which all exhibit right lateral strike-slip movement. The closest of these major faults to the site is the Whittier-Elsinore Fault located 10.02 miles from the site. These fault systems have been studied extensively and in a large part control the geologic structure of the region.

4.3.2 Locally Mapped Active Faults

The closest known active faults to the site are the Raymond Fault (0.50 miles from the site), and the Sierra Madre Fault (2.45 miles from the site), (USGS, 2008).

4.3.3 Geologic Structure

Based upon our site investigation and literature review, the onsite subsurface is essentially flat lying sediments that do not appear to be faulted of folded.

4.4 Groundwater

No groundwater was encountered during advancement of borings at the site during Alta's recent investigation. Historic High Groundwater is reported to be approximately 100 to 150 feet bgs in the site vicinity (Open File Report 98-21). Recent well data provided by the California Department of Water Resources from the nearest groundwater well, located approximately 0.7 miles northwest from the site, indicates that groundwater was greater than 94 feet bgs in 2023 (CDWR, 2024).

4.5 Earthquake Hazards

The subject site is located in southern California, which is a tectonically active region. The type and magnitude of seismic hazards affecting a site are dependent on the distance to the causative fault and the intensity and magnitude of the seismic event. The seismic hazard may be primary, such as surface rupture and/or ground shaking, or secondary, such as liquefaction and/or ground lurching.

4.5.1 Local and Regional Faulting

The site is located in the Los Angeles basin. The closest known active fault to the site is the Raymond Fault (0.50 miles from the site and the Sierra Madre Fault (2.45 miles from the site), (USGS, 2008). No known active faults exist in the immediate site vicinity.

4.5.2 Seismicity

Ground shaking hazards caused by earthquakes along other active regional faults also exists. The 2022 California Building Code requires use-modified spectral accelerations and velocities for most structural designs. Seismic design parameters using soil profile types identified in the 2022 California Building Code are presented in Section 7.3.

4.5.3 Surface Rupture

Active faults are not known to exist within the project and a review of Special Publication 42 indicates the site is not within a California State designated earthquake fault zone. Accordingly, the potential for fault surface rupture on the subject site is low.

4.5.4 Liquefaction

Seismic agitation of relatively loose saturated sands, silty sands, and some silts can result in a buildup of pore pressure. If the pore pressure exceeds the overburden stresses, a temporary quick condition known as liquefaction can occur. Liquefaction effects can manifest in several ways including: 1) loss of bearing; 2) lateral spread; 3) dynamic settlement; and 4) flow failure. Lateral spreading has typically been the most damaging mode of failure.

In general, the more recent that a sediment has been deposited, the more likely it will be susceptible to liquefaction. Other factors that must be considered are groundwater, confining stresses, relative density, and the intensity and duration of seismically induced ground shaking.

The site is not located in a potential area of liquefaction. No groundwater was encountered in any of the borings advanced at the site to depths of up to 51.5 feet. Based on the depth to groundwater, upon

completion of the removal and recompaction recommendations presented herein, the potential for dynamic settlement due to liquefaction is considered to be low and within foundation tolerance.

4.5.5 Dry Sand Settlement

Dry sand settlement is the process of non-uniform settlement of the ground surface during a seismic event. Based on our subsurface investigation and our removal/recompaction recommendations, the potential for onsite dry sand settlement is anticipated to be low.

4.6 Regional Subsidence

The site is not located in an area designated as susceptible to subsidence. Upon implementation of the remedial grading recommendations presented herein, the effects of subsidence on the development are considered to be negligible. If subsidence due to groundwater extraction were to occur, it would likely affect the entire region and not result in differential settlement across the site.

5.0 ENGINEERING PROPERTIES AND ANALYSIS

5.1 Materials Properties

Presented herein is a general discussion of the engineering properties of the onsite materials that will be encountered during construction of the proposed project. Descriptions of the soil (Unified Soil Classification System) are presented on the boring logs in Appendix B.

5.1.1 Excavation Characteristics

Based on the data provided from the subsurface investigation, it is our opinion that excavation characteristics across the site are favorable, such that conventional equipment can be utilized.

5.1.2 Compressibility

The upper portions of the young alluvium are considered compressible and unsuitable to support the proposed improvements. Recommended removal depths are presented in Section 6.1.2.

5.1.3 Hydro-Consolidation

Hydro-consolidation is the effect of introducing water into soil that is prone to collapse. Upon loading and initial wetting, the soil structure and apparent strength are altered resulting in almost immediate settlement. That settlement can have adverse impacts on engineered structures, particularly in areas where it is manifested differentially. Differential settlements are typically associated with differential wetting, irregularities in the subsurface soil conditions, or irregular loading patterns.

Based on laboratory testing results presented in Appendix C, there is minimal potential for hydro-collapse to occur within the young alluvium onsite. Upon the completion of the removal and recompaction recommendations presented herein, the potential for hydro-collapse shall be minimal and within foundation tolerances.

5.1.4 Expansion Potential

Based on expansion index testing performed during our subsurface investigation (Appendix C), the majority of soils onsite are “very low” to “low” in expansion potential (0≤EI≤50, Appendix C) when tested per ASTM D: 4829.

5.1.5 Earthwork Adjustments

The values presented in Table 5-1 are deemed appropriate for estimating purposes and may be used to balance earthwork quantities. As is the case with every project, contingencies should be made to adjust the earthwork balance when grading is in-progress and actual conditions are better defined.

TABLE 5-1
Earthwork Adjustment Factors

Geologic Unit	Adjustment Factor Range	Average
Young Alluvium	10% to 14%	12%

5.1.6 Chemical Analyses

Chemical testing was performed on samples of material underlying the proposed site during our subsurface investigation. Soluble sulfate test results indicate that the soluble sulfate concentrations of the soils tested are classified as negligible (Category S0) per ACI 318-14.

Negligible chloride levels were detected in the soils onsite. Based on laboratory results of soluble sulfate, chloride, and pH testing as presented in Appendix C, the onsite soils are classified as “non-corrosive” (Caltrans, 2022). Additional discussions on corrosion are presented in Section 7.9.

5.2 Engineering Analysis

Presented below is a general discussion of the engineering analysis methods that were utilized to develop the conclusions and recommendations presented in this report.

5.2.1 Bearing Capacity and Lateral Earth Pressures

Ultimate bearing capacity values were obtained using the graphs and formula presented in NAVFAC DM-7.1. Allowable bearing was determined by applying a factor of safety of at least 3 to the ultimate bearing capacity. Static lateral earth pressures were calculated using Rankine methods for active and passive cases. If it is desired to use Coulomb forces, a separate analysis specific to the application can be conducted.

6.0 CONCLUSIONS AND RECOMMENDATIONS

Based on Alta's findings during our subsurface investigation, the laboratory test results, and our staff's previous experience in the area, it is Alta's opinion that the development of the site is feasible from a geotechnical perspective. Presented below are recommendations that should be incorporated into site development and construction plans.

6.1 Remedial Grading Recommendations

6.1.1 Site Preparation

Vegetation, construction debris, and other deleterious materials are unsuitable as structural fill material and should be disposed of offsite prior to commencing grading/construction. Any septic tanks, seepage pits or wells should be abandoned as per the County of Los Angeles Department of Health Services.

6.1.2 Unsuitable Soil Removals

The upper portions of young alluvial deposits are compressible and as such, are not suitable to support the proposed structures. Therefore, it is anticipated that, on average, the upper four (4) to six (6) feet of existing soils will require removal and recompaction, extending a minimum of five (5) feet horizontally outside of the structures. This recommended

removal combined with the foundation recommendations presented in Section 7.1 should provide suitable support for the proposed structures.

Footings for structures should be underlain by a minimum of two (2) feet of compacted fill. As such, for building pads where unsuitable soil removals do not provide the minimum depth of compacted fill, or where design grades and/or remedial grading activities create cut/fill transitions, the cut and shallow fill portions of the building pads should be over-excavated during grading and replaced with compacted fill.

The Project Geotechnical Consultant should observe the removal bottom prior to placing fill. If unsuitable soils such as undocumented artificial fill is exposed upon the completion of the removals recommended above, additional removals may be required.

For fill areas in parking lots/drive aisles, in general, a minimum removal and recompaction of the upper two (2) feet is recommended, however all undocumented artificial fill shall be removed and recompacted. For cuts greater than two (2) feet in street areas, removals are not required. For cuts less than two (2) feet, the two (2) foot removal and recompaction applies.

Material removed as part of the unsuitable soil removals can be used as artificial fill, provided it is free of deleterious materials.

6.2 General Earthwork Recommendations

6.2.1 Compaction Standards

All fill and processed natural ground shall be compacted to a minimum relative compaction of 90 percent, as determined by ASTM Test Method: D-1557. Fill material should be moisture conditioned to optimum moisture or above, and as generally discussed in Alta's Earthwork

Specification Section presented in Appendix E. Compaction shall be achieved with the use of sheepsfoot rollers or similar kneading type equipment. Mixing and moisture conditioning will be required to achieve the recommended moisture conditions.

6.2.2 Groundwater/Seepage

Groundwater is not anticipated to be encountered during construction; however, perched water conditions could be encountered depending on the time of year construction occurs.

6.2.3 Documentation of Removals

All removal/over-excavation bottoms should be observed and approved by the project Geotechnical Consultant prior to fill placement. Consideration should be given to surveying the removal bottoms and undercuts after approval by the geotechnical consultant and prior to the placement of fill. Staking should be provided to verify undercut locations and depths.

6.2.4 Treatment of Removal Bottoms

At the completion of removals/over-excavation, the exposed removal bottom should be ripped to a minimum depth of eight (8) inches, moisture-conditioned to above optimum moisture content and compacted in-place to the project standards.

6.2.5 Fill Placement

After removals are completed and scarification and compaction of the removal bottom is performed, additional fill may be placed. Fill should be placed in eight-inch bulk maximum lifts, moisture conditioned to optimum moisture content or above, compacted and tested as grading/construction progresses until final grades are attained.

6.2.6 Moisture Content

The moisture content of the upper in-situ soils varies, as shown in the boring logs presented in Appendix B. The majority of the upper several feet of onsite soils are dry to slightly moist and will require moisture conditioning prior to placement as compacted fill.

6.2.7 Mixing

Mixing of materials may be necessary to prevent layering of different soil types and/or different moisture contents. The mixing should be accomplished prior to and as part of compaction of each fill lift.

6.2.8 Import Soils

Imported soils, if necessary, should consist of clean, structural quality, low expansive, compactable materials similar to the on-site soils and should be free of trash, debris or other objectionable materials. The project Geotechnical Consultant should be notified not less than 72 hours in advance of the locations of any soils proposed for import. Import sources should be sampled, tested, and approved by the project Geotechnical Consultant at the source prior to the importation of the soils to the site. The project Civil Engineer should include these requirements on plans and specifications for the project.

6.2.9 Utility Trenches

6.2.9.1 Excavation

Utility trenches should be supported, either by laying back excavations or shoring, in accordance with applicable OSHA standards. The existing site soils are classified as Soil Types "B" and "C" per OSHA standards. Upon completion of the recommended removals and recompaction, the artificial fill will be classified as Soil Type “B”. The Project Geotechnical

Consulting should be consulted if geologic conditions vary from what is presented in this report.

6.2.9.2 Backfill

Trench backfill should be compacted to at least 90 percent of maximum dry density as determined by ASTM D-1557. Onsite soils will not be suitable for use as bedding material but will be suitable for use in backfill provided oversized materials are removed. No surcharge loads should be imposed above excavations. This includes spoil piles, lumber, concrete trucks, or other construction materials and equipment. Drainage above excavations should be directed away from the banks. Care should be taken to avoid saturation of the soils. Compaction should be accomplished by mechanical means. Jetting of native soils will not be acceptable.

Under-slab trenches should also be compacted to project specifications. If select granular backfill (SE > 30) is used, compaction by flooding may be acceptable.

6.2.10 Backcut Stability

Temporary backcuts, if required during unsuitable soil removals, should be made no steeper than 1:1 without review and approval of the geotechnical consultant. Flatter backcuts may be necessary where geologic conditions dictate and where minimum width dimensions are to be maintained.

Care should be taken during remedial grading operations in order to minimize risk of failure. Should failure occur, complete removal of the disturbed material will be required.

In consideration of the inherent instability created by temporary construction backcuts for removals, it is imperative that grading schedules are coordinated to minimize the unsupported exposure time of these excavations. Once started, these excavations and subsequent fill operations should be maintained to completion without intervening delays imposed by avoidable circumstances. In cases where five-day workweeks comprise a normal schedule, grading should be planned to avoid exposing at-grade or near-grade excavations through a non-work weekend. Where improvements may be affected by temporary instability, either on or offsite, further restrictions such as slot cutting, extending work days, implementing weekend schedules, and/or other requirements considered critical to serving specific circumstances may be imposed.

6.3 Storm Water Infiltration Systems

From a geotechnical perspective, allowing storm water to infiltrate the onsite soil in concentrated areas increases the potential for settlement, liquefaction, and water-related damage to structures/improvements, such as wet slabs or pumping subgrade, and should be avoided where possible. If infiltration systems are required on this site, care should be taken in designing systems that control the storm water as much as possible.

Preliminary infiltration testing was as part of Alta's geotechnical investigation. The resulting infiltration rates for P-1 and P-2 were 10.2 and 9.8-inches per hour, respectively. The results do not include a factor of safety.

The Project Geotechnical Consultant should review the final WQMP design prior to construction.

6.4 Boundary Conditions

Construction of retaining/screen walls along the site boundaries may require additional geotechnical recommendations concerning unsuitable soil removals and foundation design parameters. Boundary conditions for the project should be reviewed by the Project Geotechnical Consultant as the design progresses.

7.0 DESIGN CONSIDERATIONS

7.1 Structural Design

It is anticipated that multi-story wood-framed residential structures with slab on-grade and shallow foundations will be constructed. Upon the completion of rough grading, finish grade samples should be collected and tested in order to provide specific recommendations as they relate to the individual building pads. These test results and corresponding design recommendations should be presented in a final rough grading report. Final slab and foundation design recommendations should be made based upon specific structure sitings, loading conditions, and as-graded soil conditions.

It is anticipated that the majority of onsite soils will possess “very low” to “low” expansion potential when tested in general accordance with ASTM Test Method D: 4829. For budgeting purposes, the following foundation design requirements for a range of potential expansion characteristics are presented.

7.1.1 Foundation Design

Foundations may be preliminary designed based on the values presented in Table 7-1 below.

Table 7-1 Foundation Design Parameters*	
Allowable Bearing	2000 lbs/ft^2 (assuming a minimum embedment depth and width of 12 inches)
Lateral Bearing	250 lbs/ft^2 at a depth of 12 inches plus 250 lbs/ft^2 for each additional 12 inches of embedment to a maximum of 2000 lbs/ft^2.
Sliding Coefficient	0.30
Settlement	Static Settlement – 0.5 inch in 40 feet Dynamic Settlement – 0.5 inch in 40 feet

*These values may be increased as allowed by Code to resist transient loads such as wind or seismic. Building code and structural design considerations may govern depth and reinforcement requirements and should be evaluated.

7.1.2 Conventional Foundation Systems

Based on the onsite soils conditions and information supplied by the CBC 2022, conventional foundation systems may be designed in accordance with Tables 7-1 and 7-2.

TABLE 7-2 CONVENTIONAL FOUNDATION DESIGN PARAMETERS	
Expansion Potential	***Very Low to Low***
Soil Category	I
Design Plasticity Index	12
Minimum Footing Embedment	12 inches*
*The minimum footing imbedments presented herein are based on expansion indexes. The structural engineer should determine minimum embedments based on the number of floors supported by the footings, the structural loading, and the requirements of the latest California Building Code.	
Minimum Footing Width	12-inches-The structural engineer should determine the minimum footing width based on loading and the latest California Building Code.
Minimum Footing Reinforcement	No. 4 rebar, one (1) on top, one (1) on bottom
Minimum Slab Thickness	4 inches (actual)
Minimum Slab Reinforcement	No. 3 rebar spaced 18 inches on center, each way
Under-Slab Requirement	See Section 7.2
Slab Subgrade Moisture	Minimum of 110 percent of optimum moisture to a depth of 12 inches prior to placing concrete.
Footing Embedment Adjacent to Swales and Slopes	If exterior footings adjacent to drainage swales are to exist within five (5) feet horizontally of the swale, the footing should be embedded sufficiently to assure embedment below the swale bottom is maintained. Footings adjacent to slopes should be embedded such that at least five- (5) feet is provided horizontally from edge of the footing to the face of the slope.
Garages	A grade beam reinforced continuously with the garage footings shall be constructed across the garage entrance, tying together the ends of the perimeter footings and between individual spread footings. This grade beam should be embedded at the same depth as the adjacent perimeter footings. A thickened slab, separated by a cold joint from the garage beam, should be provided at the garage entrance. Minimum dimensions of the thickened edge shall be six (6) inches deep. Footing depth, width and reinforcement should be the same as the structure. Slab thickness, reinforcement and under-slab treatment should be the same as the structure.

7.1.3 Post-Tensioned Slabs/Foundation Design Recommendations

Post-tensioned slabs for the project may be designed utilizing the parameters presented in Tables 7-1 and 7-3. The parameters presented herein are based on methodology provided in the Design of Post-Tensioned Slabs-On-Ground, Third Edition, by the Post-Tensioning Institute, in accordance with the 2022 CBC.

TABLE 7-3
POST-TENSION SLAB DESIGN PARAMETERS

Category	Expansion Potential	Minimum Embedment*	Edge Lift		Center Lift	
			Em (ft)	Ym (inch)	Em (ft)	Ym (inch)
I	Very Low to Low	12 inches	5.4	0.61	9.0	0.26
Slab Subgrade Moisture						
Category I	Minimum 110% of optimum moisture to a depth of 12 inches prior to pouring concrete					
Embedment* The minimum footing embedments presented herein are based on expansion indexes. The structural engineer should determine minimum embedments based on the number of floors supported by the footings, the structural loading, and the requirements of the latest California Building Code. If mat slabs are utilized, alternate embedment depths can be provided.						
Moisture Barrier A moisture barrier should be provided in accordance with the recommendations presented in Section 7.2						
The parameters presented herein are based on procedures presented in the Design of Post-Tensioned Slabs-On-Ground, Third Edition. No corrections for vertical barriers at the edge of the slab, or for adjacent vegetation have been assumed. The design parameters are based on a Constant Suction Value of 3.9 pF.						

7.2 Moisture Barrier

A moisture and vapor retarding system should be placed below the slabs-on-grade in portions of the structure considered to be moisture sensitive and should be capable of effectively preventing the migration of water and reducing the transmission of water vapor to acceptable levels. Historically, a 10-mil plastic membrane, such as Visqueen, placed between two to four inches of clean sand, has been used for this purpose. The use of this system or other systems can be considered, at the discretion of the designer, provided the system reduces the vapor transmission rates to acceptable levels.

7.3 Seismic Design

The site classes were determined based on the referenced reports and published geologic maps in the area in general conformance with Chapter 20 of ASCE 7-16. Based on the density of the underlying soils, a Site Class of D (shear wave velocity of 259 m/s) was selected. The seismic design parameters were calculated using a program based on the USGS website and ASCE 7-16

procedures. The resulting values are presented in Table 7-4. These values are applicable providing the exceptions presented in Supplements 2 and 3 of ASCE 7-16 are utilized in the design of the structure. If the design does not include the exception methodology, then a site-specific analysis shall be conducted.

TABLE 7-4 Seismic Ground Motion Values
2022 CBC and ASCE 7-16

Parameter	*Value*
Site Class	D
Site Latitude	34.1405
Site Longitude	-118.0353
Spectral Response Acceleration Parameter, S_S	1.977
Spectral Response Acceleration Parameter, S_1	0.723
Site Coefficient, F_a	1.0
Site Coefficient, F_v	1.7
MCE Spectral Response Acceleration Parameter, S_{MS}	1.977
MCE Spectral Response Acceleration Parameter, S_{M1}	1.229
Design Spectral Response Acceleration Parameter, S_{DS}	1.318
Design Spectral Response Acceleration Parameter, S_{D1}	0.819
Peak Ground Acceleration, PGA_M	0.946

7.4 Block Walls

Block walls, if used, should be embedded a minimum of 2 feet below the lowest adjacent grade. Construction joints (not more than 20 feet apart) should be included in the block wall construction. Side yard walls should be structurally separated from the rear yard wall.

7.5 Footing Excavations

Soils from the footing excavations should not be placed in slab-on-grade areas unless properly compacted and tested. The excavations should be cleaned of all loose/sloughed materials and be neatly trimmed at the time of concrete placement.

7.6 Retaining Wall Design

Retaining walls should be founded on compacted fill and should be backfilled with granular soils that allow for drainage behind the wall. Foundations may be designed in accordance with the recommendations presented in Table 7-1, above. Unrestrained walls, free to rotate at least 0.001 radians, may be designed to resist lateral pressures imposed by a fluid with a unit weight determined in accordance with Table 7-5 below. The table also presents design parameters for restrained retaining walls. These parameters may be used to design retaining walls that may be considered as restrained due to the method of construction or location (corner sections of unrestrained retaining walls).

TABLE 7-5
Equivalent Fluid Pressures for 90% Compacted Fill

Backfill	Active Pressure (psf/ft)	At-Rest Pressure (psf/ft)
Level	35	55

Per the requirements of the CBC, the seismic force acting on the retaining walls with backfill exceeding 6-feet in height may be resolved utilizing the formula $19H^2$ lb/lineal ft (H=height of the wall). This force acts at approximately 0.6H above the base of the wall (inverted triangle). The seismic value can be converted as required by the retaining wall engineer. Retaining walls should be designed in general accordance with Section 1807A.2 of the 2022 CBC.

- Restrained retaining walls should be designed for “at-rest” conditions, utilizing at-rest pressure.
- The design loads presented in the above table are to be applied on the retaining wall in a horizontal fashion and as such friction between wall and retained soils should not be allowed in the retaining wall analyses.
- Additional allowances should be made in the retaining wall design to account for the influence of construction loads, temporary loads, and possible nearby structural footing loads.
- Select backfill should be granular, structural quality backfill with a Sand Equivalent of 20 or better and an ASCE Expansion Index of 20 or less. The backfill must encompass the full active wedge area. The upper one foot of backfill should be comprised of native on-site soils (see Plate A).
- The wall design should include waterproofing (where appropriate) and backdrains or weep holes for relieving possible hydrostatic pressures. The backdrain should be comprised of a 4-inch perforated PVC pipe in a 1 ft. by 1 ft., ¾-inch gravel matrix, wrapped with a geofabric. The backdrain should be installed with a minimum gradient of 2 percent and should be outletted to an appropriate location.
- No backfill should be placed against concrete until minimum design strengths are achieved.

It should be noted that the allowable bearing and lateral bearing values presented in Table 7-1 are based on level conditions at the toe. Modified design parameters can be presented for retaining walls with sloping condition at the toe. Other conditions should be evaluated on a case-by-case basis.

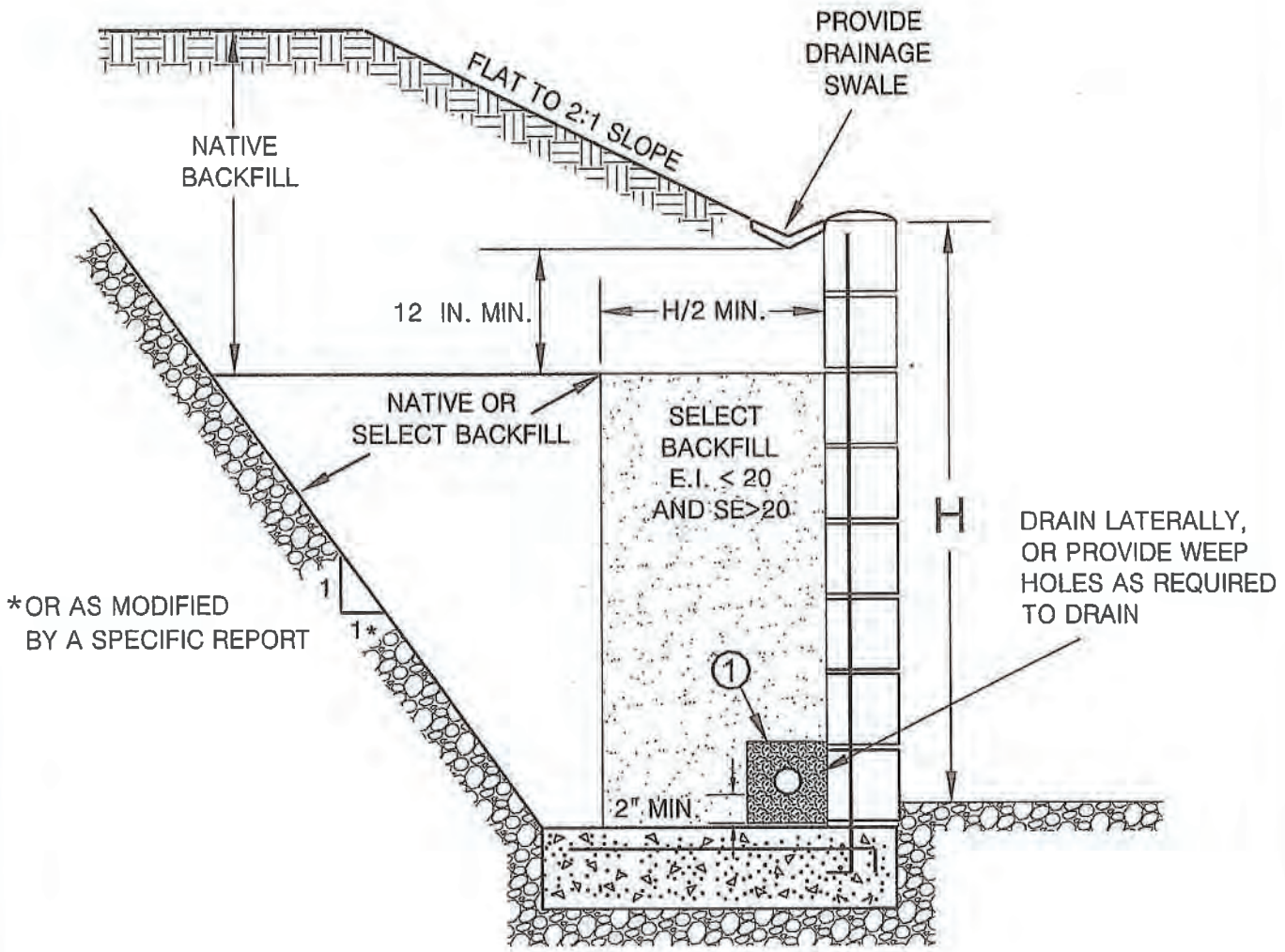
7.7 Exterior Slabs and Walkways

Exterior concrete slabs and walkways should be designed and constructed in consideration of the following recommendations.

7.7.1 Subgrade Compaction

The subgrade below exterior concrete slabs should be compacted to a minimum of 90 percent relative compaction as determined by ASTM Test Method: D 1557.

RETAINING WALL BACKFILL DETAIL



①

PIPE: 4-INCH PERFORATED PVC, SCHEDULE 40, SDR35 OR APPROVED ALTERNATE MINIMUM 8 PERFORATIONS (1/4-IN. DIA.) PER LINEAL FT. IN BOTTOM HALF OF PIPE

ROCK: MINIMUM VOLUME OF 1 CU. FT. OF 3/4-IN. MAX. ROCK PER. LINEAL FOOT OF PIPE, OR APPROVED ALTERNATE

FILTER FABRIC: MIRAFI 140 FILTER FABRIC OR APPROVED EQUIVALENT

7.7.2 Subgrade Moisture

The subgrade below concrete slabs should be moisture conditioned to a minimum of 110 percent of optimum moisture content prior to concrete placement.

7.7.3 Concrete Slab Thickness

Concrete flatwork and driveways should be designed utilizing four-inch minimum thickness.

7.7.4 Concrete Slab Reinforcement

Utilization of reinforcement for flatwork and driveways is subject to a cost/benefit analysis for the developer. Reinforcement will decrease the amount of cracking that may occur in flatwork, however, planning for occasional repairs may be more cost effective. The majority of the soils onsite are classified as very low in expansion potential. Consideration should be given to reinforcing flatwork with irregular (non-square/rectangular) shapes.

7.7.5 Control Joints

Weakened plane joints should be installed on walkways at intervals of approximately eight feet. Exterior slabs should be designed to withstand shrinkage of the concrete.

7.8 Concrete Design

As stated in Section 5.1.6, negligible concentrations of sulfates were detected in the onsite soils. Therefore, the use of sulfate resistant concrete is not required per ACI 318-14 at this time. Post-grading conditions should be evaluated, and final recommendations made at that time.

7.9 Corrosion

Based on preliminary testing from our investigation, the onsite soils are classified as "non-corrosive" (Caltrans, 2022). Consideration should be given to protecting buried metals from corrosion. Typical measures may include using non-corrosive backfill, protective coatings, wrapping, plastic pipes, or a combination of these methods. A corrosion engineer should be consulted if specific design recommendations are required by the improvement designer.

Per ACI 318-14, an exposure class of C1 would be applicable to metals encased in concrete (rebar in footings) due to being exposed to moisture from surrounding soils. Per Table 19.3.2.1 of ACI 318-14, the requirements for concrete with an exposure class of C1 are a minimum compressive strength of 2500 psi and a maximum water-soluble chloride ion content in concrete of 0.30 (percent by weight of cement).

7.10 Pavement Design

Pavement sections for the proposed streets shall be designed based on laboratory testing conducted on samples taken from the soil subgrade. Preliminarily, based on an assumed R-Value of 30, the pavement may be designed utilizing the sections presented in Table 7-6. These sections should be verified upon the completion of grading, based on R-Value testing. The ultimate pavement section design for public streets is under the City of Arcadia's purview.

Table 7-6
Preliminary Pavement Sections

Traffic Index	Pavement Section Options OR	
5.0	3-inch AC on 6-inch AB	4-inch AC on 4-inch AB
5.5	3-inch AC on 7-inch AB	4-inch AC on 5-inch AB
6.0	3.5-inch AC on 7.5-inch AB	4-inch AC on 6.5-inch AB
AC-Asphalt Concrete AB-Caltrans Class II Base		

Construction of the streets should be accomplished in accordance with the current criteria of the City of Arcadia. Prior to the placement of base material, the subgrade should be suitably moisture conditioned, processed and compacted to a minimum 95 percent of the laboratory maximum density (ASTM: D 1557) to at least twelve (12) inches below subgrade. After subgrade compaction, the exposed grade should then be "proof"-rolled with heavy equipment to ensure the grade does not "pump" and is verified as non-yielding. Aggregate base material should be placed on the compacted subgrade and compacted in-place to a minimum 95 percent of the laboratory standard obtained per ASTM: D 1557.

7.11 Site Drainage

Positive drainage away from the proposed structures should be provided and maintained. Roof, pad, and lot drainage should be collected and directed away from the structures toward approved disposal areas through drainage terraces, gutters, down drains, and other devices. Design fine grade elevations should be maintained through the life of the structure or if design fine grade elevations are altered, adequate area drains should be installed in order to provide rapid discharge of water, away from structures.

8.0 LOT MAINTENANCE

Ongoing maintenance of the improvements is essential to the long-term performance of structures and slopes. As such, the owners must implement certain maintenance procedures. The attached "Maintenance and Improvement Considerations" presented in the Appendix D should be reviewed for issues related to drainage, slopes, maintenance, backyard improvements, etc. The following recommendations should also be implemented.

8.1 Lot Drainage

Roof, pad and lot drainage should be collected and directed away from structures and slopes and toward approved disposal areas. Design fine grade elevations should be maintained through the life of the structure or if design fine grade elevations are altered, adequate area drains should be installed in order to provide rapid discharge of water, away from structures and slopes. Residents should be made aware that they are responsible for maintenance and cleaning of all drainage terraces, down drains, and other devices that have been installed to promote structure and slope stability.

8.2 Burrowing Animals

Residents or owners should undertake a program for the elimination of burrowing animals. This should be an ongoing program in order to maintain slope stability.

9.0 FUTURE PLAN REVIEWS

This report represents a geotechnical review of the tract map. As the project design progresses, site specific geologic and geotechnical issues need to be considered in the design and construction of the project. Consequently, future plan reviews may be necessary. These reviews may include reviews of:

- Grading Plans
- Foundation plans
- Utility Plans

These plans should be forwarded to the Project Geotechnical Consultant for review.

10.0 CLOSURE

10.1 Geotechnical Review

For the purposes of this report, multiple working hypotheses were established for the project, utilizing the available data and the most probable model is used for the analysis. Future information collected during the proposed grading

operations is intended to evaluate the hypothesis and as such, some of the assumptions summarized in this report may need to be changed. Some modifications of the grading recommendations may become necessary, should the conditions encountered in the field differ from the conditions hypothesized in this report.

Plans and sections of the project specifications should be reviewed by Alta, to evaluate conformance with the intent of the recommendations contained in this report. If the project description or final design varies from that described in herein, Alta must be consulted regarding the applicability of the recommendations contained herein and whether any changes are required. Alta accepts no liability for any use of its recommendations if the project description or final design varies and Alta is not consulted regarding the alterations.

10.2 Limitations

This report is based on the following: 1) the project as presented on the attached plan; 2) the information obtained from the subsurface investigation at the approximate locations indicated on the plans included herein; and 3) from the information presented in the referenced reports. The findings and recommendations are based on the results of the subsurface investigation, laboratory testing, and office analysis combined with an interpolation and extrapolation of conditions between and beyond the subsurface excavation locations. However, the materials adjacent to or beneath those observed may have different characteristics than those observed, and no precise representations are made as to the quality or extent of the materials not observed. The results reflect an interpretation of the direct evidence obtained. Work performed by Alta has been conducted in a manner consistent with the level of care and skill ordinarily exercised by members of the geotechnical profession currently practicing in the same locality under similar conditions. No

other representation, either expressed or implied, and no warranty or guarantee is included or intended.

The recommendations presented in this report are based on the assumption that an appropriate level of field review will be provided by a geotechnical consultant who is familiar with the design and site geologic conditions. That field review shall be sufficient to confirm that geotechnical and geologic conditions exposed during grading are consistent with the geologic representations and corresponding recommendations presented in this report.

The conclusions and recommendations included in this report are applicable to the specific design of this project as discussed in this report. They have no applicability to any other project or to any other location and any and all subsequent users accept any and all liability resulting from any use or reuse of the data, opinions, and recommendations without the prior written consent of Alta.

Alta has no responsibility for construction means, methods, techniques, sequences, procedures, safety precautions, programs in connection with the construction, acts or omissions of the CONTRACTOR or any other person performing any of the construction, or for the failure of any of them to carry out the construction in accordance with the final design drawings and specifications

APPENDIX A

REFERENCES

APPENDIX A

Selected References

California Code of Regulations, 2022, California Building Code, Title 24, Part 2, Volume 2, Based on the 2021 International Building Code, Effective Date January 1, 2023.

California Department of Transportation (Caltrans), 2022, Caltrans Geotechnical Manual, published March, 2022.

California Department of Water Resources, Water Data Library, 2024, Website, http://www.wdl.water.ca.gove/waterdatalibrary/

California Division of Mines and Geology, 2008, Guidelines for evaluating and mitigating seismic hazards in California: Department of Conservation, Special Publication 117a.

California Geological Survey, 1999, Earthquake Fault Zones, A Guide for Government Agencies, Property Owners/Developers, And Geoscience Practitioners for Assessing Fault Rupture Hazards in California, Special Publication 42, Revised 1999.

California Geological Survey, 2017, Earthquake Zones and Required Investigation, Mount Wilson Quadrangle, June 15 2017.

Historical Aerials.com, 2024, online vertical and color aerials photographs from 1948, through 2020, viewed June 13, 2024, http://www.historicaerials.com/

Jennings, C.W., and Bryant, W.A., 2010, Fault Activity Map of California: California Geological Survey Geologic Data Map No. 6, map scale 1:750,000.

Jennings, C. W., and Bryant, W. A., 2021, An explanatory test to accompany the Fault Activity Map of California: California Department of Conservation, California Geological Survey.

Jennings, C. W., 1985, An explanatory text to accompany the 1:750,000 scale fault and geologic map of California: California Division of Mines and Geology, Bulletin 201, 197p.

Romanoff, Melvin, 1989, Underground Corrosion, NBS Circular 579, Reprinted by NACE, Houston, TX, 1989.

U.S. Geological Survey, 2008, National Seismic Hazards Maps – Source Parameters, http://geohazards.usgs.gov/cfusion/hazfaults_2008_search/query_main.cfm.

APPENDIX B

Subsurface Investigation

APPENDIX B

Subsurface Investigation

Alta's subsurface investigation consisted of excavating, logging, and sampling four (4) hollow-stem auger borings. In addition, two shallow borings were advanced for preliminary infiltration testing. Details of the subsurface investigation are presented in Table B-1. The approximate locations of the exploratory excavations are shown on the accompanying Plate 1 and the Geotechnical Logs are attached.

TABLE B-1
SURFACE INVESTIGATION DETAILS

Equipment	Range of Depths	Sampling Methods	Sample Locations
8" Hollow-Stem Auger	Up to 51.5 feet	1. Bulk Samples 2. Ring Samples 3. SPT Samples	1. Bulk-Select Depths 2. Ring-Every 2.5 or 5.0 feet. 3. SPT-At Depths Below 25 feet.

UNIFIED SOIL CLASSIFICATION SYSTEM

Major Divisions		grf	ltr	Description
Coarse Grained Soils More than 50% retained on No. 200 sieve	Gravel and Gravelly Soils More than 50% of coarse fraction retained on No. 4 sieve		GW	Well-graded gravels or gravel sand mixtures, little or no fines
			GP	Poorly-graded gravels or gravel sand mixture, little or no fines
			GM	Silty gravels, gravel-sand-silt mixtures
			GC	Clayey gravels, gravel-sand-clay mixtures
	Sand and Sandy Soils More than 50% of coarse fraction passes on No. 4 sieve		SW	Well-graded sands or gravelly sands, little or no fines
			SP	Poorly-graded sands or gravelly sands, little or no fines
			SM	Silty sands, sand-silt mixtures
			SC	Clayey sands, and-clay mixtures

Major Divisions		grf	ltr	
Fine Grained Soils More than 50% passes on No. 200 sieve	Silts And Clays LL,<50		ML	Inorganic silts and very fine sands, rock flour, silty or clayey fine sands or clayey silts with slight plasticity
			CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays
			OL	Organic silts and organic silt-clays of low plasticity
	Silts And Clays LL,<50		MH	Inorganic silts, micaceous or diatomaceous fine or silty soils, elastic silts
			VH	Inorganic clays of high plasticity, fat clays
			OH	Organic clays of medium to high plasticity
Highly Organic Soils			PT	Peat and other highly organic soils

BOUNDARY CLASSIFICATION: Soils possessing characteristics of two groups are designated by combinations of group symbols.

PARTICLE SIZE LIMITS

U.S. STANDARD SERIES SIEVE				CLEAR SQUARE SIEVE OPENINGS		
200	40	10	4	3/4"	3"	12"

Silts and Clays	Sand			Gravel		Cobbles	Boulders
	Fine	Medium	Coarse	Fine	Coarse		

RELATIVE DENSITY

Sands and Gravels	Blows/Foot (SPT)
Very Loose	<4
Loose	4-10
Medium Dense	11-30
Dense	31-50
Very Dense	>50

CONSISTENCY CLASSIFICATION

Silts and Clays	Criteria
Very Soft	Thumb penetrates soil >1 in.
Soft	Thumb penetrates soil 1 in.
Firm	Thumb penetrates soil 1/4 in.
Stiff	Readily indented with thumbnail
Very Stiff	Thumbnail will not indent soil

HARDNESS

Bedrock
Soft
Moderately Hard
Hard
Very Hard

LABORATORY TESTS

Symbol	Test
DS	Direct Shear
DSR	Direct Shear (Remolded)
CON	Consolidation
SA	Sieve Analysis
MAX	Maximum Density
RV	Resistance (R) Value
EI	Expansion Index
SE	Sand Equivalent
AL	Atterberg Limits
CHEM	Chemical Analysis
HY	Hydrometer Analysis

SOIL MOISTURE

Increasing Visual Moisture Content

- Dry - Dry to touch
- Moist - Damp, but no visible free water
- wet - Visible free water

SIZE PROPORTIONS

Trace - <5%

Few - 5 to 10%

Some - 15 to 25%

KEY TO EXPLORATORY BORING LOGS

ALTA CALIFORNIA GEOTECHNICAL INC.

GEOTECHNICAL BORING LOG

PROJECT NO.	1-0534	PROJECT NAME	101 W Huntington Dr		
DATE STARTED	6/10/24	GROUND ELEV.	480	BORING DESIG.	B-1
DATE FINISHED	6/10/24	GW DEPTH (FT)		LOGGED BY	LM
DRILLER	2R Drilling Inc.	DRIVE WT.	140 lbs.	NOTE	
TYPE OF DRILL RIG	8" Hollow Stem Auger	DROP	30 in.		

DEPTH (Feet)	ELEV	SAMPLE TYPE	BLOWS	LITHOLOGY	GROUP SYMBOL	GEOTECHNICAL DESCRIPTION	MOISTURE CONT (%)	DRY (pcf) DENSITY	SAT-URATION (%)	OTHER TESTS
	480				SM	**ASPHALT**: 3.5 inches of asphaltic concrete over 3 inches of aggregate base.				
		R	22			**YOUNG ALLUVIAL FAN DEPOSITS** (Qyf): SILTY SAND, fine to coarse grained, brown, slightly moist, medium dense.	4.9	108	24	
5	475	R	13		ML	@5.0ft.: SANDY SILT, very fine to fine grained, dark brown, slightly moist, stiff.	11.5	112	64	
10	470	R	18		SP	@10.0ft.: SAND, fine to coarse grained, tannish brown, slightly moist, medium dense.	7.3	113	42	
15	465	R	40			@15.0ft.: dense.	2.7			
20	460	R	22		ML	@20.0ft.: SANDY SILT, very fine to medium grained, dark brown, slightly moist, very stiff.	8.3	117	53	
25	455	R	44		SP	@25.0ft.: SAND, fine to coarse grained, tannish brown, slightly moist, dense.	10.1	119	69	
30	450	S	6/12/14		SC	@30.0ft.: CLAYEY SAND, very fine to medium grained, brown, slightly moist, medium dense.	8.6			
35	445	S	6/12/34			@35.0ft.: few fine gravel <1/2".	7.7			
	440					Continued:				

SAMPLE TYPES:
- R RING (DRIVE) SAMPLE
- S SPT (SPLIT SPOON) SAMPLE
- B BULK SAMPLE
- T TUBE SAMPLE

GROUNDWATER
SEEPAGE
J: JOINTING C: CONTACT
B: BEDDING F: FAULT
S: SHEAR RS: RUPTURE SURFACE

Alta California Geotechnical, Inc.

P.N. 1-0534 PLATE B-1

GEOTECHNICAL BORING LOG

PROJECT NO.	1-0534	PROJECT NAME	101 W Huntington Dr		
DATE STARTED	6/10/24	GROUND ELEV.	480	BORING DESIG.	B-1
DATE FINISHED	6/10/24	GW DEPTH (FT)		LOGGED BY	LM
DRILLER	2R Drilling Inc.	DRIVE WT.	140 lbs.	NOTE	
TYPE OF DRILL RIG	8" Hollow Stem Auger	DROP	30 in.		

DEPTH (Feet)	ELEV	SAMPLE TYPE	BLOWS	LITHOLOGY	GROUP SYMBOL	GEOTECHNICAL DESCRIPTION	MOISTURE CONT (%)	DRY (pcf) DENSITY	SAT-URATION (%)	OTHER TESTS
	440	S	50 for 6"			**YOUNG ALLUVIAL FAN DEPOSITS** (Qyf): CLAYEY SAND, very fine to fine grained, greyish brown, slightly moist, very dense.	3.3			
						@43.0ft.: GRAVEL/COBBLE LAYER ENCOUNTERED.				
45	435	S	7/13/17				8.2			
50	430	S	23/18/23		SP	@50.0ft.: SAND, fine to coarse grained, tannish brown, slightly moist, dense.	4.3			
						TOTAL DEPTH: 51.5 FEET. NO GROUNDWATER ENCOUNTERED. CAVING OBSERVED BELOW 22.0 FEET.				

SAMPLE TYPES:
R RING (DRIVE) SAMPLE
S SPT (SPLIT SPOON) SAMPLE
B BULK SAMPLE T TUBE SAMPLE

GROUNDWATER
SEEPAGE
J: JOINTING C: CONTACT
B: BEDDING F: FAULT
S: SHEAR RS: RUPTURE SURFACE

Alta California Geotechnical, Inc.

P.N. 1-0534 PLATE B-1

GEOTECHNICAL BORING LOG

PROJECT NO.	1-0534	PROJECT NAME	101 W Huntington Dr		
DATE STARTED	6/10/24	GROUND ELEV.	477	BORING DESIG.	B-2
DATE FINISHED	6/10/24	GW DEPTH (FT)		LOGGED BY	LM
DRILLER	2R Drilling Inc.	DRIVE WT.	140 lbs.	NOTE	
TYPE OF DRILL RIG	8" Hollow Stem Auger	DROP	30 in.		

DEPTH (Feet)	ELEV	SAMPLE TYPE	BLOWS	LITHOLOGY	GROUP SYMBOL	GEOTECHNICAL DESCRIPTION	MOISTURE CONT (%)	DRY (pcf) DENSITY	SAT-URATION (%)	OTHER TESTS
					ML	**ASPHALT**: 4 inches of asphaltic concrete over 3 inches of aggregate base.				
	475					**YOUNG ALLUVIAL FAN DEPOSITS** (Qyf): SANDY SILT, very fine to fine grained, brown, slightly moist, stiff, trace clay.				
		R	10				11.8	114	69	
5		R	8				14.8	107	72	
	470					@7.0ft.: some fine to coarse gravel encountered <1.5".				
10		R	32		SP	@10.0ft.: SAND, fine to coarse grained, tannish brown, slightly moist, dense.	3.1	113	18	
	465									
15		R	46			@15.0ft.: moist.	3.4	108	17	
	460									
20		R	23		CL	@20.0ft.: SANDY CLAY, very fine to fine grained, brown, slightly moist, stiff.	11.3	119	77	
	455									
25		R	42		SP	@25.0ft.: SAND, fine to coarse grained, tannish brown, slightly moist, dense.	3.3	104	15	
	450									
30		S	8/12/16			@30.0ft.: fine to medium grained, trace clay.	3.7			
	445									
35		S	7/11/14				2.9			
	440					Contiinued:				

SAMPLE TYPES:
R RING (DRIVE) SAMPLE
S SPT (SPLIT SPOON) SAMPLE
B BULK SAMPLE T TUBE SAMPLE

GROUNDWATER
SEEPAGE
J: JOINTING C: CONTACT
B: BEDDING F: FAULT
S: SHEAR RS: RUPTURE SURFACE

Alta California Geotechnical, Inc.

P.N. 1-0534 PLATE B-2

GEOTECHNICAL BORING LOG

PROJECT NO. 1-0534
DATE STARTED 6/10/24
DATE FINISHED 6/10/24
DRILLER 2R Drilling Inc.
TYPE OF DRILL RIG 8" Hollow Stem Auger

PROJECT NAME 101 W Huntington Dr
GROUND ELEV. 477
GW DEPTH (FT)
DRIVE WT. 140 lbs.
DROP 30 in.

BORING DESIG. B-2
LOGGED BY LM
NOTE

DEPTH (Feet)	ELEV	SAMPLE TYPE	BLOWS	LITHOLOGY	GROUP SYMBOL	GEOTECHNICAL DESCRIPTION	MOISTURE CONT (%)	DRY (pcf) DENSITY	SAT-URATION (%)	OTHER TESTS
		S	9/8/11		SC	Continued: **YOUNG ALLUVIAL FAN DEPOSITS** (Qya): CLAYEY SAND, very fine to medium grained, greyish brown, slightly moist, medium dense.	6.6			
	435									
45		S	13/14/12			@45.0ft.: trace fine gravel <3/4".	3.7			
	430									
50		S	16/13/14				4.8			
						TOTAL DEPTH: 51.5 FEET. NO GROUNDWATER ENCOUNTERED. CAVING OBSERVED BELOW 31 FEET.				

SAMPLE TYPES:
R RING (DRIVE) SAMPLE
S SPT (SPLIT SPOON) SAMPLE
B BULK SAMPLE T TUBE SAMPLE

GROUNDWATER
SEEPAGE
J: JOINTING C: CONTACT
B: BEDDING F: FAULT
S: SHEAR RS: RUPTURE SURFACE

Alta California Geotechnical, Inc.

P.N. 1-0534 PLATE B-2

GEOTECHNICAL BORING LOG

PROJECT NO.	1-0534	PROJECT NAME	101 W Huntington Dr		
DATE STARTED	6/10/24	GROUND ELEV.	480	BORING DESIG.	B-3
DATE FINISHED	6/10/24	GW DEPTH (FT)		LOGGED BY	LM
DRILLER	2R Drilling Inc.	DRIVE WT.	140 lbs.	NOTE	
TYPE OF DRILL RIG	8" Hollow Stem Auger	DROP	30 in.		

DEPTH (Feet)	ELEV	SAMPLE TYPE	BLOWS	LITHOLOGY	GROUP SYMBOL	GEOTECHNICAL DESCRIPTION	MOISTURE CONT (%)	DRY (pcf) DENSITY	SAT-URATION (%)	OTHER TESTS
	480					**ASPHALT**: 3 inches of asphaltic concrete over 3 inches of aggregate base.				
		R	9		SM	**YOUNG ALLUVIAL FAN DEPOSITS** (Qyf): SILTY SAND, very fine to fine grained, brown, slightly moist, loose.	8.9	105	41	
5	475	R	14				14.4	101	60	
10	470	R	35		SP	@10.0ft.: SAND, fine to coarse grained, tannish brown, slightly moist, dense, few fine gravel < 1/2".	2.9	108	14	
15	465	R	56			@15.0ft.: greyish brown, some cobbles <4".	2.9	101	12	
20	460	R	37		SC	@20.0ft.: CLAYEY SAND, very fine to fine grained, brown, moist, dense.	3.6	110	19	
25	455	R	70		SP	@25.0ft.: SAND, fine to coarse grained, greyish brown, slightly moist, very dense, few fine gravel < 3/4".	4.0	108	20	
						TOTAL DEPTH: 26.0 FEET. NO GROUNDWATER ENCOUNTERED.				

SAMPLE TYPES:
- R RING (DRIVE) SAMPLE
- S SPT (SPLIT SPOON) SAMPLE
- B BULK SAMPLE
- T TUBE SAMPLE

GROUNDWATER
SEEPAGE
J: JOINTING C: CONTACT
B: BEDDING F: FAULT
S: SHEAR RS: RUPTURE SURFACE

Alta California Geotechnical, Inc.

P.N. 1-0534 PLATE B-3

GEOTECHNICAL BORING LOG

PROJECT NO.	1-0534	PROJECT NAME	101 W Huntington Dr		
DATE STARTED	6/10/24	GROUND ELEV.	477	BORING DESIG.	B-4
DATE FINISHED	6/10/24	GW DEPTH (FT)		LOGGED BY	LM
DRILLER	2R Drilling Inc.	DRIVE WT.	140 lbs.	NOTE	
TYPE OF DRILL RIG	8" Hollow Stem Auger	DROP	30 in.		

DEPTH (Feet)	ELEV	SAMPLE TYPE	BLOWS	LITHOLOGY	GROUP SYMBOL	GEOTECHNICAL DESCRIPTION	MOISTURE CONT (%)	DRY (pcf) DENSITY	SAT-URATION (%)	OTHER TESTS
					SM	**ASPHALT**: 4 inches of asphaltic concrete over 4 inches of aggregate base.				
	475	R	13			**YOUNG ALLUVIAL FAN DEPOSITS** (Qya): SILTY SAND, very fine to medium grained, brown, slightly moist, medium dense.	8.5	110	45	
		B								
5		R	19		SP	@5.0ft.: SAND, fine to medium grained, tannish brown, slightly moist, medium dense.	3.5	99	14	
	470									
10		R	28		SC	@10.0ft.: CLAYEY SAND, very fine to medium grained, tannish brown, moist, medium dense, trace fine gravel <3/4".	3.4	104	15	
	465					@12.5ft.: GRAVEL/COBBLE LAYER ENCOUNTERED.				
15		R	29				3.1			
	460									
20		R	26		ML	@20.0ft.: SANDY SILT, very fine to medium grained, brown, moist, stiff.	9.1	117	58	
	455									
25		R	28				8.8	116	55	
						TOTAL DEPTH: 26.0 FEET. NO GROUNDWATER ENCOUNTERED.				

SAMPLE TYPES:
- R RING (DRIVE) SAMPLE
- S SPT (SPLIT SPOON) SAMPLE
- B BULK SAMPLE
- T TUBE SAMPLE

GROUNDWATER
SEEPAGE
J: JOINTING C: CONTACT
B: BEDDING F: FAULT
S: SHEAR RS: RUPTURE SURFACE

Alta California Geotechnical, Inc.

P.N. 1-0534 PLATE B-4

GEOTECHNICAL BORING LOG

PROJECT NO.	1-0534	PROJECT NAME	101 W Huntington Dr		
DATE STARTED	6/10/24	GROUND ELEV.	477	BORING DESIG.	P-1
DATE FINISHED	6/10/24	GW DEPTH (FT)		LOGGED BY	LM
DRILLER	2R Drilling Inc.	DRIVE WT.	N/A	NOTE	
TYPE OF DRILL RIG	8" Hollow Stem Auger	DROP	N/A		

DEPTH (Feet)	ELEV	SAMPLE TYPE	BLOWS	LITHOLOGY	GROUP SYMBOL	GEOTECHNICAL DESCRIPTION	MOISTURE CONT (%)	DRY (pcf) DENSITY	SAT-URATION (%)	OTHER TESTS
	475				SM	**ASPHALT**: 4 inches of asphaltic concrete over 4 inches of aggregate base. **YOUNG ALLUVIAL FAN DEPOSITS** (Qya): SILTY SAND, very fine to medium grained, brown, slightly moist, medium dense.				
5	470				SP	@5.0ft.: SAND, fine to medium grained, tannish brown, slightly moist, medium dense.				
10						TOTAL DEPTH: 10.0 FEET. NO GROUNDWATER ENCOUNTERED.				

SAMPLE TYPES:
- R RING (DRIVE) SAMPLE
- S SPT (SPLIT SPOON) SAMPLE
- B BULK SAMPLE
- T TUBE SAMPLE

GROUNDWATER
SEEPAGE
J: JOINTING C: CONTACT
B: BEDDING F: FAULT
S: SHEAR RS: RUPTURE SURFACE

Alta California Geotechnical, Inc.

P.N. 1-0534 PLATE B-5

GEOTECHNICAL BORING LOG

PROJECT NO.	1-0534	PROJECT NAME	101 W Huntington Dr		
DATE STARTED	6/10/24	GROUND ELEV.	478	BORING DESIG.	P-2
DATE FINISHED	6/10/24	GW DEPTH (FT)		LOGGED BY	LM
DRILLER	2R Drilling Inc.	DRIVE WT.	N/A	NOTE	
TYPE OF DRILL RIG	8" Hollow Stem Auger	DROP	N/A		

DEPTH (Feet)	ELEV	SAMPLE TYPE	BLOWS	LITHOLOGY	GROUP SYMBOL	GEOTECHNICAL DESCRIPTION	MOISTURE CONT (%)	DRY (pcf) DENSITY	SAT-URATION (%)	OTHER TESTS
0					ML	**ASPHALT**: 4 inches of asphaltic concrete over 3 inches of aggregate base.				
						YOUNG ALLUVIAL FAN DEPOSITS (Qyf): SANDY SILT, very fine to fine grained, brown, slightly moist, stiff, trace clay.				
	475									
5										
	470									
10						TOTAL DEPTH: 10.0 FEET. NO GROUNDWATER ENCOUNTERED.				

SAMPLE TYPES:
- R RING (DRIVE) SAMPLE
- S SPT (SPLIT SPOON) SAMPLE
- B BULK SAMPLE
- T TUBE SAMPLE

GROUNDWATER
SEEPAGE
J: JOINTING C: CONTACT
B: BEDDING F: FAULT
S: SHEAR RS: RUPTURE SURFACE

Alta California Geotechnical, Inc.

P.N. 1-0534 PLATE B-6

APPENDIX C

Laboratory Testing

LABORATORY TESTING

The following laboratory tests were performed on representative samples in accordance with the applicable latest standards or methods from the ASTM, California Building Code (CBC) and California Department of Transportation.

Classification

Soils were classified with respect to the Unified Soil Classification System (USCS) in accordance with ASTM D-2487 and D-2488.

Particle Size Analysis

Modified hydrometer testing was conducted to aid in classification of the soil. The results of the particle size analysis are presented in Table 7-1 and Table C.

Maximum Density/Optimum Moisture

The maximum dry density and optimum moisture content of one (1) representative bulk sample was evaluated in accordance with ASTM D-1557. The results are summarized in Table C.

Expansion Index Tests

One (1) expansion index test was performed to evaluate the expansion potential of typical on-site soil. Testing was carried out in general conformance with ASTM Test Method D-4829. The results are presented in Table C.

Consolidation Tests

Consolidation testing was performed on one (1) relatively “undisturbed” soil sample at its natural moisture content in accordance with procedures outlined in ASTM D-2435. The sample was placed in a consolidometer and loads were applied incrementally in geometric progression. The sample (2.42-inches in diameter and 1-inch in height) were permitted to consolidate under each load increment until the slope of the characteristic linear secondary compression portion of the thickness versus log of time plot was apparent. The percent consolidation for each load cycle was recorded as the ratio of the amount of vertical compression to the original 1-inch height. The consolidation test results are shown on Plate C-1.

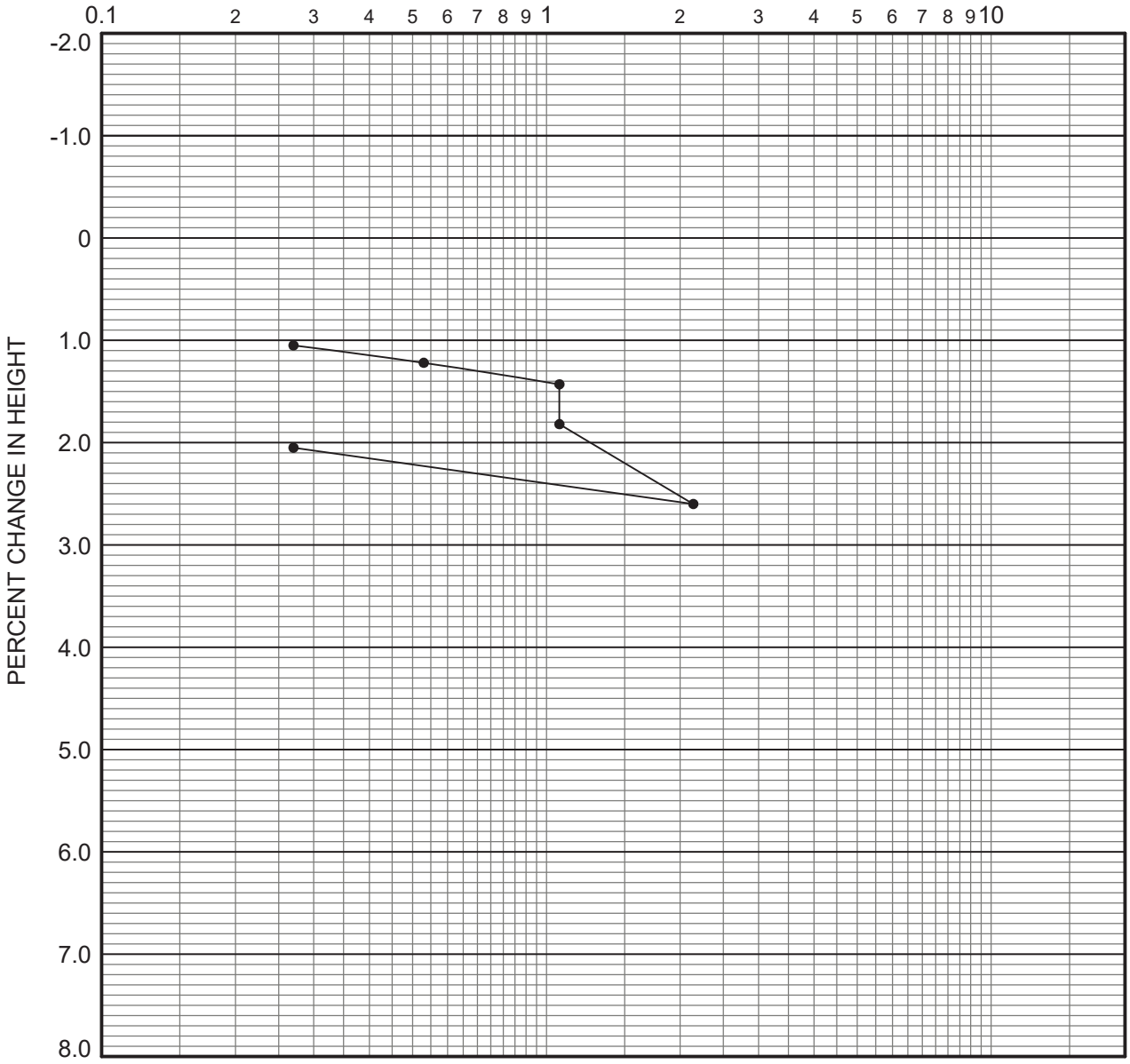
Chemical Analyses

Chemical testing was performed on one select sample. The results of this test (sulfate content, resistivity, chloride content and pH) is presented on Table C.

TABLE C
SUMMARY OF LABORATORY TEST DATA
P.N. 1-0534

BORING	DEPTH (FEET)	SOIL DESCRIPTION	GROUP SYMBOL	MAXIMUM DENSITY (PCF)	OPTIMUM MOISTURE CONTENT (%)	DIRECT SHEAR	PLUS NO.4 SEIVE (plus 4.76mm) (%)	SAND (4.76mm-0.075mm) (%)	SILT (0.075mm-0.005mm) (%)	CLAY (minus 0.005mm) (%)	EXPANSION INDEX UBC 18-2	CONSOL	OTHER TESTS REMARKS
B-1	5	Silty Sand (Qyf)	SM				0	64	28	8		SEE PLATE C-1	
B-4	2.5	Sand (Qyf)	SP	127.2	9.1		4	86	7	3	0		MinResist:35,770-Ohmcm pH:8.4,Chl:140ppm,So4:<0.01%

COMPRESSIVE STRESS IN TSF



boring	depth (ft.)	dry density (pcf)	in situ moist. (%)	in situ satur. (%)	-200 sieve (%)	group symbol	typical names
B-1	5.0	112	11.5	64	36	SM	Silty Sand (Qyf)

REMARKS: WATER ADDED AT 1.07 TSF

CONSOLIDATION CURVE

Alta California Geotechnical, Inc.

P.N. 1-0534

PLATE C-1

APPENDIX D

Maintenance and Improvement Considerations

MAINTENANCE AND IMPROVEMENT CONSIDERATIONS

General

Owners purchasing property must assume a certain degree of responsibility for improvements and for maintaining conditions around their home. Of primary importance from a geotechnical standpoint are maintaining drainage patterns and minimizing the soil moisture variation below all improvements. Such design, construction and owner maintenance provisions may include:

- Employing contractors for improvements who design and build in recognition of local building codes and specific site soils conditions.
- Establishing and maintaining positive drainage away from all foundations, walkways, driveways, patios, and other improvements.
- Avoiding the construction of planters adjacent to structural improvements. Alternatively, planter sides/bottoms can be sealed with an impermeable membrane and drained away from the improvements via subdrains into approved disposal areas.
- Sealing and maintaining construction/control joints within concrete slabs and walkways to reduce the potential for moisture infiltration into the subgrade soils.
- Utilizing landscaping schemes with vegetation that requires minimal watering. Watering should be done in a uniform manner, as equally as possible on all sides of the foundation, keeping the soil "moist" but not allowing the soil to become saturated.
- Maintaining positive drainage away from structures and providing roof gutters on all structures with downspouts that are designed to carry roof runoff directly into area drains or discharged well away from the foundation areas.
- Avoiding the placement of trees closer to the proposed structures than a distance of one-half the mature height of the tree.
- Observation of the soil conditions around the perimeter of the structure during extremely hot/dry or unusually wet weather conditions so that modifications can be made in irrigation programs to maintain relatively uniform moisture conditions.

Sulfates

Owners should be cautioned against the import and use of certain inorganic fertilizers, soil amendments, and/or other soils from offsite sources in the absence of specific information relating to their chemical composition. Some fertilizers have been known to leach sulfate compounds into soils and increase the sulfate concentrations to potentially detrimental levels.

Site Drainage

- The owners should be made aware of the potential problems that may develop when drainage is altered through construction of hardscape improvements. Ponded water, drainage over the slope face, leaking irrigation systems, overwatering, or other conditions which could lead to ground saturation must be avoided.
- No water should be allowed to flow over the slopes. No alteration of pad gradients should be allowed that would prevent pad and roof runoff from being directed to approved disposal areas.
- Drainage patterns have been established at the time of the fine grading should be maintained throughout the life of the structure. No alterations to these drainage patterns should be made unless designed by qualified professionals in compliance with local code requirements and site-specific soils conditions.

Slope Drainage

- Residents should be made aware of the importance of maintaining and cleaning all interceptor ditches, drainage terraces, down drains, and any other drainage devices, which have been installed to promote slope stability.
- Subsurface drainage pipe outlets may protrude through slope surfaces and/or wall faces. These pipes, in conjunction with the graded features, are essential to slope and wall stability and must be protected in-place. They should not be altered or damaged in any way.

Planting and Irrigation of Slopes

- Seeding and planting of the slopes should be planned to achieve, as rapidly as possible, a well-established and deep-rooted vegetal cover requiring minimal watering.
- It is the responsibility of the landscape architect to provide such plants initially and of the residents to maintain such planting. Alteration of such a planting scheme is at the resident's risk.
- The resident is responsible for proper irrigation and for maintenance and repair of properly installed irrigation systems. Leaks should be fixed immediately.
- Sprinklers should be adjusted to provide maximum uniform coverage with a minimum of water usage and overlap. Overwatering with consequent wasteful runoff and serious ground saturation must be avoided.
- If automatic sprinkler systems are installed, their use must be adjusted to account for seasonal and natural rainfall conditions.

Burrowing Animals

- Residents must undertake a program to eliminate burrowing animals. This must be an ongoing program in order to promote slope stability.

Owner Improvement

Owner improvements (pools, spas, patio slabs, retaining walls, planters, etc.) should be designed to account for the terrain of the project, as well as expansive soil conditions and chemical characteristics. Design considerations on any given lot may need to include provisions for differential bearing materials, ascending/descending slope conditions, bedrock structure, perched (irrigation) water, special geologic surcharge loading conditions, expansive soil stresses, and long-term creep/settlement.

All owner improvements should be designed and constructed by qualified professionals utilizing appropriate design methodologies, which account for the on-site soils and geologic conditions. Each lot and proposed improvement should be evaluated on an individual basis.

Setback Zones

Manufactured slopes may be subject to long-term settlement and creep that can manifest itself in the form of both horizontal and vertical movement. These movements typically are produced as a result of weathering, erosion, gravity forces, and other natural phenomenon. A setback adjacent to slopes is required by most building codes, including the California Building Code. This zone is intended to locate and support the residential structures away from these slopes and onto soils that are not subject to the potential adverse effects of these natural phenomena.

The owner may wish to construct patios, walls, walkways, planters, swimming pools, spas, etc. within this zone. Such facilities may be sensitive to settlement and creep and should not be constructed within the setback zone unless properly engineered. It is suggested that plans for such improvements be designed by a professional engineer who is familiar with grading ordinances and design and construction requirements. In addition, we recommend that the

designer and contractor familiarize themselves with the site specific geologic and geotechnical conditions on the specific lot.

APPENDIX E

Earthwork Specifications

ALTA CALIFORNIA GEOTECHNICAL, INC.
EARTHWORK SPECIFICATIONS

These specifications present the generally accepted standards and minimum earthwork requirements for the development of the project. These specifications shall be the project guidelines for earthwork except where specifically superseded in preliminary geology and soils reports, grading plan review reports or by the prevailing grading codes or ordinances of the controlling agency.

A. GENERAL

1. The Contractor shall be responsible for the satisfactory completion of all earthwork in accordance with the project plans and specifications.

2. The project Geotechnical Engineer and Engineering Geologist, or their representatives, shall provide observation and testing services, and Geotechnical consultation for the duration of the project.

3. All clearing, grubbing, stripping and site preparation for the project shall be accomplished by the Contractor to the satisfaction of the Geotechnical Engineer/Engineering Geologist.

4. It is the Contractor's responsibility to prepare the ground surface to receive fill to the satisfaction of the Geotechnical Engineer and to place, spread, mix, moisture condition, and compact the fill in accordance with the job specifications and as required by the Geotechnical Engineer. The Contractor shall also remove all material considered by the Geotechnical Engineer to be unsuitable for use in the construction of engineered fills.

5. The Contractor shall have suitable and sufficient equipment in operation to handle the amount of fill being placed. When necessary, equipment will be shut down temporarily in order to permit the proper preparation of fills.

B. PREPARATION OF FILL AREAS

1. Excessive vegetation and all deleterious material should be disposed of offsite as required by the Geotechnical Engineer.

   Existing fill, soil, alluvium or rock materials determined by the Geotechnical Engineer as being unsuitable for placement in compacted fills shall be removed and hauled from the site. Where applicable, the Contractor may obtain the

approval of the Soils Engineer and the controlling authorities for the project to dispose of the above described materials, or a portion thereof, in designated areas onsite.

After removal of the deleterious materials have been accomplished, earth materials deemed unsuitable in their natural, in-place condition, shall be removed as recommended by the Geotechnical Engineer/Engineering Geologist.

2. Upon achieving a suitable bottom for fill placement, the exposed removal bottom shall be disced or bladed by the Contractor to the satisfaction of the Geotechnical Engineer. The prepared ground surfaces shall then be brought to the specified moisture content mixed as required, and compacted and tested as specified. In localities where it is necessary to obtain the approval of the controlling agency prior to placing fill, it will be the Contractor's responsibility to contact the proper authorities to visit the site.

3. Any underground structure such as cesspools, cisterns, mining shafts, tunnels, septic tanks, wells, pipelines or other structures not located prior to grading are to be removed or treated in a manner prescribed by the Geotechnical Engineer and/or the controlling agency for the project.

C. ENGINEERED FILLS

1. Any material imported or excavated on the property may be utilized as fill, provided the material has been determined to be suitable by the Geotechnical Engineer. Deleterious materials shall be removed from the fill as directed by the Geotechnical Engineer.

2. Rock or rock fragments less than twelve inches in the largest dimension may be utilized in the fill, provided they are not placed in concentrated pockets and the distribution of the rocks is approved by the Geotechnical Engineer.

3. Rocks greater than twelve inches in the largest dimension shall be taken offsite, or placed in accordance with the recommendations of the Geotechnical Engineer in areas designated as suitable for rock disposal.

4. All materials to be used as fill, shall be tested in the laboratory by the Geotechnical Engineer. Proposed import materials shall be approved by the Geotechnical Engineer 48 hours prior to importation.

5. The fill materials shall be placed by the Contractor in lifts, that when compacted, shall not exceed six inches. Each lift shall be spread evenly and shall be

thoroughly mixed to achieve a near uniform moisture condition and a uniform blend of materials.

All compaction shall be achieved at or above the optimum moisture content, as determined by the applicable laboratory standard. The Contractor will be notified if the fill materials are too wet or too dry to achieve the required compaction standard.

6. When the moisture content of the fill material is below the limit specified by the Geotechnical Engineer, water shall be added and the materials shall be blended until a uniform moisture content, within specified limits, is achieved. When the moisture content of the fill material is above the limits specified by the Geotechnical Engineer, the fill materials shall be aerated by discing, blading, mixed with dryer fill materials, or other satisfactory methods until the moisture content is within the specified limits.

7. Each fill lift shall be compacted to the minimum project standards, in compliance with the testing methods specified by the controlling governmental agency, and in accordance with recommendations of the Geotechnical Engineer.

   In the absence of specific recommendations by the Geotechnical Engineer to the contrary, the compaction standard shall be the most recent version of ASTM:D 1557.

8. Where a slope receiving fill exceeds a ratio of five-horizontal to one-vertical, the fill shall be keyed and benched through all unsuitable materials into sound bedrock or firm material, in accordance with the recommendations and approval of the Geotechnical Engineer.

9. Side hill fills shall have a minimum key width of 15 feet into bedrock or firm materials, unless otherwise specified in the soil report and approved by the Geotechnical Engineer in the field.

10. Drainage terraces and subdrainage devices shall be constructed in compliance with the ordinances of the controlling governmental agency and/or with the recommendations of the Geotechnical Engineer and Engineering Geologist.

11. The Contractor shall be required to maintain the specified minimum relative compaction out to the finish slope face of fill slopes, buttresses, and stabilization fills as directed by the Geotechnical Engineer and/or the governing agency for the project. This may be achieved by either overbuilding the slope and cutting

back to the compacted core; by direct compaction of the slope face with suitable equipment; or by any other procedure which produces the required result.

12. The fill portion of fill-over-cut slopes shall be properly keyed into rock or firm material; and the fill area shall be stripped of all soil or unsuitable materials prior to placing fill.

    The design cut portion of the slope should be made first and evaluated for suitability by the Engineering Geologist prior to placement of fill in the keyway above the cut slope.

13. Pad areas in cut or natural ground shall be approved by the Geotechnical Engineer. Finished surfaces of these pads may require scarification and recompaction, or over excavation as determined by the Geotechnical Engineer.

D. CUT SLOPES

1. The Engineering Geologist shall observe all cut slopes and shall be notified by the Contractor when cut slopes are to be started.

2. If, during the course of grading, unforeseen adverse or potentially adverse geologic conditions are encountered, the Engineering Geologist and Soil Engineer shall investigate, analyze and make recommendations to remediate these problems.

3. Non-erodible interceptor swales shall be placed at the top of cut slopes that face the same direction as the superjacent, prevailing drainage.

4. Unless otherwise specified in specific geotechnical reports, no cut slopes shall be excavated higher or steeper than that allowed by the ordinances of controlling governmental agencies.

5. Drainage terraces shall be constructed in compliance with the ordinances of the controlling governmental agencies, and/or in accordance with the recommendations of the Geotechnical Engineer or Engineering Geologist.

E. GRADING CONTROL

1. Fill placement shall be observed and tested by the Geotechnical Engineer and/or his representative during grading.

   Field density tests shall be made by the Geotechnical Engineer and/or his representative to evaluate the compaction and moisture compliance of each fill lift. Density tests shall be conducted at intervals not to exceed two feet of fill

height. Where sheepsfoot rollers are used, the fill may be disturbed to a depth of several inches. Density determinations shall be taken in the compacted material below the disturbed surface at a depth determined by the Geotechnical Engineer or his representative.

2. Where tests indicate that the density of any layer of fill, or portion thereof, is below the required relative compaction, or improper moisture content is in evidence, that particular layer or portion thereof shall be reworked until the required density and/or moisture content has been attained. Additional fills shall not be placed over an area until the previous lift of fill has been tested and found to meet the density and moisture requirements for the project and the previous lift is approved by the Geotechnical Engineer.

3. When grading activities are interrupted by heavy rains, fill operations shall not be resumed until field observations and tests by the Geotechnical Engineer indicate the moisture content and density of the fill are within the specified limits.

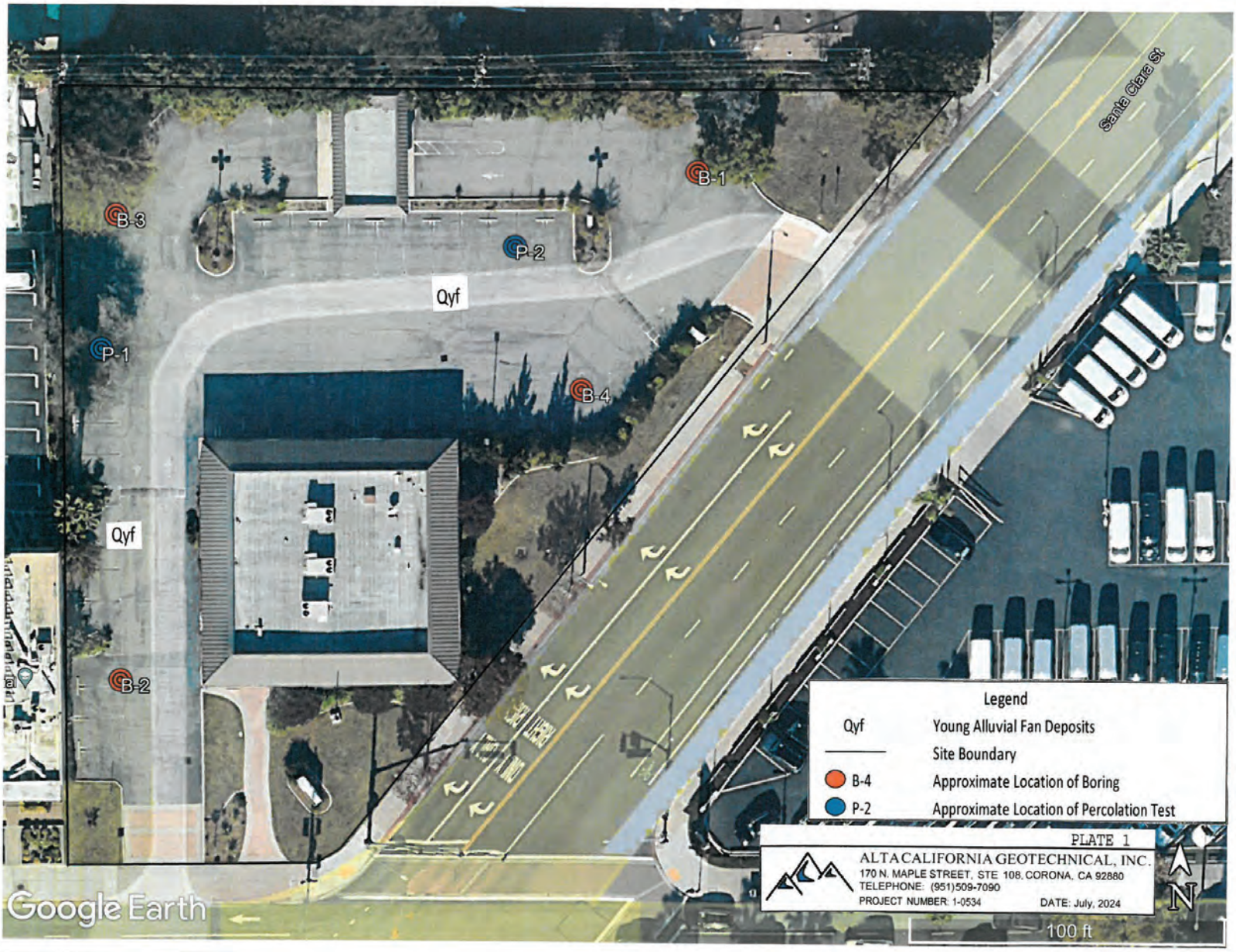
4. During construction, the Contractor shall properly grade all surfaces to maintain good drainage and prevent the ponding of water. The Contractor shall take remedial action to control surface water and to prevent erosion of graded areas until such time as a permanent drainage and erosion devices have been installed.

5. Observation and testing by the Geotechnical Engineer and/or his representative shall be conducted during filling and compacting operations in order that he will be able to state in his opinion that all cut and filled areas are graded in accordance with the approved specifications.

6. Upon the completion of grading activities and after the Geotechnical Engineer and Engineering Geologist have finished their observations of the work, final reports shall be submitted. No further excavation or fill placement shall be undertaken without prior notification of the Geotechnical Engineer and/or Engineering Geologist.

F. FINISHED SLOPES

All finished cut and fill slopes shall be planted and irrigated and/or protected from erosion in accordance with the project specifications, governing agencies, and/or as recommended by a landscape architect.


B-1
B-2
B-3
B-4
P-1
P-2
Qyf
Qyf
Santa Clara St
Legend
Qyf Young Alluvial Fan Deposits
Site Boundary
B-4 Approximate Location of Boring
P-2 Approximate Location of Percolation Test
PLATE 1
ALTA CALIFORNIA GEOTECHNICAL, INC.
170 N. MAPLE STREET, STE 108, CORONA, CA 92880
TELEPHONE: (951)509-7090
PROJECT NUMBER: 1-0534
DATE: July, 2024
N
100 ft
Google Earth

Appendix H:
General Education Materials

To be provided during final engineering

PRELIMINARY HYDROLOGY and HYDRAULICS STUDY
TR 84530
101 W. HUNTINGTON DRIVE
ARCADIA, CA 91007

Project Address:
101 W. HUNTINGTON DRIVE
Arcadia, CA 91007

Prepared For:

City Ventures
3121 Michelson Drive, Suite 10
Irvine, CA 92612
Nick Patterson, Director of Development
(763) 244-9855

Prepared by:

C&V Consulting, Inc.
9830 Irvine Center Drive
Irvine, CA 92618
Ryan Bittner, P.E.

Prepared: August 2024

Preliminary Hydrology and Hydraulics Study
For
Tract Map No. 84530

ACKNOWLEDGEMENT AND SIGNATURE PAGE

This Preliminary Hydrology and Hydraulics Study was prepared by C&V Consulting, Inc. under the supervision of Ryan Bittner, P.E.

_____ _____

Ryan Bittner, PE 68167 Date
C&V Consulting, Inc.

TABLE OF CONTENTS

i. Acknowledgement and Signature Page..... i
I. Purpose..... 1
II. Introduction..... 1
III. Methodology..... 2
IV. Design Assumptions 2
V. Hydraulic Calculations 3
VI. Conclusions 4
VII. References..... 5

APPENDICES

A. Vicinity Map
B. Mt. Wilson Isohyet Map
C. HydroCalc Outputs
   a. Existing Conditions Calculations
   b. Proposed Conditions Calculations
D. Existing Conditions Hydrology Map
E. Proposed Conditions Hydrology Map
F. Hydraulic Calculations
   a. Catch Basin Sizing
   b. Parkway Drain Sizing
   c. 100-Year Water Surface Elevation
G. Reference Materials

I. Purpose

The purpose of this report is to provide quantitative information to verify the design of the storm drain infrastructure and hydrologic methodology of the project site. The values and statements within this study confirm the subject site is designed and planned in accordance with the Los Angeles County Hydrology Manual and the City of Compton drainage requirements.

II. Introduction

The proposed project comprises a total of 1.05 acres and is located at 101 W. Huntington Drive in the City of Arcadia (APN: 5775-023-015). The site is triangular in shape. It is bounded by existing single-family residences to the north, a small commercial development to the west, W. Huntington Drive to the south, and Santra Clara Street to the east.
Refer to Appendix A for the Vicinity Map.

The development proposes to construct three (3) buildings harboring 34 townhome dwelling units with private garages, private drive aisles, sidewalks, guest parking areas, and common landscaped areas. The project site will be accessible via an entrance/exit along W. Huntington Drive and Santa Clara Street.

The existing site is currently occupied by a commercial building and an associated parking lot. It is a relatively flat site with elevations ranging between 480 feet to 482 feet above mean sea level with low points near the center and southern entrance of the site. Existing site drainage is generally directed as sheet flow towards these low points which are accompanied by grated inlets for stormwater capture. The flows are then assumed to be conveyed towards the existing 54" RCP along W. Huntington Drive traveling east to west before discharging to the 96" reinforced concrete box (RCB) known as Arcadia Wash – East Branch. From here, the captured stormwater travels south to confluence at Arcadia Wash – Main Branch which then drains to the Rio Hondo Channel. Rio Hondo Channel travels southeast before draining to the existing Los Angeles River and ultimately the Pacific Ocean at San Pedro Bay.

Proposed site drainage will be captured by two (2) curb inlet catch basins and conveyed via proposed underground storm drain to a Maxwell IV Drywell and detention systems to promote subsurface infiltration of the entire Storm Water Quality Design Volume (SWQDv). The Drywell Infiltration System has been designed to capture 100% of the Storm Water Quality Design Volume (SWQDv) and infiltrate that volume over a maximum drawdown time of 96 hours. Once the system has reached capacity, stormwater runoff will overflow towards the catch basin near the southern site entrance/exit and out to W. Huntington Drive via a proposed parkway drain. In an event where the proposed parkway drain becomes clogged, stormwater will pond at the proposed onsite sump areas and excess stormwater will top over the grade break at the site entrance/exit and flow into W. Huntington Drive. Upon entering W. Huntington Drive, site runoff will follow the existing drainage path to San Pedro Bay/ Pacific Ocean.

III. Methodology

The project site's drainage was analyzed per the Los Angeles County Hydrology Manual. The existing and proposed conditions of the site were analyzed for peak flow rate and time of concentration for the 25-, 50-, and 100-year storm events based on acreage and land cover per the LACDPW HydroCalc software.

IV. Design Assumptions

1. The LACDPW HydroCalc Calculator Program was used to determine Tc, peak run-off flow rate, and run-off volumes for each subarea.

2. The property is located in the "Mt. Wilson" rainfall region, per Figure 1-H1.30 of the Hydrology Manual. A depth of 7.75 inches of rainfall was used for the 50-year storm.

3. The site is in the soil classification "006" per Figure 1-H1.30 of the Hydrology Manual.

4. The site was analyzed for a 25-year, 50-year, and 100-year storm events. Copies of the HydroCalc output data can be found in Appendix C of this report. The peak runoff values have also been incorporated into the included hydrology exhibits, which are made a part of this study.

5. Proposed storm drains will be sized to convey the 25-year storm per Section 4.3 of the Hydrology Manual.

6. Proposed habitable structures are designed at a minimum finish floor elevation 1' above the 100-year water surface elevation per Hydrology Manual.

7. The existing project site was approximated to be 74% impervious based on aerial topology.

8. The proposed project site is proposed to be 85% impervious based on the development type and recommended values per the Hydrology Manual.

V. Hydraulic Calculations

Pipe Sizing

Onsite storm drain piping will be sized for the 25-year storm event and will be analyzed based on open channel flow. Therefore, WSPG hydraulic pressure analysis is not warranted.

$Q = \frac{k'}{n} d^{8/3} S^{1/2}$ per King's Handbook

k' = 0.463
d = pipe diameter

n=0.013*
S=0.005

Pipe Diameter	Max. Q (cfs)
8"	0.854
12"	2.518
15"	4.566
18"	7.425
24"	15.991
36"	47.146

n=0.013*
S=0.010

Pipe Diameter	Max. Q (cfs)
8"	1.208
12"	3.562
15"	6.457
18"	10.501
24"	22.614
36"	66.675

*A Manning's Roughness Coefficient of 0.013 has been utilized to represent the roughness coefficient of PVC and/or HDPE piping.

Catch Basin Sizing

Proposed Catch Basin Sizing has been analyzed for the 25-year storm event peak flow rates. Primary overflow at Catch Basin #2 will be directed to W. Huntington Drive via a proposed parkway drain whereas secondary overflow will pond over the driveway and sheet flow into to the public right-of-way of W. Huntington Drive.

Parkway Culvert

A parkway culvert will provide a by-pass condition when the underground infiltration system is at capacity during larger storm events. The 100-year storm event peak runoff flowrates were utilized in sizing the parkway culvert.

100-Year Water Surface Elevation (WSE)

The elevation of the 100-year water surface will be analyzed during final engineering. Building finished floors will be set at a minimum of at least 1 foot above the 100-year WSE.

VI. Conclusions

Below is a summary of the project site existing and proposed conditions peak runoff values.

	DA	Q_{25} (cfs)	Q_{50} (cfs)	Q_{100} (cfs)
Existing Condition	X1	2.29	2.62	2.94
	X2	1.52	1.75	1.96
	Total	3.81	4.37	4.90
Proposed Condition	A1	2.59	2.95	3.32
	A2	1.23	1.41	1.59
	Total	3.82	4.37	4.90
	% Δ	0.1%	0%	0%

Refer to Appendix C of this report for additional information and LACDPW HydroCalc output data.

The results from this hydrology and hydraulics study utilizing methods provided by Los Angeles County demonstrate that the proposed condition of the site matches the existing condition. This is primarily due to the similarities in the site conditions between the existing and proposed. Though the site imperviousness increases in the proposed condition, so does the hydrologic flow path which in turn reduces any increase in the flow path caused by the higher imperviousness.

Storm water generated from the 85th percentile storm water depth will be treated and infiltrated onsite via a Maxwell IV Drywell system. A 48-hr drawdown time is utilized for complete treatment and infiltration of the stormwater and a detention pipe is proposed for capture and detain the full Storm Water Quality Design Volume. Detention mitigation is not required as the proposed conditions peak flow rate matches the existing conditions.

Refer to the separately prepared LID report for more details about water quality management.

VII. References

1. Los Angeles County Department of Public Works (LACDPW) Hydrology Manual, January 2006.

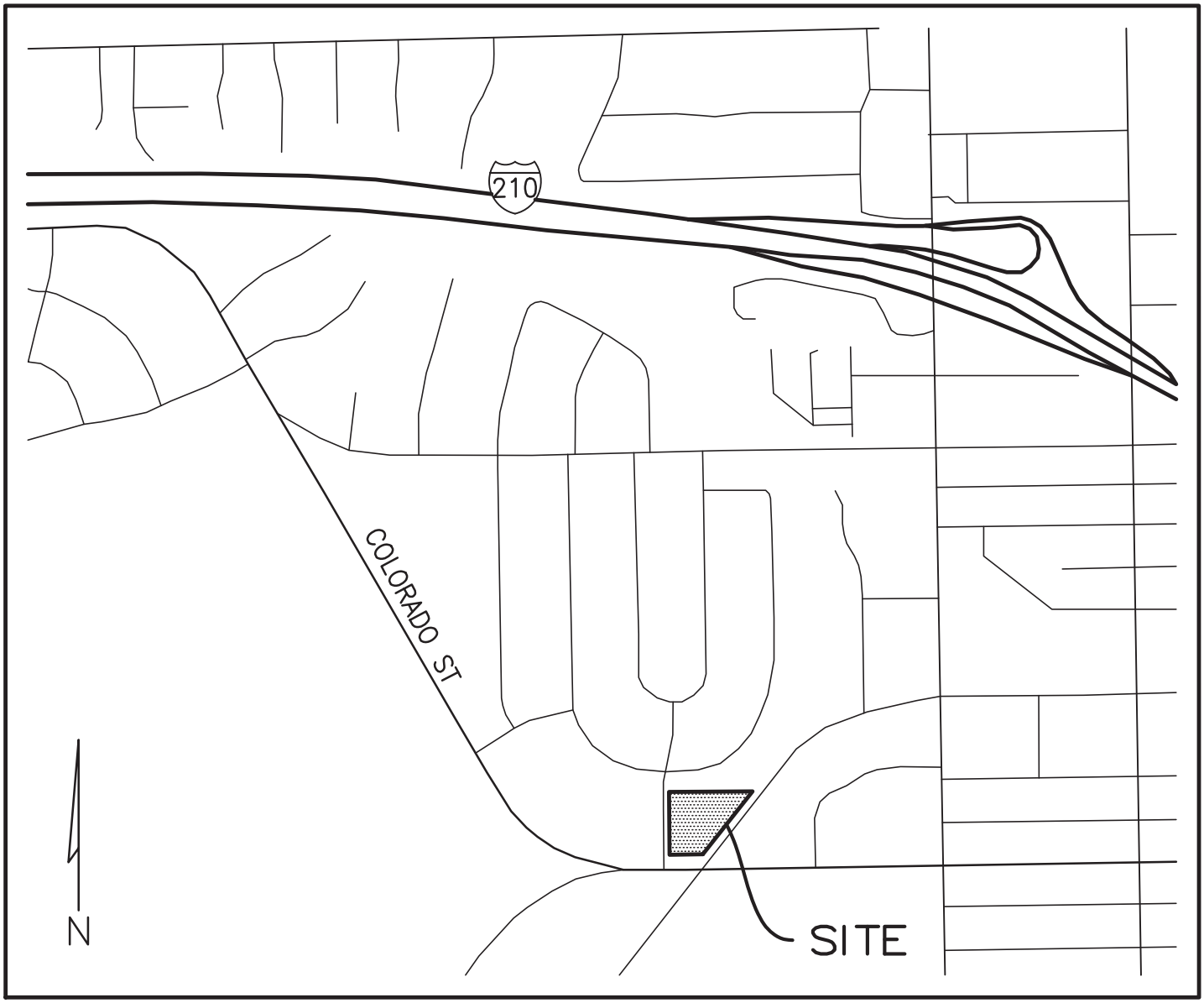
2. LACDPW HydroCalc Program was utilized to determine flow rates and time of concentrations.

3. Existing and Proposed Conditions Hydrology Maps for Tract Map No. 84530, prepared by C&V Consulting, Inc., August 2024

4. KING, HORACE WILLIAMS. HANDBOOK OF HYDRAULICS: for the Solution of Hydraulic Problems (Classic Reprint). FORGOTTEN Books, 2015

APPENDIX A

VICINITY MAP



VICINITY MAP

N.T.S.

APPENDIX B

Mt. WILSON ISOHYETAL MAP

APPENDIX C

HYDROCALC OUTPUTS

EXISTING CONDITIONS CALCULATIONS

Peak Flow Hydrologic Analysis

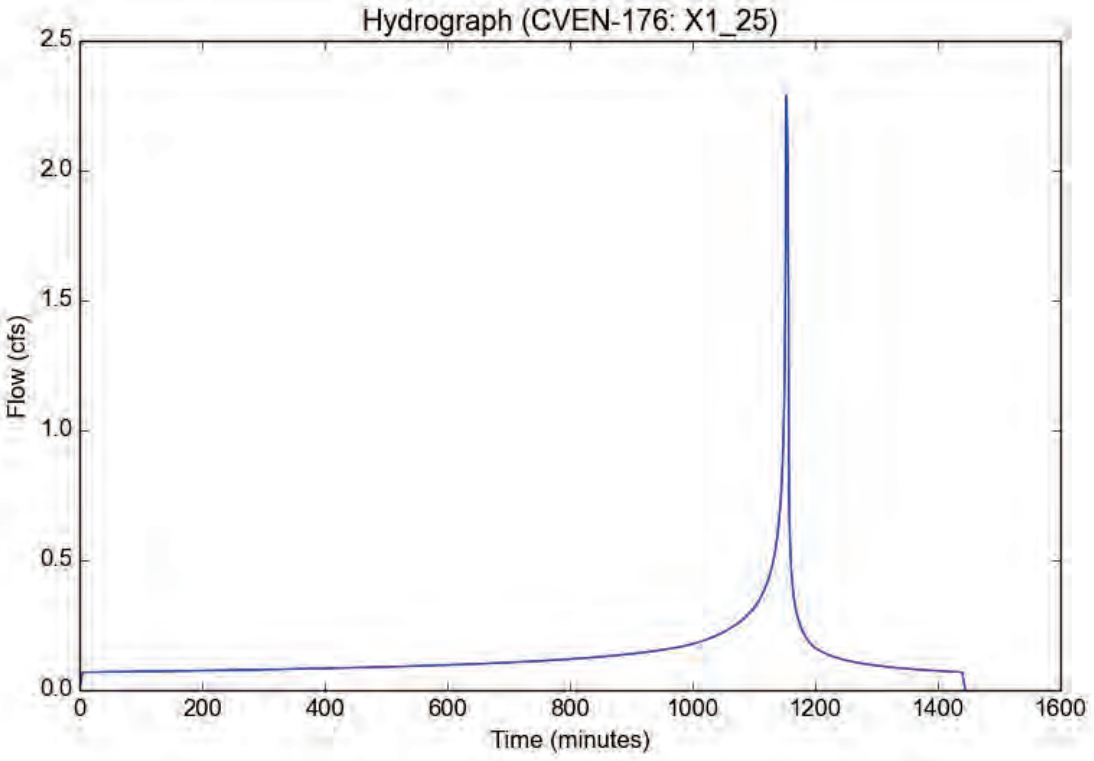
File location: P:/C/CVEN-176/Admin/Reports/Hydrology/Appendix C - HydroCalc/Existing/CVEN-176 - X1_25.pdf
Version: HydroCalc 1.0.3

Input Parameters

Project Name	CVEN-176
Subarea ID	X1_25
Area (ac)	0.63
Flow Path Length (ft)	157.0
Flow Path Slope (vft/hft)	0.0089
50-yr Rainfall Depth (in)	7.75
Percent Impervious	0.78
Soil Type	6
Design Storm Frequency	25-yr
Fire Factor	0
LID	False

Output Results

Modeled (25-yr) Rainfall Depth (in)	6.8045
Peak Intensity (in/hr)	4.0598
Undeveloped Runoff Coefficient (Cu)	0.8788
Developed Runoff Coefficient (Cd)	0.8953
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	2.2899
Burned Peak Flow Rate (cfs)	2.2899
24-Hr Clear Runoff Volume (ac-ft)	0.267
24-Hr Clear Runoff Volume (cu-ft)	11630.4953



Peak Flow Hydrologic Analysis

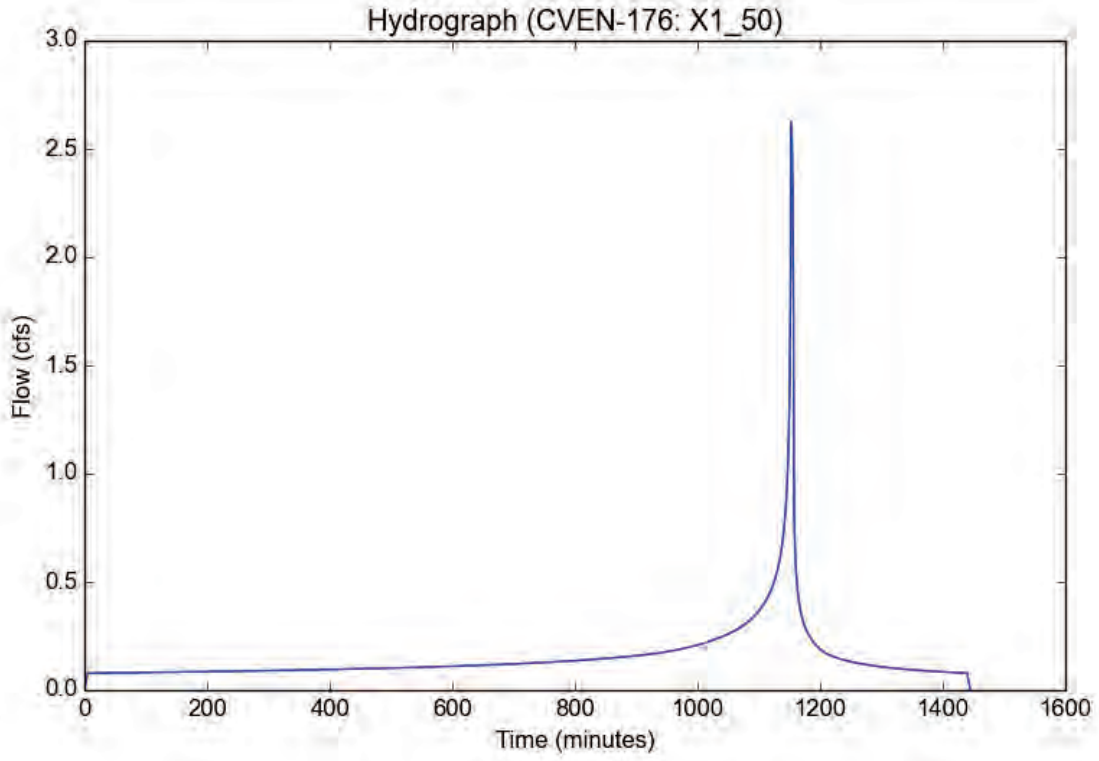
File location: P:/C/CVEN-176/Admin/Reports/Hydrology/Appendix C - HydroCalc/Existing/CVEN-176 - X1_50.pdf
Version: HydroCalc 1.0.3

Input Parameters

Project Name	CVEN-176
Subarea ID	X1_50
Area (ac)	0.63
Flow Path Length (ft)	157.0
Flow Path Slope (vft/hft)	0.0089
50-yr Rainfall Depth (in)	7.75
Percent Impervious	0.78
Soil Type	6
Design Storm Frequency	50-yr
Fire Factor	0
LID	False

Output Results

Modeled (50-yr) Rainfall Depth (in)	7.75
Peak Intensity (in/hr)	4.6239
Undeveloped Runoff Coefficient (Cu)	0.9
Developed Runoff Coefficient (Cd)	0.9
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	2.6217
Burned Peak Flow Rate (cfs)	2.6217
24-Hr Clear Runoff Volume (ac-ft)	0.306
24-Hr Clear Runoff Volume (cu-ft)	13329.951



Peak Flow Hydrologic Analysis

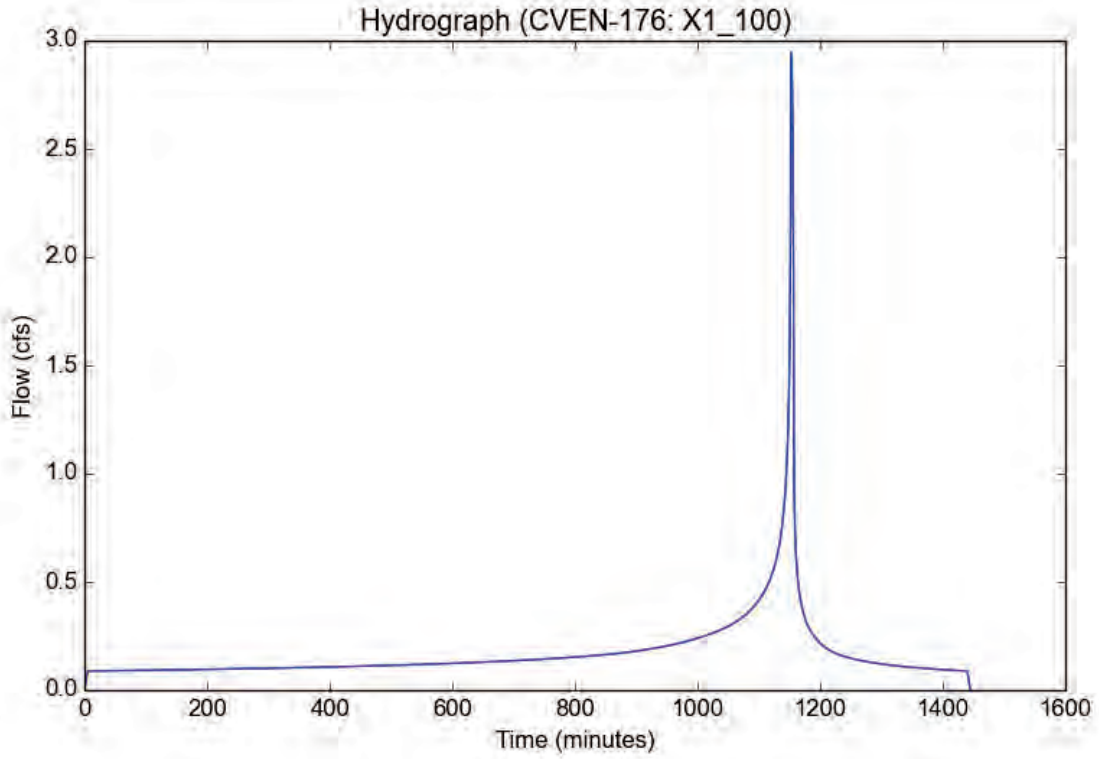
File location: P:/C/CVEN-176/Admin/Reports/Hydrology/Appendix C - HydroCalc/Existing/CVEN-176 - X1_100.pdf
Version: HydroCalc 1.0.3

Input Parameters

Project Name	CVEN-176
Subarea ID	X1_100
Area (ac)	0.63
Flow Path Length (ft)	157.0
Flow Path Slope (vft/hft)	0.0089
50-yr Rainfall Depth (in)	7.75
Percent Impervious	0.78
Soil Type	6
Design Storm Frequency	100-yr
Fire Factor	0
LID	False

Output Results

Modeled (100-yr) Rainfall Depth (in)	8.6955
Peak Intensity (in/hr)	5.188
Undeveloped Runoff Coefficient (Cu)	0.9
Developed Runoff Coefficient (Cd)	0.9
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	2.9416
Burned Peak Flow Rate (cfs)	2.9416
24-Hr Clear Runoff Volume (ac-ft)	0.3455
24-Hr Clear Runoff Volume (cu-ft)	15049.4726



Peak Flow Hydrologic Analysis

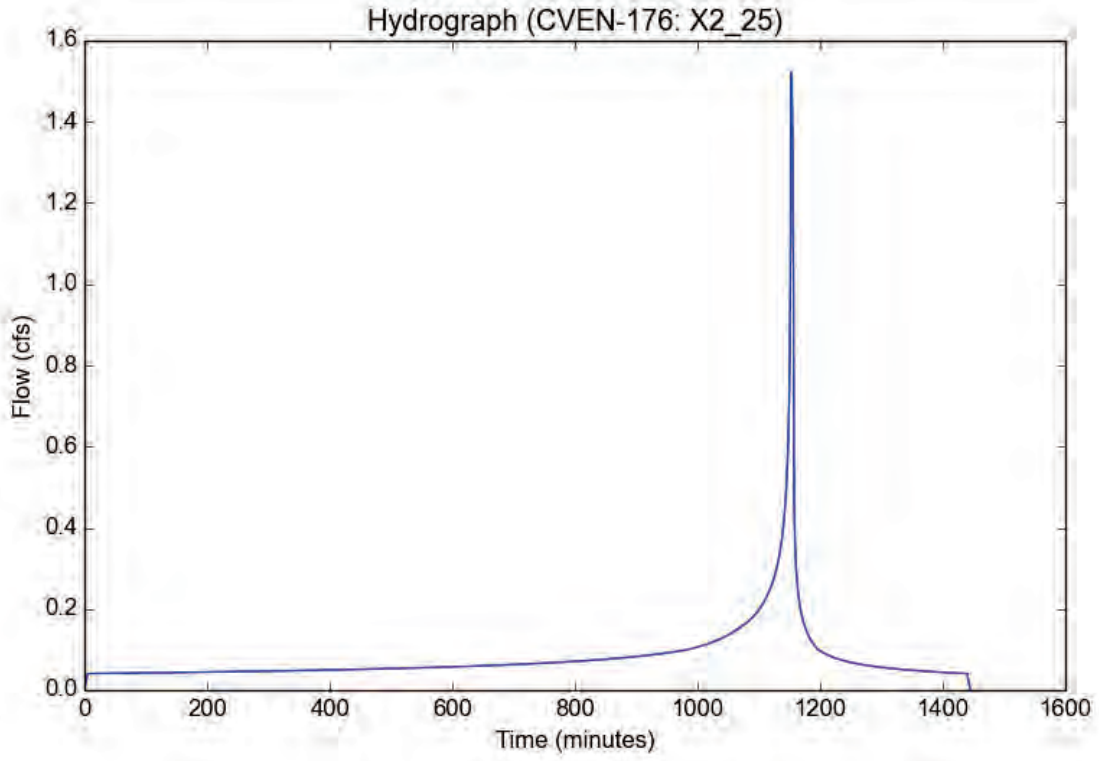
File location: P:/C/CVEN-176/Admin/Reports/Hydrology/Appendix C - HydroCalc/Existing/CVEN-176 - X2_25.pdf
Version: HydroCalc 1.0.3

Input Parameters

Project Name	CVEN-176
Subarea ID	X2_25
Area (ac)	0.42
Flow Path Length (ft)	121.0
Flow Path Slope (vft/hft)	0.0115
50-yr Rainfall Depth (in)	7.75
Percent Impervious	0.68
Soil Type	6
Design Storm Frequency	25-yr
Fire Factor	0
LID	False

Output Results

Modeled (25-yr) Rainfall Depth (in)	6.8045
Peak Intensity (in/hr)	4.0598
Undeveloped Runoff Coefficient (Cu)	0.8788
Developed Runoff Coefficient (Cd)	0.8932
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	1.523
Burned Peak Flow Rate (cfs)	1.523
24-Hr Clear Runoff Volume (ac-ft)	0.1623
24-Hr Clear Runoff Volume (cu-ft)	7069.1622



Peak Flow Hydrologic Analysis

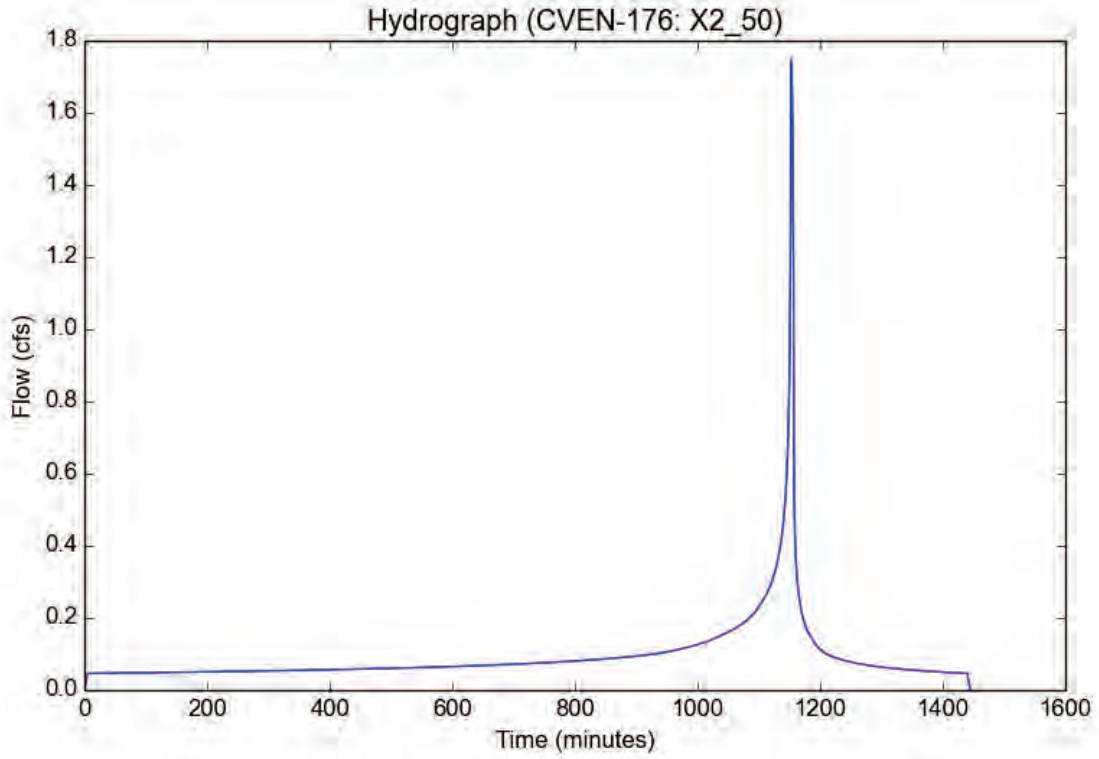
File location: P:/C/CVEN-176/Admin/Reports/Hydrology/Appendix C - HydroCalc/Existing/CVEN-176 - X2_50.pdf
Version: HydroCalc 1.0.3

Input Parameters

Project Name	CVEN-176
Subarea ID	X2_50
Area (ac)	0.42
Flow Path Length (ft)	121.0
Flow Path Slope (vft/hft)	0.0115
50-yr Rainfall Depth (in)	7.75
Percent Impervious	0.68
Soil Type	6
Design Storm Frequency	50-yr
Fire Factor	0
LID	False

Output Results

Modeled (50-yr) Rainfall Depth (in)	7.75
Peak Intensity (in/hr)	4.6239
Undeveloped Runoff Coefficient (Cu)	0.9
Developed Runoff Coefficient (Cd)	0.9
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	1.7478
Burned Peak Flow Rate (cfs)	1.7478
24-Hr Clear Runoff Volume (ac-ft)	0.1867
24-Hr Clear Runoff Volume (cu-ft)	8132.2843



Peak Flow Hydrologic Analysis

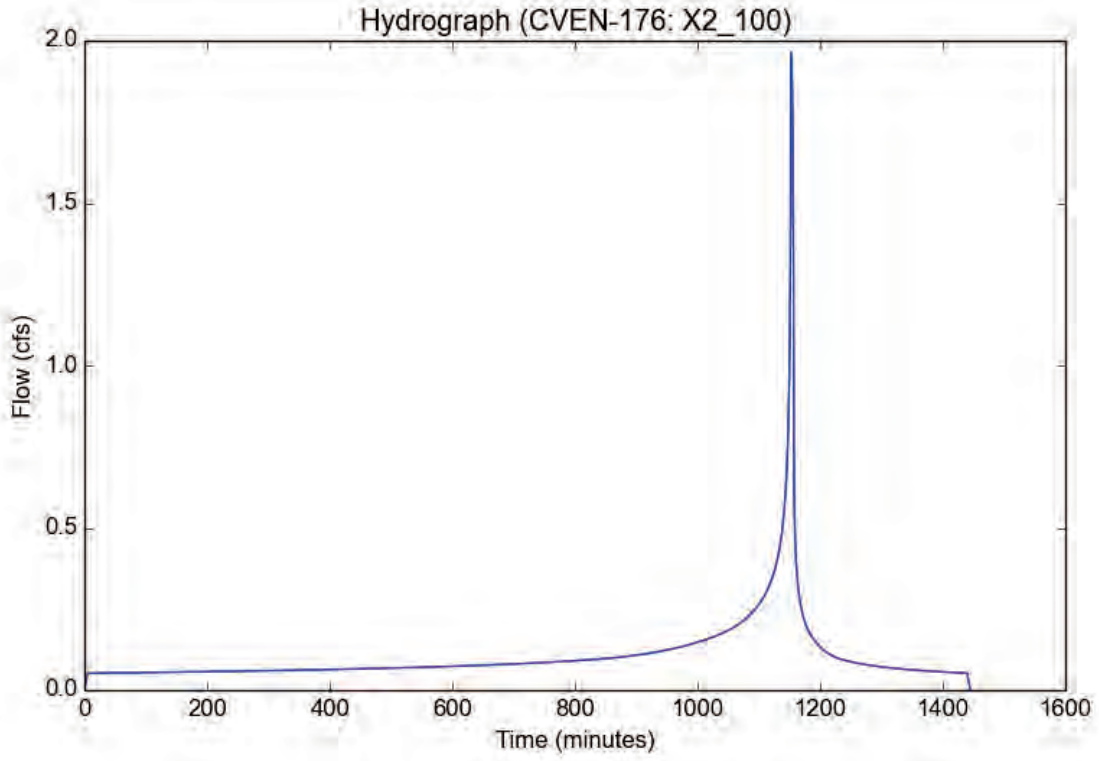
File location: P:/C/CVEN-176/Admin/Reports/Hydrology/Appendix C - HydroCalc/Existing/CVEN-176 - X2_100.pdf
Version: HydroCalc 1.0.3

Input Parameters

Project Name	CVEN-176
Subarea ID	X2_100
Area (ac)	0.42
Flow Path Length (ft)	121.0
Flow Path Slope (vft/hft)	0.0115
50-yr Rainfall Depth (in)	7.75
Percent Impervious	0.68
Soil Type	6
Design Storm Frequency	100-yr
Fire Factor	0
LID	False

Output Results

Modeled (100-yr) Rainfall Depth (in)	8.6955
Peak Intensity (in/hr)	5.188
Undeveloped Runoff Coefficient (Cu)	0.9
Developed Runoff Coefficient (Cd)	0.9
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	1.9611
Burned Peak Flow Rate (cfs)	1.9611
24-Hr Clear Runoff Volume (ac-ft)	0.2115
24-Hr Clear Runoff Volume (cu-ft)	9214.8643



PROPOSED CONDITIONS CALCULATIONS

Peak Flow Hydrologic Analysis

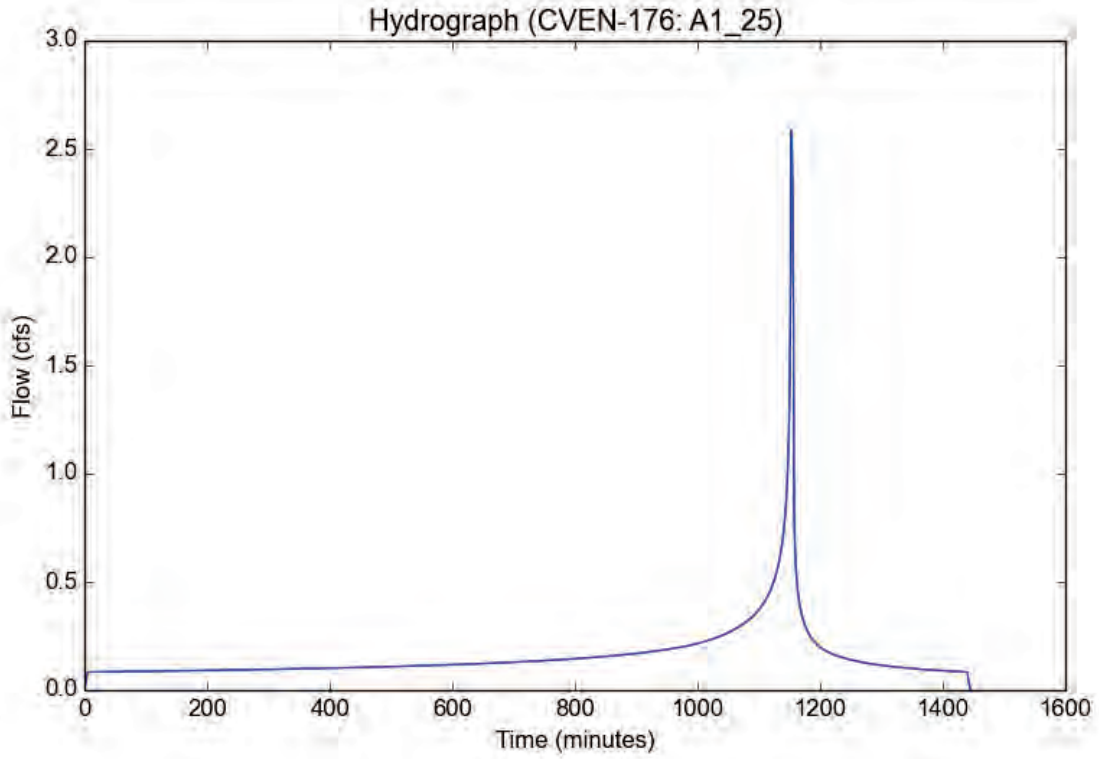
File location: P:/C/CVEN-176/Admin/Reports/Hydrology/Appendix C - HydroCalc/Proposed/CVEN-176 - A1_25.pdf
Version: HydroCalc 1.0.3

Input Parameters

Project Name	CVEN-176
Subarea ID	A1_25
Area (ac)	0.71
Flow Path Length (ft)	214.0
Flow Path Slope (vft/hft)	0.01
50-yr Rainfall Depth (in)	7.75
Percent Impervious	0.85
Soil Type	6
Design Storm Frequency	25-yr
Fire Factor	0
LID	False

Output Results

Modeled (25-yr) Rainfall Depth (in)	6.8045
Peak Intensity (in/hr)	4.0598
Undeveloped Runoff Coefficient (Cu)	0.8788
Developed Runoff Coefficient (Cd)	0.8968
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	2.585
Burned Peak Flow Rate (cfs)	2.585
24-Hr Clear Runoff Volume (ac-ft)	0.3195
24-Hr Clear Runoff Volume (cu-ft)	13917.3769



Peak Flow Hydrologic Analysis

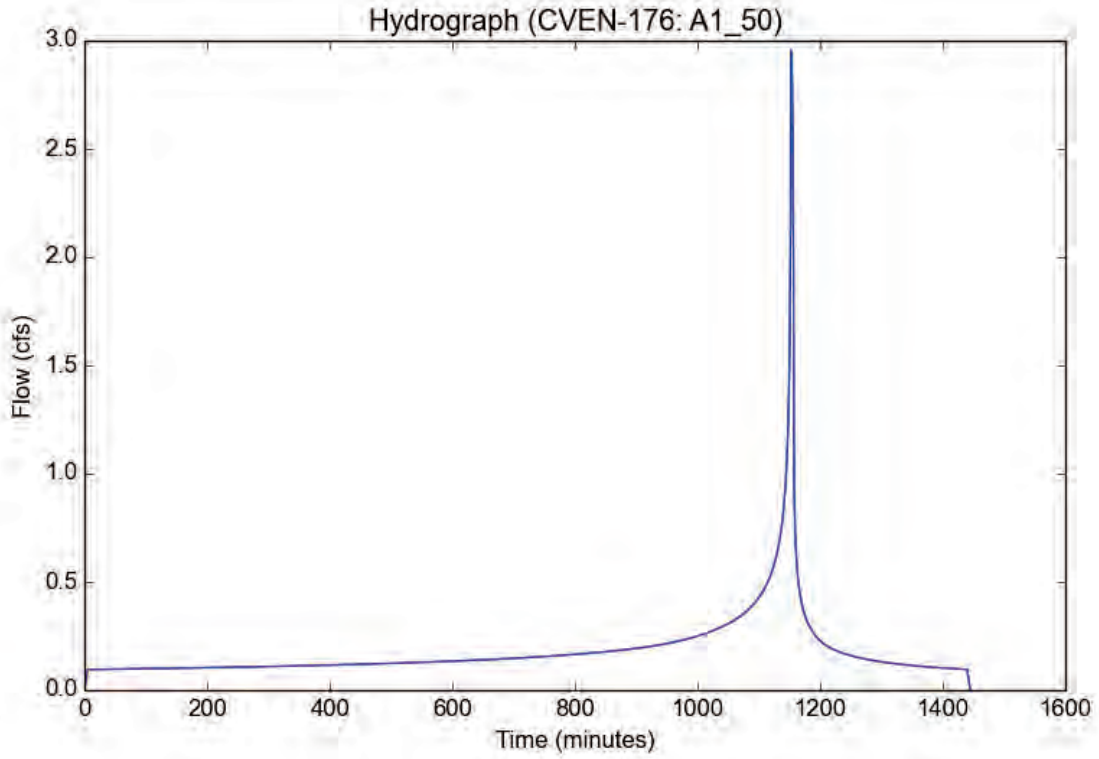
File location: P:/C/CVEN-176/Admin/Reports/Hydrology/Appendix C - HydroCalc/Proposed/CVEN-176 - A1_50.pdf
Version: HydroCalc 1.0.3

Input Parameters

Project Name	CVEN-176
Subarea ID	A1_50
Area (ac)	0.71
Flow Path Length (ft)	214.0
Flow Path Slope (vft/hft)	0.01
50-yr Rainfall Depth (in)	7.75
Percent Impervious	0.85
Soil Type	6
Design Storm Frequency	50-yr
Fire Factor	0
LID	False

Output Results

Modeled (50-yr) Rainfall Depth (in)	7.75
Peak Intensity (in/hr)	4.6239
Undeveloped Runoff Coefficient (Cu)	0.9
Developed Runoff Coefficient (Cd)	0.9
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	2.9546
Burned Peak Flow Rate (cfs)	2.9546
24-Hr Clear Runoff Volume (ac-ft)	0.3654
24-Hr Clear Runoff Volume (cu-ft)	15915.2903



Peak Flow Hydrologic Analysis

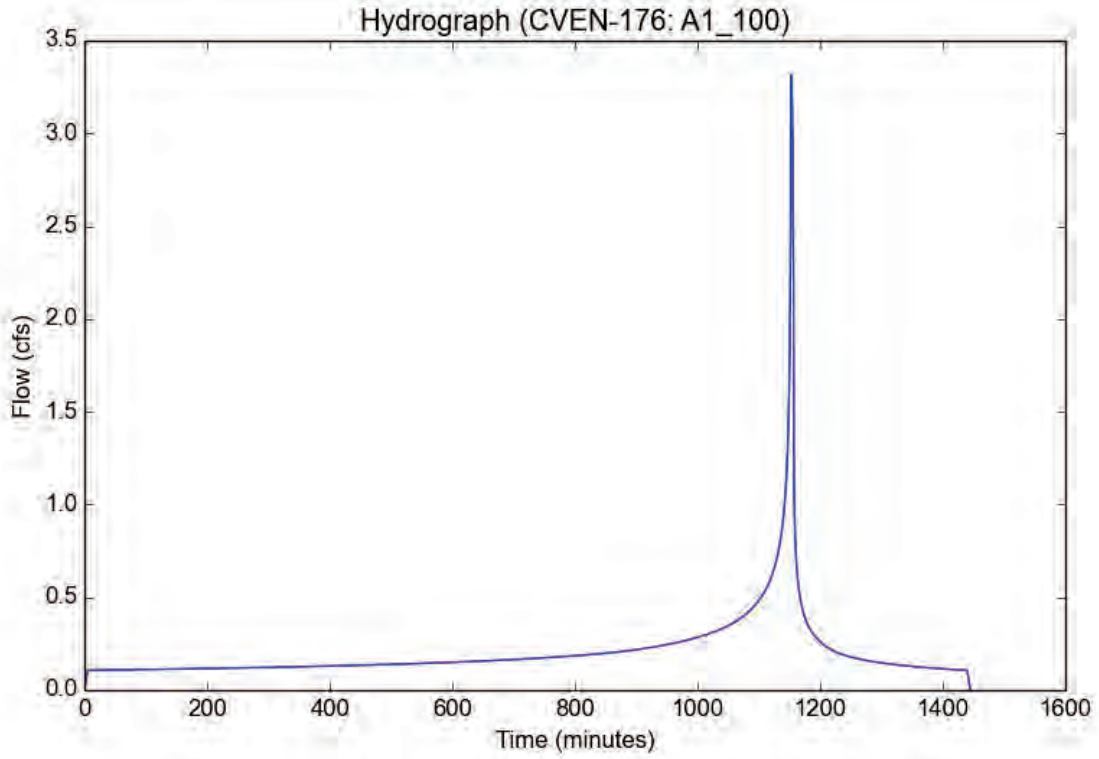
File location: P:/C/CVEN-176/Admin/Reports/Hydrology/Appendix C - HydroCalc/Proposed/CVEN-176 - A1_100.pdf
Version: HydroCalc 1.0.3

Input Parameters

Project Name	CVEN-176
Subarea ID	A1_100
Area (ac)	0.71
Flow Path Length (ft)	214.0
Flow Path Slope (vft/hft)	0.01
50-yr Rainfall Depth (in)	7.75
Percent Impervious	0.85
Soil Type	6
Design Storm Frequency	100-yr
Fire Factor	0
LID	False

Output Results

Modeled (100-yr) Rainfall Depth (in)	8.6955
Peak Intensity (in/hr)	5.188
Undeveloped Runoff Coefficient (Cu)	0.9
Developed Runoff Coefficient (Cd)	0.9
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	3.3151
Burned Peak Flow Rate (cfs)	3.3151
24-Hr Clear Runoff Volume (ac-ft)	0.4116
24-Hr Clear Runoff Volume (cu-ft)	17928.6224



Peak Flow Hydrologic Analysis

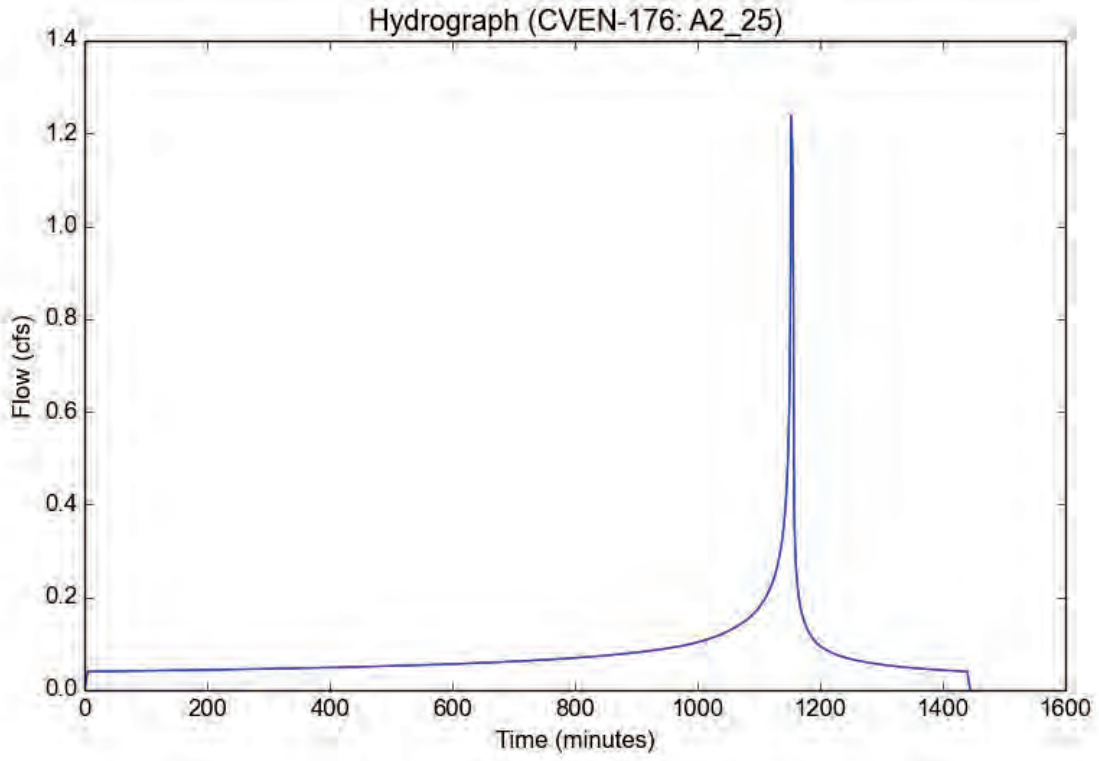
File location: P:/C/CVEN-176/Admin/Reports/Hydrology/Appendix C - HydroCalc/Proposed/CVEN-176 - A2_25.pdf
Version: HydroCalc 1.0.3

Input Parameters

Project Name	CVEN-176
Subarea ID	A2_25
Area (ac)	0.34
Flow Path Length (ft)	121.0
Flow Path Slope (vft/hft)	0.01
50-yr Rainfall Depth (in)	7.75
Percent Impervious	0.85
Soil Type	6
Design Storm Frequency	25-yr
Fire Factor	0
LID	False

Output Results

Modeled (25-yr) Rainfall Depth (in)	6.8045
Peak Intensity (in/hr)	4.0598
Undeveloped Runoff Coefficient (Cu)	0.8788
Developed Runoff Coefficient (Cd)	0.8968
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	1.2379
Burned Peak Flow Rate (cfs)	1.2379
24-Hr Clear Runoff Volume (ac-ft)	0.153
24-Hr Clear Runoff Volume (cu-ft)	6664.6593



Peak Flow Hydrologic Analysis

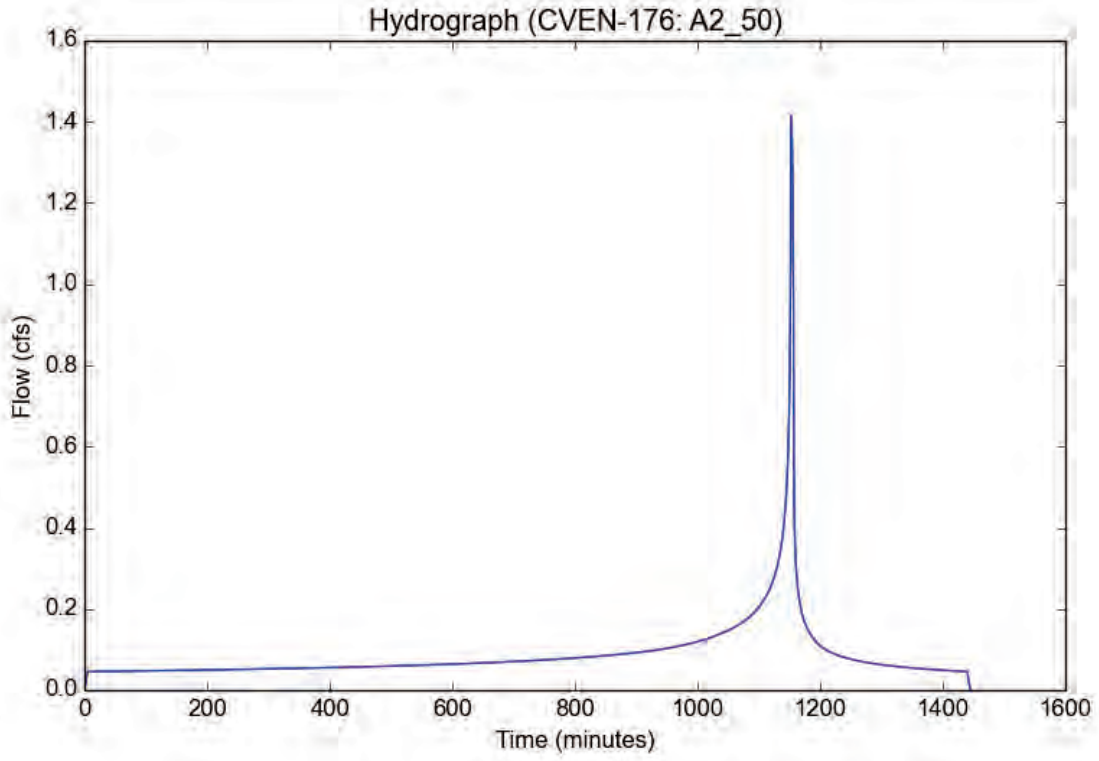
File location: P:/C/CVEN-176/Admin/Reports/Hydrology/Appendix C - HydroCalc/Proposed/CVEN-176 - A2_50.pdf
Version: HydroCalc 1.0.3

Input Parameters

Project Name	CVEN-176
Subarea ID	A2_50
Area (ac)	0.34
Flow Path Length (ft)	121.0
Flow Path Slope (vft/hft)	0.01
50-yr Rainfall Depth (in)	7.75
Percent Impervious	0.85
Soil Type	6
Design Storm Frequency	50-yr
Fire Factor	0
LID	False

Output Results

Modeled (50-yr) Rainfall Depth (in)	7.75
Peak Intensity (in/hr)	4.6239
Undeveloped Runoff Coefficient (Cu)	0.9
Developed Runoff Coefficient (Cd)	0.9
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	1.4149
Burned Peak Flow Rate (cfs)	1.4149
24-Hr Clear Runoff Volume (ac-ft)	0.175
24-Hr Clear Runoff Volume (cu-ft)	7621.4066



Peak Flow Hydrologic Analysis

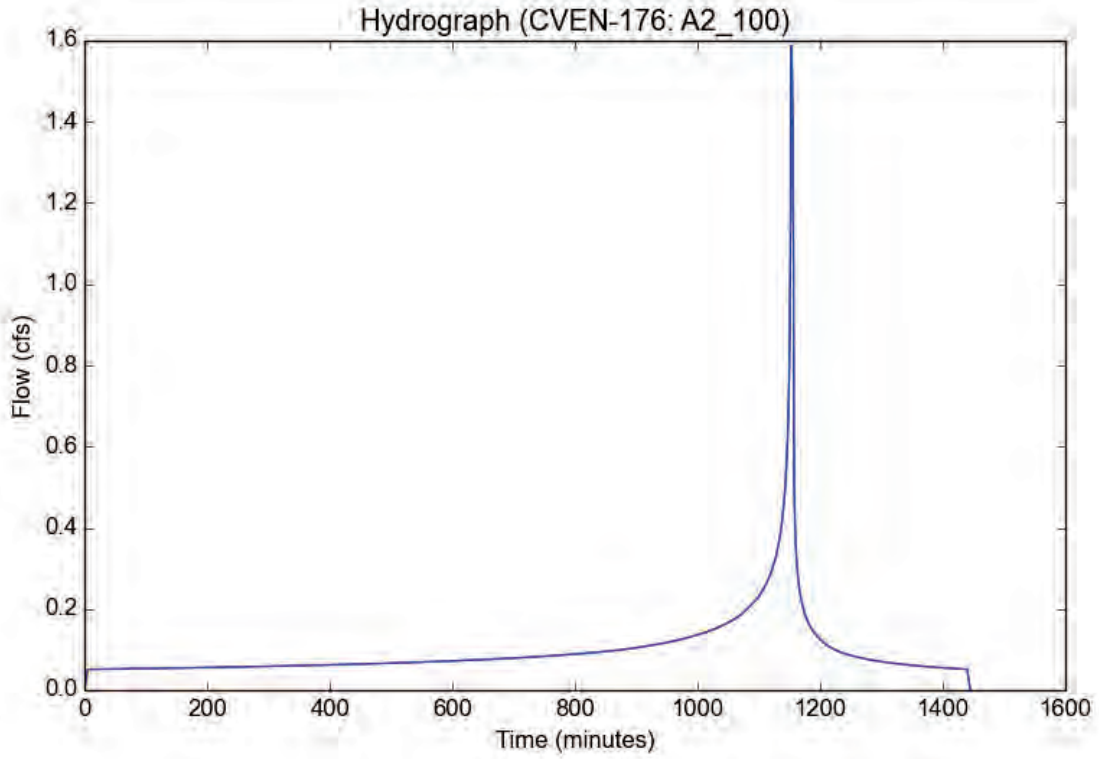
File location: P:/C/CVEN-176/Admin/Reports/Hydrology/Appendix C - HydroCalc/Proposed/CVEN-176 - A2_100.pdf
Version: HydroCalc 1.0.3

Input Parameters

Project Name	CVEN-176
Subarea ID	A2_100
Area (ac)	0.34
Flow Path Length (ft)	121.0
Flow Path Slope (vft/hft)	0.01
50-yr Rainfall Depth (in)	7.75
Percent Impervious	0.85
Soil Type	6
Design Storm Frequency	100-yr
Fire Factor	0
LID	False

Output Results

Modeled (100-yr) Rainfall Depth (in)	8.6955
Peak Intensity (in/hr)	5.188
Undeveloped Runoff Coefficient (Cu)	0.9
Developed Runoff Coefficient (Cd)	0.9
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	1.5875
Burned Peak Flow Rate (cfs)	1.5875
24-Hr Clear Runoff Volume (ac-ft)	0.1971
24-Hr Clear Runoff Volume (cu-ft)	8585.5375



APPENDIX D

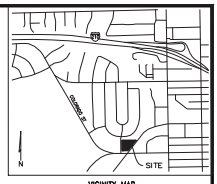
EXISTING CONDITIONS HYDROLOGY MAP

EXISTING CONDITIONS HYDROLOGY MAP

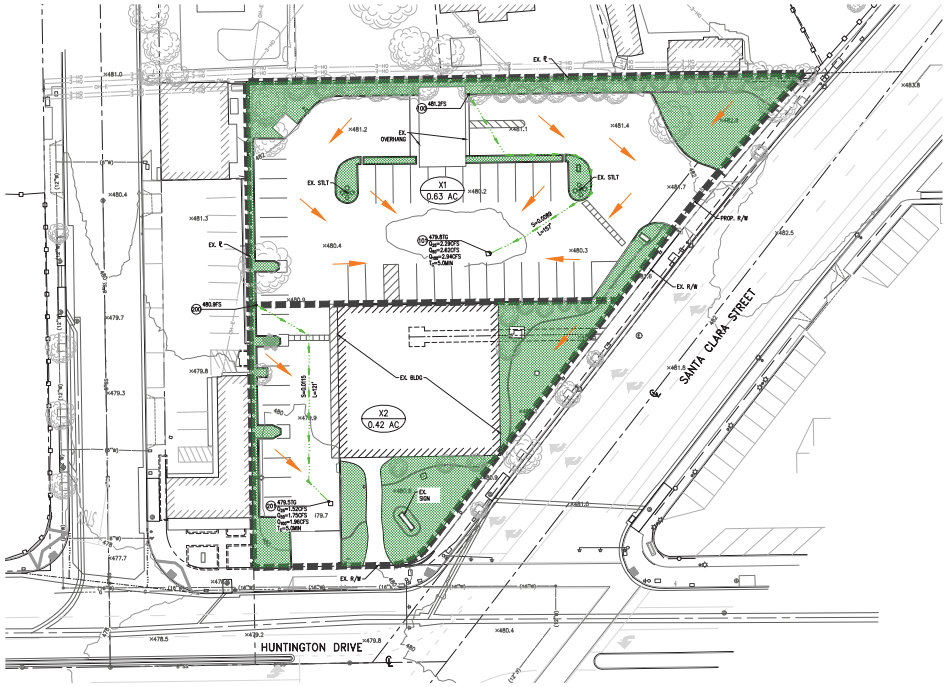
TR 84530

101 W. HUNTINGTON DRIVE

CITY OF ARCADIA, COUNTY OF LOS ANGELES



VICINITY MAP
NOT TO SCALE



LEGEND

- EXISTING RIGHT-OF-WAY/ BOUNDARY
- PROPOSED PROPERTY LINE
- DRAINAGE MANAGEMENT AREA (DMA)
- PROPOSED STORM DRAIN
- DRAINAGE FLOW ARROWS
- SURFACE FLOW PATH
- PIPE FLOW PATH
- PROPOSED CATCH BASIN
- DRAINAGE MANAGEMENT AREA (DMA)

1" = 20'

0 10 20 40

REVISIONS		
REV	DATE	DESCRIPTION

PREPARED FOR:
CITY VENTURES HOMEBUILDING, LLC
3121 MICHELSON DRIVE, SUITE 150
IRVINE, CA 92612
PHONE (949) 258-7540

PREPARED BY:
CONSULTING, INC.
CIVIL ENGINEERING

CITY OF ARCADIA
PUBLIC WORKS/ ENGINEERING DEPARTMENT

TENTATIVE PARCEL MAP NO. 84530
101 W. HUNTINGTON DRIVE
ARCADIA, CALIFORNIA

EXISTING CONDITIONS HYDROLOGY MAP

SHEET 1 OF 1

APPENDIX E

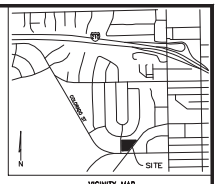
PROPOSED CONDITIONS HYDROLOGY MAP

PROPOSED CONDITIONS HYDROLOGY MAP

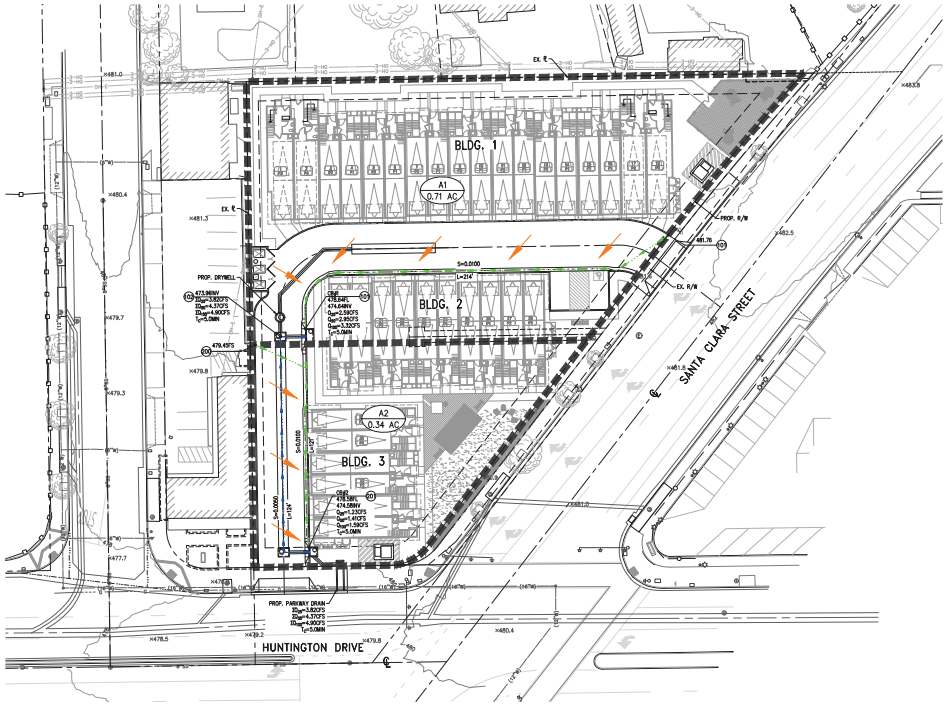
TR 84530

101 W. HUNTINGTON DRIVE

CITY OF ARCADIA, COUNTY OF LOS ANGELES



VICINITY MAP
NOT TO SCALE



LEGEND

- EXISTING RIGHT-OF-WAY/ BOUNDARY
- PROPOSED PROPERTY LINE
- DRAINAGE MANAGEMENT AREA (DMA)
- PROPOSED STORM DRAIN
- DRAINAGE FLOW ARROWS
- SURFACE FLOW PATH
- PIPE FLOW PATH
- PROPOSED CATCH BASIN
- DRAINAGE MANAGEMENT AREA (DMA)

1" = 20'
0 10 20 40

REVISIONS		
REV	DATE	DESCRIPTION

PREPARED FOR:
CITY VENTURES HOMEBUILDING, LLC
3121 MICHELSON DRIVE, SUITE 150
IRVINE, CA 92612
PHONE (949) 258-7540

PREPARED BY:
CONSULTING, INC.
CIVIL ENGINEERING

CITY OF ARCADIA
PUBLIC WORKS/ ENGINEERING DEPARTMENT

TENTATIVE PARCEL MAP NO. 84530
101 W. HUNTINGTON DRIVE
ARCADIA, CALIFORNIA

PROPOSED CONDITIONS HYDROLOGY MAP

SHEET 1 OF 1

APPENDIX F

HYDRAULIC CALCULATIONS

CATCH BASIN SIZING

Inlet Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Monday, Aug 26 2024

CB#1_Q25 Analysis

Curb Inlet

Location	= Sag
Curb Length (ft)	= 7.00
Throat Height (in)	= 6.00
Grate Area (sqft)	= -0-
Grate Width (ft)	= -0-
Grate Length (ft)	= -0-

Gutter

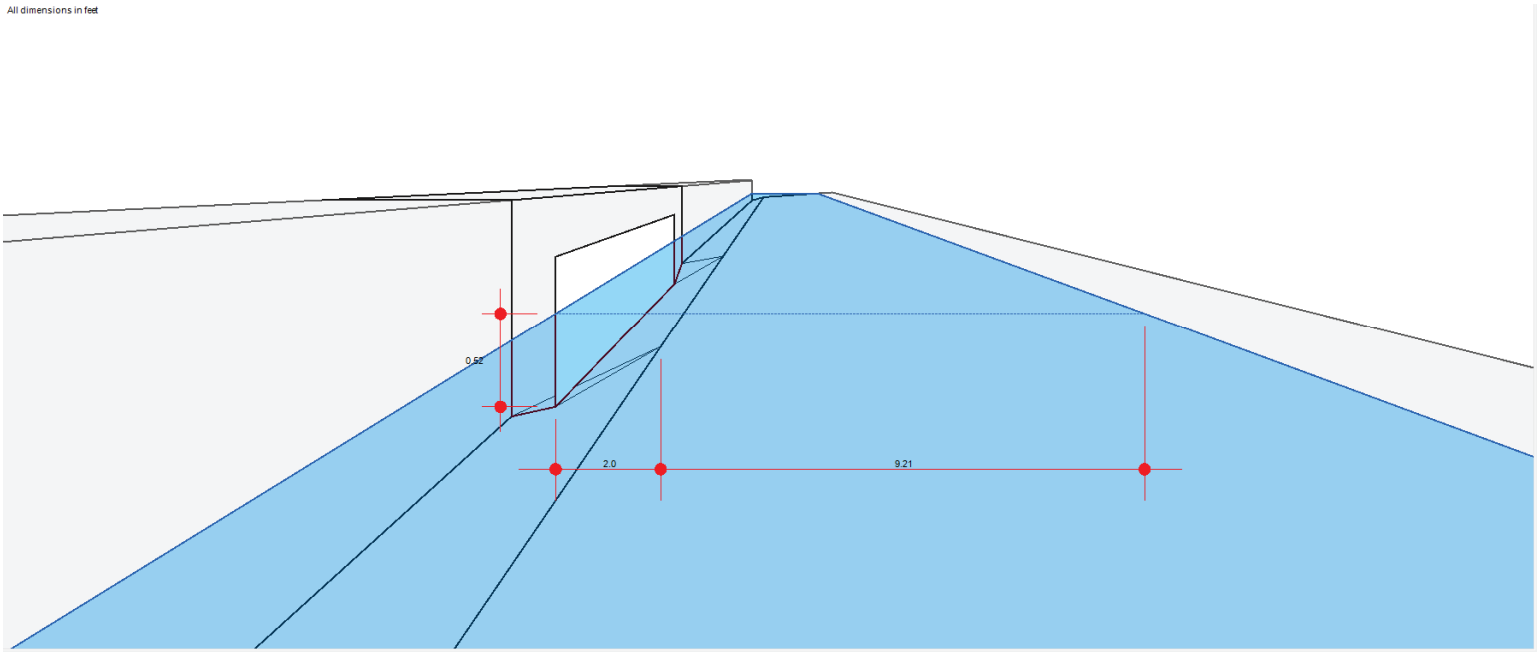
Slope, Sw (ft/ft)	= 0.083
Slope, Sx (ft/ft)	= 0.020
Local Depr (in)	= 2.00
Gutter Width (ft)	= 2.00
Gutter Slope (%)	= -0-
Gutter n-value	= -0-

Calculations

Compute by:	Known Q
Q (cfs)	= 2.59

Highlighted

Q Total (cfs)	= 2.59
Q Capt (cfs)	= 2.59
Q Bypass (cfs)	= -0-
Depth at Inlet (in)	= 6.20
Efficiency (%)	= 100
Gutter Spread (ft)	= 11.21
Gutter Vel (ft/s)	= -0-
Bypass Spread (ft)	= -0-
Bypass Depth (in)	= -0-



Inlet Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Monday, Aug 26 2024

CB#2_Q25 Analysis

Curb Inlet

Location	= Sag
Curb Length (ft)	= 4.00
Throat Height (in)	= 6.00
Grate Area (sqft)	= -0-
Grate Width (ft)	= -0-
Grate Length (ft)	= -0-

Gutter

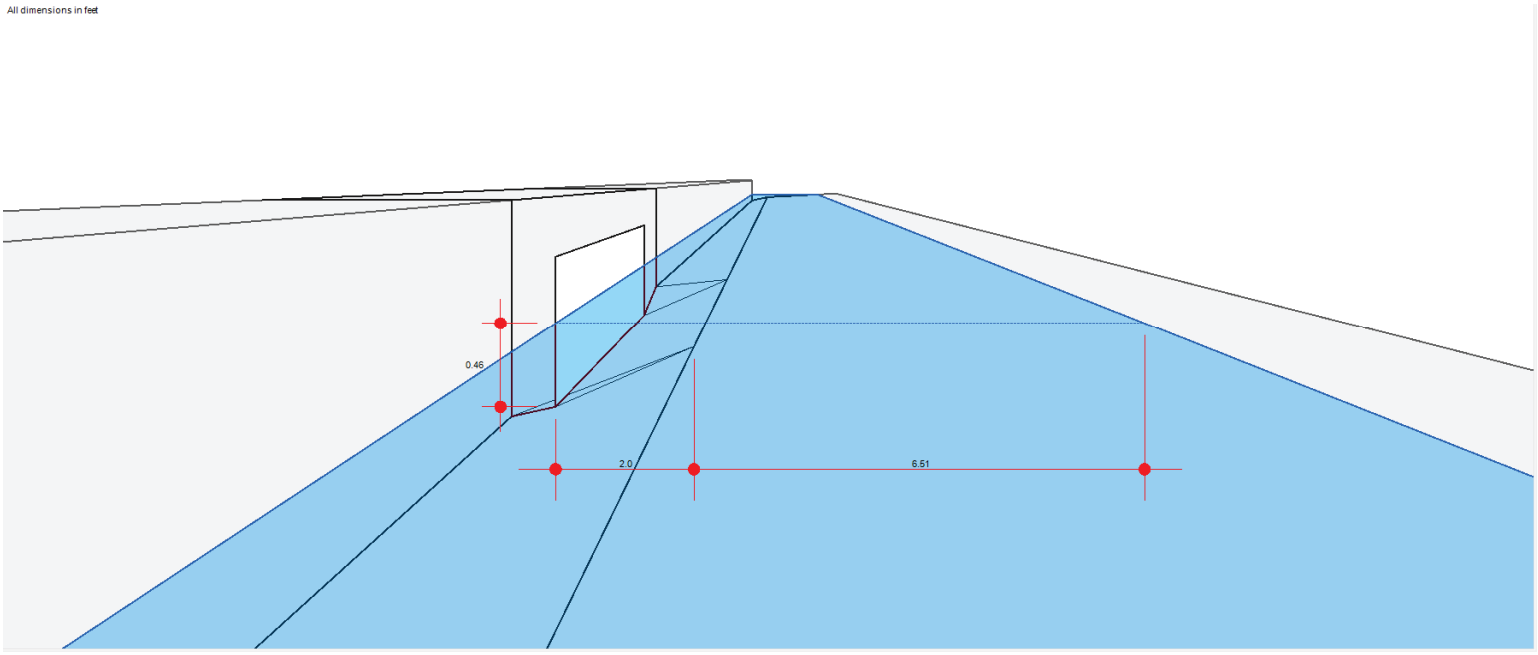
Slope, Sw (ft/ft)	= 0.083
Slope, Sx (ft/ft)	= 0.020
Local Depr (in)	= 2.00
Gutter Width (ft)	= 2.00
Gutter Slope (%)	= -0-
Gutter n-value	= -0-

Calculations

Compute by:	Known Q
Q (cfs)	= 1.23

Highlighted

Q Total (cfs)	= 1.23
Q Capt (cfs)	= 1.23
Q Bypass (cfs)	= -0-
Depth at Inlet (in)	= 5.56
Efficiency (%)	= 100
Gutter Spread (ft)	= 8.51
Gutter Vel (ft/s)	= -0-
Bypass Spread (ft)	= -0-
Bypass Depth (in)	= -0-



PARKWAY DRAIN SIZING

Channel Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Monday, Aug 26 2024

Parkway Drain_Q100 Analysis

Rectangular

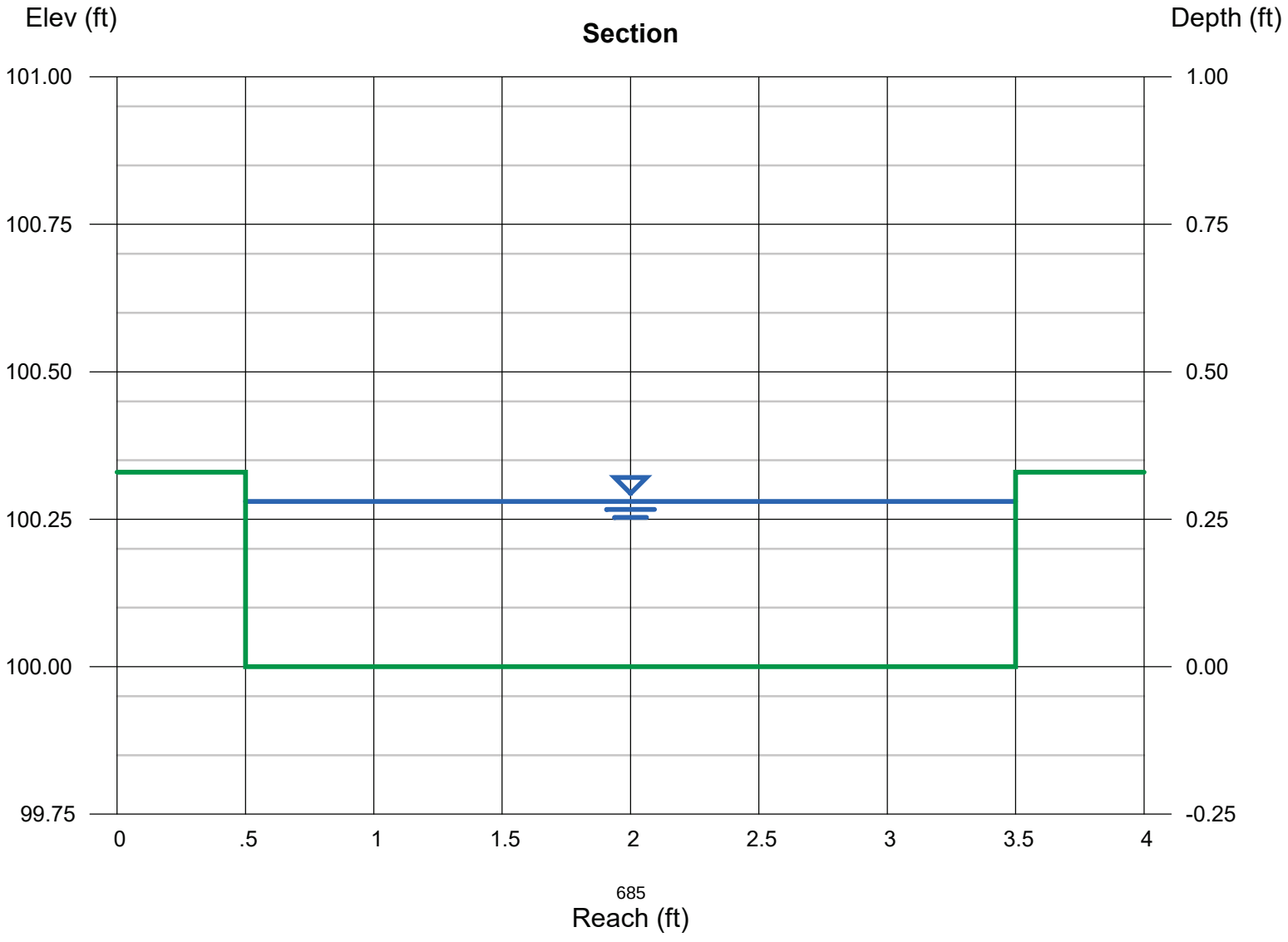
Bottom Width (ft)	= 3.00
Total Depth (ft)	= 0.33
Invert Elev (ft)	= 100.00
Slope (%)	= 2.00
N-Value	= 0.013

Calculations

Compute by:	Known Q
Known Q (cfs)	= 4.90

Highlighted

Depth (ft)	= 0.28
Q (cfs)	= 4.900
Area (sqft)	= 0.84
Velocity (ft/s)	= 5.83
Wetted Perim (ft)	= 3.56
Crit Depth, Yc (ft)	= 0.33
Top Width (ft)	= 3.00
EGL (ft)	= 0.81

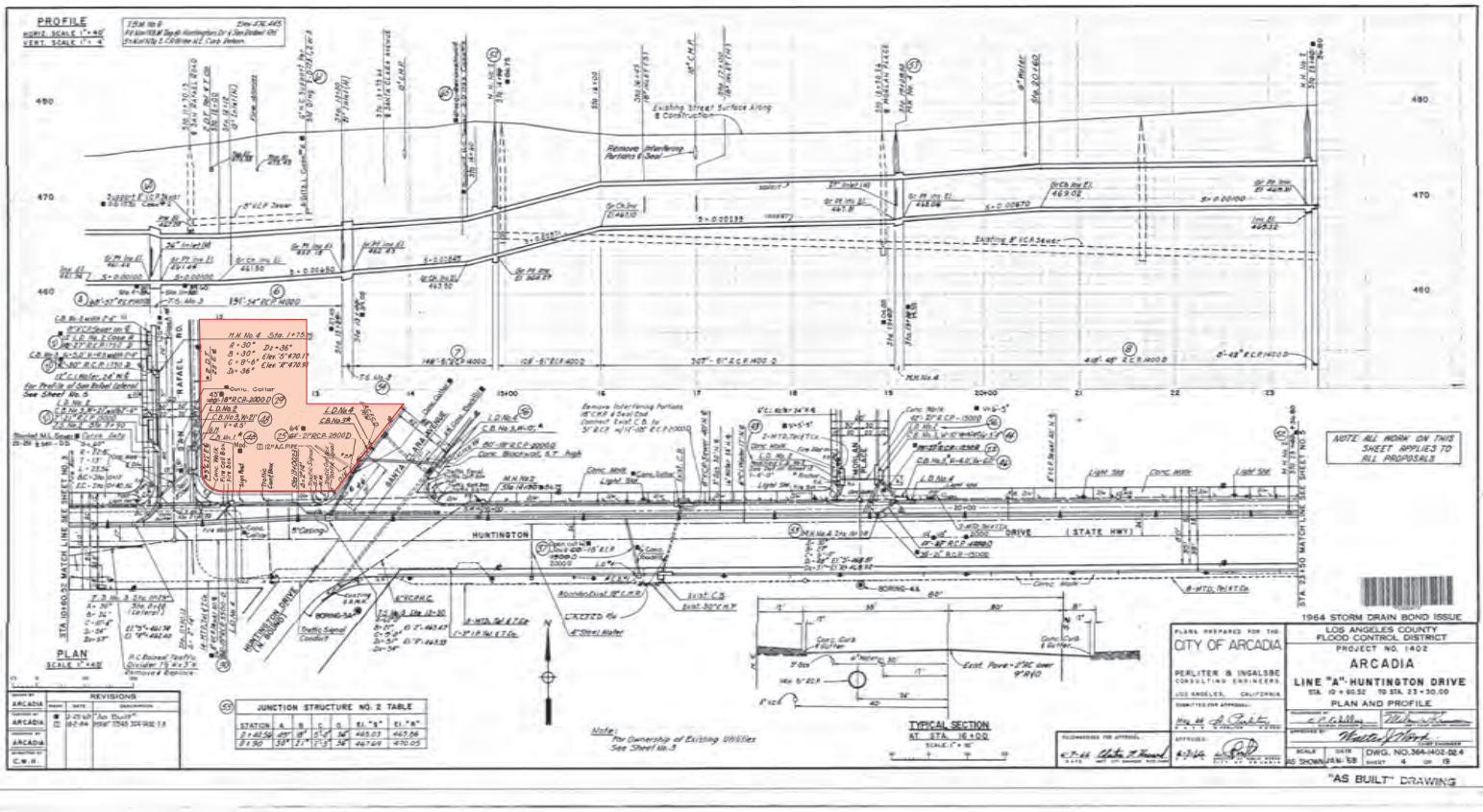


100-YEAR WATER SURFACE ELEVATION

(To be provided during final engineering)

APPENDIX G

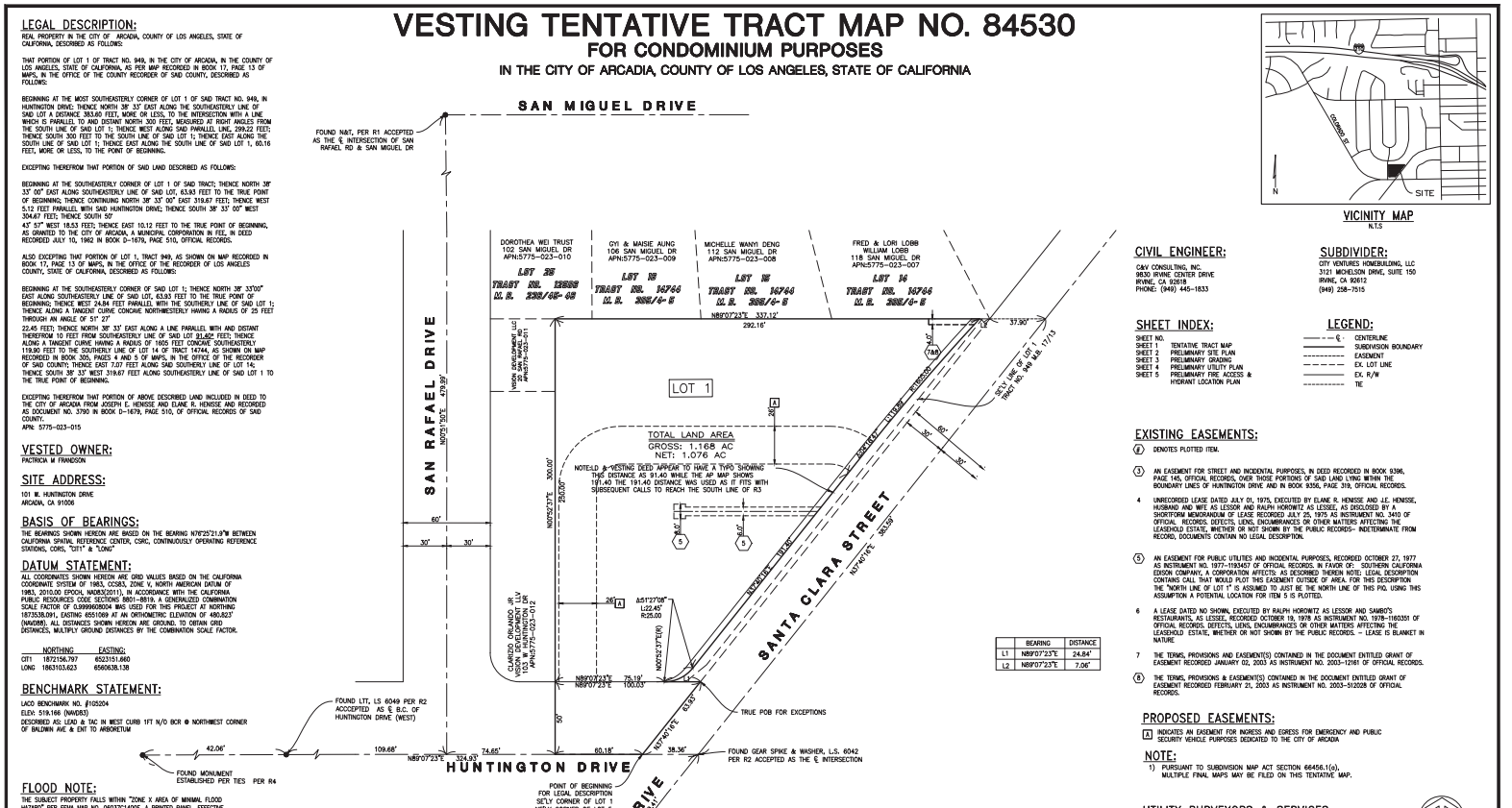
REFERENCE MATERIALS


PROFILE
HORIZ. SCALE 1" = 40'
VERT. SCALE 1" = 4'
PLAN
SCALE 1" = 40'
HUNTINGTON DRIVE
(STATE HWY)
TYPICAL SECTION
AT STA. 16+00
SCALE 1" = 10'
JUNCTION STRUCTURE NO. 2 TABLE
STATION A B C Q El. "B" El. "A"
21+85.56 60° 18" 5'-0" 36" 465.03 467.56
21.90 35° 21" 12'-3" 36" 467.69 470.05
NOTE ALL WORK ON THIS SHEET APPLIES TO ALL PROPOSALS
REVISIONS
"As Built"
1964 STORM DRAIN BOND ISSUE
PLANS PREPARED FOR THE CITY OF ARCADIA
PERLITER & INGALSBE CONSULTING ENGINEERS
LOS ANGELES, CALIFORNIA
LOS ANGELES COUNTY FLOOD CONTROL DISTRICT
PROJECT NO. 1402
ARCADIA
LINE "A" HUNTINGTON DRIVE
STA. 10+80.52 TO STA. 23+30.00
PLAN AND PROFILE
SCALE AS SHOWN
DATE
DWG. NO. 364-1402-82-4
SHEET 4 OF 19
"AS BUILT" DRAWING

VESTING TENTATIVE TRACT MAP NO. 84530

FOR CONDOMINIUM PURPOSES

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



VICINITY MAP
N.T.S

LEGAL DESCRIPTION:

REAL PROPERTY IN THE CITY OF ARCADIA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

THAT PORTION OF LOT 1 OF TRACT NO. 949, IN THE CITY OF ARCADIA, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 17, PAGE 13 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST SOUTHEASTERLY CORNER OF LOT 1 OF SAID TRACT NO. 949, IN HUNTINGTON DRIVE; THENCE NORTH 38° 33' EAST ALONG THE SOUTHEASTERLY LINE OF SAID LOT A DISTANCE 383.00 FEET, MORE OR LESS, TO THE INTERSECTION WITH A LINE WHICH IS PARALLEL TO AND DISTANT NORTH 300 FEET, MEASURED AT RIGHT ANGLES FROM THE SOUTH LINE OF SAID LOT 1; THENCE WEST ALONG SAID PARALLEL LINE, 299.22 FEET; THENCE SOUTH 300 FEET TO THE SOUTH LINE OF SAID LOT 1; THENCE EAST ALONG THE SOUTH LINE OF SAID LOT 1; THENCE EAST ALONG THE SOUTH LINE OF SAID LOT 1, 60.16 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM THAT PORTION OF SAID LAND DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEASTERLY CORNER OF LOT 1 OF SAID TRACT; THENCE NORTH 38° 33' 00" EAST ALONG SOUTHEASTERLY LINE OF SAID LOT, 63.93 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING NORTH 38° 33' 00" EAST 319.67 FEET; THENCE WEST 5.12 FEET PARALLEL WITH SAID HUNTINGTON DRIVE; THENCE SOUTH 38° 33' 00" WEST 304.67 FEET; THENCE SOUTH 59° 43' 57" WEST 18.53 FEET; THENCE EAST 10.12 FEET TO THE TRUE POINT OF BEGINNING, AS GRANTED TO THE CITY OF ARCADIA, A MUNICIPAL CORPORATION IN FEE, IN DEED RECORDED JULY 10, 1962 IN BOOK D-1679, PAGE 510, OFFICIAL RECORDS.

ALSO EXCEPTING THAT PORTION OF LOT 1, TRACT 949, AS SHOWN ON MAP RECORDED IN BOOK 17, PAGE 13 OF MAPS, IN THE OFFICE OF THE RECORDER OF LOS ANGELES COUNTY, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEASTERLY CORNER OF SAID LOT 1; THENCE NORTH 38° 33'00" EAST ALONG SOUTHEASTERLY LINE OF SAID LOT, 63.93 FEET TO THE TRUE POINT OF BEGINNING; THENCE WEST 24.84 FEET PARALLEL WITH THE SOUTHERLY LINE OF SAID LOT 1; THENCE ALONG A TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 25 FEET THROUGH AN ANGLE OF 51° 27' 22.45 FEET; THENCE NORTH 38° 33' EAST ALONG A LINE PARALLEL WITH AND DISTANT THEREFROM 10 FEET FROM SOUTHEASTERLY LINE OF SAID LOT 91.40' FEET; THENCE ALONG A TANGENT CURVE HAVING A RADIUS OF 1605 FEET CONCAVE SOUTHEASTERLY, 119.90 FEET TO THE SOUTHERLY LINE OF LOT 14 OF TRACT 14744, AS SHOWN ON MAP RECORDED IN BOOK 305, PAGES 4 AND 5 OF MAPS, IN THE OFFICE OF THE RECORDER OF SAID COUNTY; THENCE EAST 7.07 FEET ALONG SAID SOUTHERLY LINE OF LOT 14; THENCE SOUTH 38° 33' WEST 319.67 FEET ALONG SOUTHEASTERLY LINE OF SAID LOT 1 TO THE TRUE POINT OF BEGINNING.

EXCEPTING THEREFROM THAT PORTION OF ABOVE DESCRIBED LAND INCLUDED IN DEED TO THE CITY OF ARCADIA FROM JOSEPH E. HENSSE AND ELANE R. HENSSE AND RECORDED AS DOCUMENT NO. 3790 IN BOOK D-1679, PAGE 510, OF OFFICIAL RECORDS OF SAID COUNTY.

APN: 5775-023-015

VESTED OWNER:

PATRICIA M FRANDSON

SITE ADDRESS:

101 W. HUNTINGTON DRIVE
ARCADIA, CA 91006

BASIS OF BEARINGS:

THE BEARINGS SHOWN HEREON ARE BASED ON THE BEARING N79°25'21.8"W BETWEEN CALIFORNIA SPATIAL REFERENCE CENTER, CSRC, CONTINUOUSLY OPERATING REFERENCE STATIONS, CORS, "CIT1" & "LONG"

DATUM STATEMENT:

ALL COORDINATES SHOWN HEREON ARE GRID VALUES BASED ON THE CALIFORNIA COORDINATE SYSTEM OF 1983, (CCS83), ZONE V, NORTH AMERICAN DATUM OF 1983, 2010.00 EPOCH, NAD83(2011), IN ACCORDANCE WITH THE CALIFORNIA PUBLIC RESOURCES CODE SECTIONS 8801-8819. A GENERALIZED COMBINATION SCALE FACTOR OF 0.99996080BOW WAS USED FOR THIS PROJECT AT NORTHING 1873538.091, EASTING 6551069 AT AN ORTHOMETRIC ELEVATION OF 480.823' (NAVD88). ALL DISTANCES SHOWN HEREON ARE GROUND. TO OBTAIN GRID DISTANCES, MULTIPLY GROUND DISTANCES BY THE COMBINATION SCALE FACTOR.

	NORTHING	EASTING:
CIT1	1872156.797	6523151.660
LONG	1863103.623	6560638.138

BENCHMARK STATEMENT:

LACO BENCHMARK NO. #102004
ELEV: 519.166 (NAVD83)
DESCRIBED AS: LEAD & TAC IN WEST CURB 1FT N/O BCR @ NORTHWEST CORNER OF BALDWIN AVE & ENT TO ARBORETUM

FLOOD NOTE:

THE SUBJECT PROPERTY FALLS WITHIN "ZONE X AREA OF MINIMAL FLOOD HAZARD" PER FEMA MAP NO. 06037C1400F, A PRINTED PANEL, EFFECTIVE 9/26/2008

LAND USE SUMMARY:

GROSS AREA: 1.168
NET AREA: 1.076
TOTAL PROPOSED LOTS: 1
TOTAL PROPOSED DWELLING UNITS: 34

CIVIL ENGINEER:

C&V CONSULTING, INC.
9550 IRVINE CENTER DRIVE
IRVINE, CA 92618
PHONE: (949) 445-1833

SUBDIVIDER:

CITY VENTURES HOMEBUILDING, LLC
3121 MICHELSON DRIVE, SUITE 150
IRVINE, CA 92612
(949) 258-7515

SHEET INDEX:

SHEET NO.	
SHEET 1	TENTATIVE TRACT MAP
SHEET 2	PRELIMINARY SITE PLAN
SHEET 3	PRELIMINARY GRADING
SHEET 4	PRELIMINARY UTILITY PLAN
SHEET 5	PRELIMINARY FIRE ACCESS & HYDRANT LOCATION PLAN

LEGEND:

- ℄ CENTERLINE
- SUBDIVISION BOUNDARY
- EASEMENT
- EX. LOT LINE
- EX. R/W
- TIE

EXISTING EASEMENTS:

(E) DENOTES PLOTTED ITEM.

(3) AN EASEMENT FOR STREET AND INCIDENTAL PURPOSES, IN DEED RECORDED IN BOOK 9396, PAGE 145, OFFICIAL RECORDS, OVER THOSE PORTIONS OF SAID LAND LYING WITHIN THE BOUNDARY LINES OF HUNTINGTON DRIVE AND IN BOOK 9356, PAGE 319, OFFICIAL RECORDS.

4 UNRECORDED LEASE DATED JULY 01, 1975, EXECUTED BY ELANE R. HENSSE AND J.E. HENSSE, HUSBAND AND WIFE AS LESSOR AND RALPH HOROWITZ AS LESSEE, AS DISCLOSED BY A SHORTFORM MEMORANDUM OF LEASE RECORDED JULY 25, 1975 AS INSTRUMENT NO. 3410 OF OFFICIAL RECORDS. DEFECTS, LIENS, ENCUMBRANCES OR OTHER MATTERS AFFECTING THE LEASEHOLD ESTATE, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS- INDETERMINATE FROM RECORD, DOCUMENTS CONTAIN NO LEGAL DESCRIPTION.

(5) AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED OCTOBER 27, 1977 AS INSTRUMENT NO. 1977-1193457 OF OFFICIAL RECORDS. IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION AFFECTS: AS DESCRIBED THEREON NOTE: LEGAL DESCRIPTION CONTAINS CALL THAT WOULD PLOT THIS EASEMENT OUTSIDE OF AREA. FOR THIS DESCRIPTION THE "NORTH LINE OF LOT 1" IS ASSUMED TO JUST BE THE NORTH LINE OF THIS PIQ. USING THIS ASSUMPTION A POTENTIAL LOCATION FOR ITEM 5 IS PLOTTED.

6 A LEASE DATED NO SHOWN, EXECUTED BY RALPH HOROWITZ AS LESSOR AND SAMBO'S RESTAURANTS, AS LESSEE, RECORDED OCTOBER 19, 1978 AS INSTRUMENT NO. 1978-1160351 OF OFFICIAL RECORDS. DEFECTS, LIENS, ENCUMBRANCES OR OTHER MATTERS AFFECTING THE LEASEHOLD ESTATE, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS. – LEASE IS BLANKET IN NATURE.

7 THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED GRANT OF EASEMENT RECORDED JANUARY 02, 2003 AS INSTRUMENT NO. 2003-12181 OF OFFICIAL RECORDS.

(8) THE TERMS, PROVISIONS & EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED GRANT OF EASEMENT RECORDED FEBRUARY 21, 2003 AS INSTRUMENT NO. 2003-512028 OF OFFICIAL RECORDS.

PROPOSED EASEMENTS:

[A] INDICATES AN EASEMENT FOR INGRESS AND EGRESS FOR EMERGENCY AND PUBLIC SECURITY VEHICLE PURPOSES DEDICATED TO THE CITY OF ARCADIA

NOTE:

1) PURSUANT TO SUBDIVISION MAP ACT SECTION 66456.1(a), MULTIPLE FINAL MAPS MAY BE FILED ON THIS TENTATIVE MAP.

UTILITY PURVEYORS & SERVICES:

WATER & SEWER:	CITY OF ARCADIA UTILITIES DEPARTMENT	(626) 254-2700
ELECTRIC:	SOUTHERN CALIFORNIA EDISON	(800) 655-4555
GAS:	THE SOUTHERN CALIFORNIA GAS COMPANY	(800) 427-2200
TELEPHONE:	AT&T	(800) 255-5288
CABLE TV:	TIME WARNER CABLE	(800) 961-9941
TRASH/RECYCLING:	WASTE MANAGEMENT	(800) 266-7551

SCALE: 1" = 30'
0 15 30 60

SURVEYOR'S STATEMENT:

THE SURVEY ON WHICH THIS VESTING TENTATIVE MAP IS BASED WAS DONE BY ME, OR UNDER MY DIRECTION. FIELDWORK WAS COMPLETED ON DECEMBER 14, 2023.

DANE P. MCDOUGALL, L.S. 9297

ENGINEER'S STATEMENT:

THIS VESTING TENTATIVE MAP WAS PREPARED BY ME, OR UNDER MY DIRECTION ON SEPTEMBER 10, 2024.

RYAN J. BITTENER, R.C.E. 68167

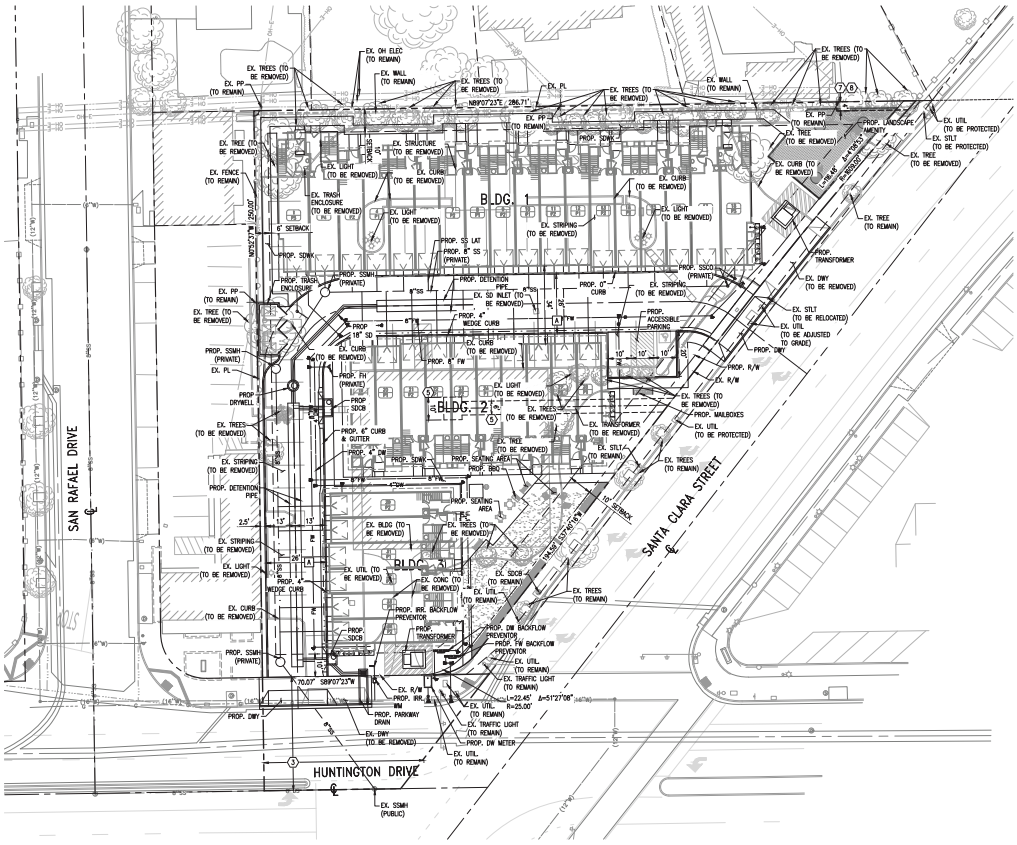
PREPARED BY:
C&V CONSULTING, INC.
CIVIL ENGINEERING
LAND PLANNING SURVEYING

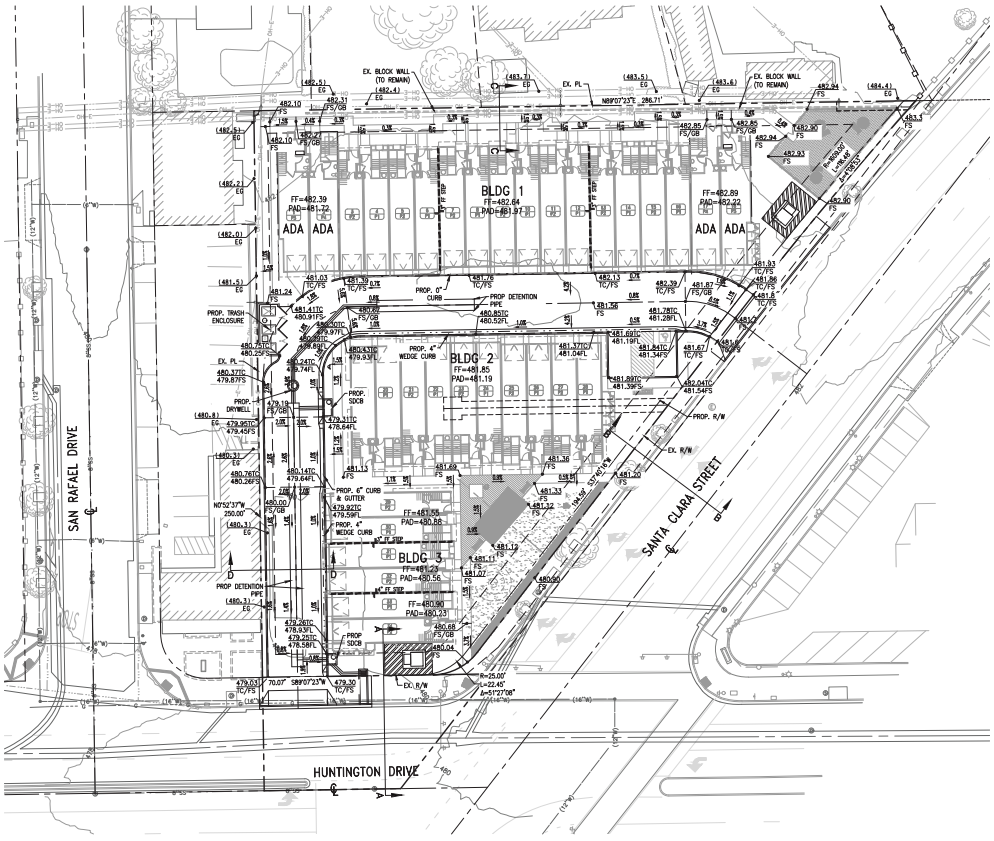
PREPARED FOR:
CITY VENTURES HOMEBUILDING, LLC
121 MICHELSON DRIVE, SUITE 150
IRVINE, CA 92612
(949) 258-7540

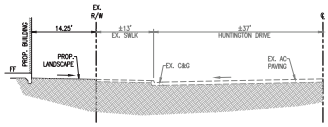
CITY OF ARCADIA
DEPARTMENT OF PLANNING AND DEVELOPMENT

VESTING TENTATIVE TRACT MAP NO. 84530
VESTING TENTATIVE TRACT MAP
101 W. HUNTINGTON DRIVE
ARCADIA, CALIFORNIA 91006

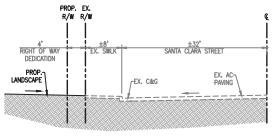
PROJECT NO. CVEN-176
SHEET 1 OF 5


SAN RAFAEL DRIVE
SANTA CLARA STREET
HUNTINGTON DRIVE
BLDG. 1
BLDG. 2
BLDG. 3
TYP.
EX. TREES (TO BE REMOVED)
EX. TREES (TO REMAIN)
EX. WALL (TO REMAIN)
EX. OH ELEC (TO REMAIN)
EX. PP (TO REMAIN)
EX. PL
EX. FENCE (TO REMAIN)
EX. TREE (TO BE REMOVED)
EX. TREE (TO REMAIN)
EX. STRUCTURE (TO BE REMOVED)
EX. LIGHT (TO BE REMOVED)
EX. CURB (TO BE REMOVED)
EX. TRASH ENCLOSURE (TO BE REMOVED)
EX. STRIPING (TO BE REMOVED)
EX. SS LAT
EX. 8" SS (PRIVATE)
PROP. SDMH
PROP. SSMH (PRIVATE)
PROP. TRASH ENCLOSURE
PROP. DETENTION PIPE
PROP. 6" CURB
EX. SD INLET (TO BE REMOVED)
PROP. 4" WEDGE CURB
PROP. 18" SD
EX. CURB (TO BE REMOVED)
PROP. 6" FW
PROP. FH (PRIVATE)
PROP. DRYWELL
PROP. SDCB
PROP. 6" CURB & GUTTER
PROP. 4" CMU
PROP. SEATING AREA
PROP. BBQ
PROP. TYPE "F" CURB
EX. BLDG (TO BE REMOVED)
EX. UTIL (TO BE REMOVED)
EX. CONC (TO BE REMOVED)
EX. SDCB (TO REMAIN)
EX. UTIL (TO REMAIN)
PROP. RR. BACKFLOW PREVENTOR
PROP. TRANSFORMER
PROP. DW BACKFLOW PREVENTOR
PROP. FW BACKFLOW PREVENTOR
EX. TRAFFIC LIGHT (TO REMAIN)
PROP. R/W
PROP. RR
PROP. PARKWAY DRAIN
PROP. DW METER
EX. DWY (TO BE REMOVED)
EX. SSMH (PUBLIC)
PROP. DWY
PROP. LANDSCAPE AMENITY
EX. UTIL (TO BE PROTECTED)
EX. SITLT (TO BE PROTECTED)
EX. CURB (TO BE REMOVED)
PROP. TRANSFORMER
EX. DWY (TO BE REMOVED)
EX. SITLT (TO BE RELOCATED)
EX. UTIL (TO BE ADJUSTED TO GRADE)
PROP. DWY
PROP. R/W
EX. TREES (TO BE REMOVED)
PROP. MAILBOXES
EX. TRANSFORMER (TO BE REMOVED)
EX. UTIL (TO BE PROTECTED)
EX. SITLT (TO REMAIN)
EX. TREES (TO REMAIN)
PROP. ACCESSIBLE PARKING
PROP. 0" CURB
EX. STRIPING (TO BE REMOVED)
PROP. SSCO (PRIVATE)
EX. TREE (TO REMAIN)
EX. TREE (TO BE REMOVED)
EX. LANDSCAPE AMENITY
EX. CURB (TO BE REMOVED)
EX. LIGHT (TO BE REMOVED)
EX. STRUCTURE (TO BE REMOVED)
EX. WALL (TO REMAIN)
EX. PP (TO REMAIN)
EX. TREES (TO BE REMOVED)
EX. TREES (TO REMAIN)
EX. TREE (TO BE REMOVED)
EX. TREE (TO REMAIN)
EX. TREE (TO BE PROTECTED)
EX. SITLT (TO BE PROTECTED)
EX. UTIL (TO BE PROTECTED)
EX. TREE (TO BE REMOVED)
EX. TREE (TO REMAIN)
EX. TREES (TO BE REMOVED)
EX. TREES

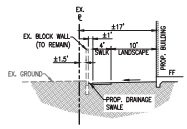




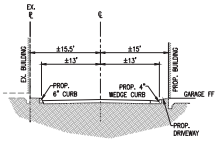
SECTION A-A
HUNTINGTON DRIVE
SOUTHERN PROPERTY LINE
SCALE: 1"=10'



SECTION B-B
SANTA CLARA STREET
SOUTHEASTERN PROPERTY LINE
SCALE: 1"=10'



SECTION C-C
NORTHERN PROPERTY LINE
SCALE: 1"=10'



SECTION D-D
WESTERN PROPERTY LINE
SCALE: 1"=10'

SCALE: 1" = 20'
0 10 20 40

PREPARED BY:
CONSULTING, INC.
CIVIL ENGINEERING
LAND PLANNING SERVICES

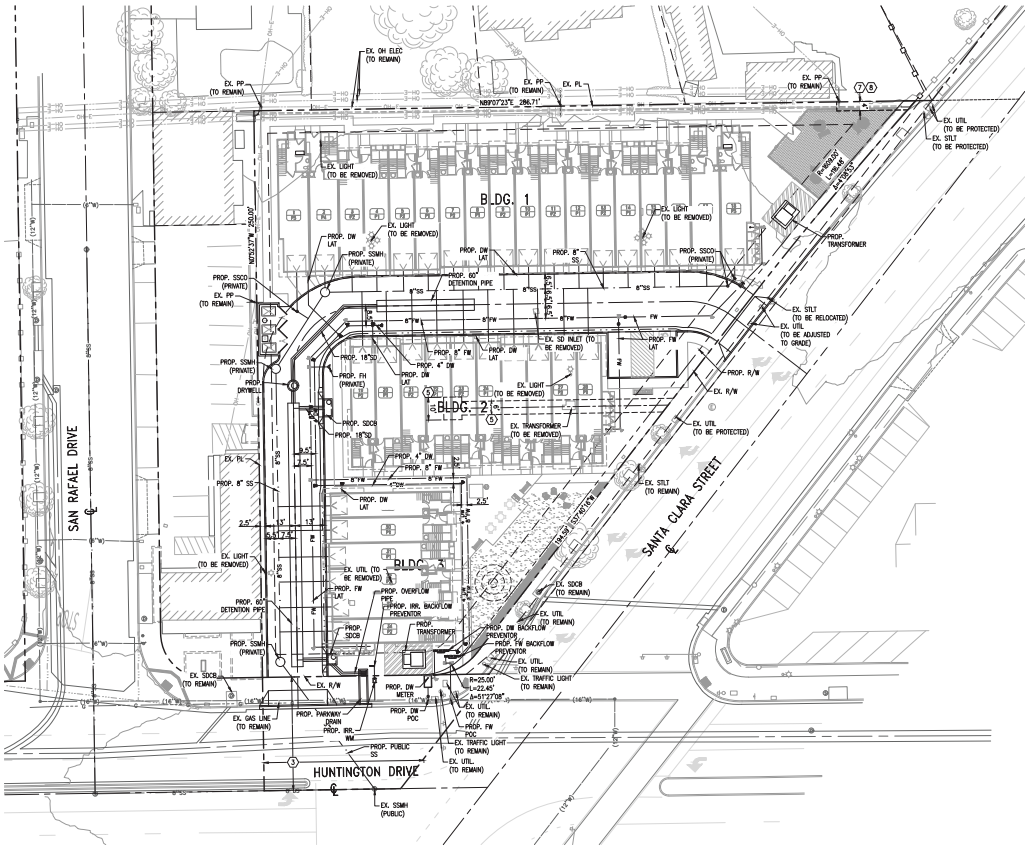
PREPARED FOR:
CITY VENTURES
HOMEBUILDING, LLC
121 MICHELSON DRIVE, SUITE 150
IRVINE, CA 92612
(949) 258-7540

CITY OF ARCADIA
DEPARTMENT OF PLANNING AND DEVELOPMENT

VESTING TENTATIVE TRACT MAP NO. 84530
PRELIMINARY GRADING PLAN
101 W. HUNTINGTON DRIVE
ARCADIA, CALIFORNIA 91006

PROJECT NO.
CVEN-176

SHEET
3
OF
5



LEGEND:

- CENTERLINE
- EX. BOUNDARY
- PROP. BOUNDARY
- EASEMENT
- 8"FW — PROP. PRIVATE 8" FIRE WATER
- 4"DW — PROP. PRIVATE 4" DOMESTIC WATER
- 8" SS — PROP. PRIVATE 8" SANITARY SEWER
- PROP. STORM DRAIN

EXISTING EASEMENTS:

# DENOTES PLOTTED ITEM.

(3) AN EASEMENT FOR STREET AND INCIDENTAL PURPOSES, IN DEED RECORDED IN BOOK 9396, PAGE 145, OFFICIAL RECORDS, OVER THOSE PORTIONS OF SAID LAND LYING WITHIN THE BOUNDARY LINES OF HUNTINGTON DRIVE AND IN BOOK 9356, PAGE 319, OFFICIAL RECORDS.

4 UNRECORDED LEASE DATED JULY 01, 1975, EXECUTED BY ELAINE R. HENSSE AND J.E. HENSSE, HUSBAND AND WIFE AS LESSOR AND RALPH HOROWITZ AS LESSEE, AS DISCLOSED BY A SHORTFORM MEMORANDUM OF LEASE RECORDED JULY 25, 1975 AS INSTRUMENT NO. 3410 OF OFFICIAL RECORDS. DEFECTS, LIENS, ENCUMBRANCES OR OTHER MATTERS AFFECTING THE LEASEHOLD ESTATE, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS– INDETERMINATE FROM RECORD, DOCUMENTS CONTAIN NO LEGAL DESCRIPTION.

(5) AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED OCTOBER 27, 1977 AS INSTRUMENT NO. 1977–1193457 OF OFFICIAL RECORDS, IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION AFFECTS: AS DESCRIBED THEREIN NOTE: LEGAL DESCRIPTION CONTAINS CALL THAT WOULD PLOT THIS EASEMENT OUTSIDE OF AREA. FOR THIS DESCRIPTION THE "NORTH LINE OF LOT 1" IS ASSUMED TO JUST BE THE NORTH LINE OF THIS PKG. USING THIS ASSUMPTION A POTENTIAL LOCATION FOR ITEM 5 IS PLOTTED.

6 A LEASE DATED NO SHOWN, EXECUTED BY RALPH HOROWITZ AS LESSOR AND SAMBO'S RESTAURANTS, AS LESSEE, RECORDED OCTOBER 19, 1978 AS INSTRUMENT NO. 1978–1160351 OF OFFICIAL RECORDS. DEFECTS, LIENS, ENCUMBRANCES OR OTHER MATTERS AFFECTING THE LEASEHOLD ESTATE, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS. – LEASE IS BLANKET IN NATURE

(7) THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED GRANT OF EASEMENT RECORDED JANUARY 02, 2003 AS INSTRUMENT NO. 2003–12161 OF OFFICIAL RECORDS.

(8) THE TERMS, PROVISIONS & EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED GRANT OF EASEMENT RECORDED FEBRUARY 21, 2003 AS INSTRUMENT NO. 2003–512028 OF OFFICIAL RECORDS.

SCALE: 1" = 20'
0 10 20 40

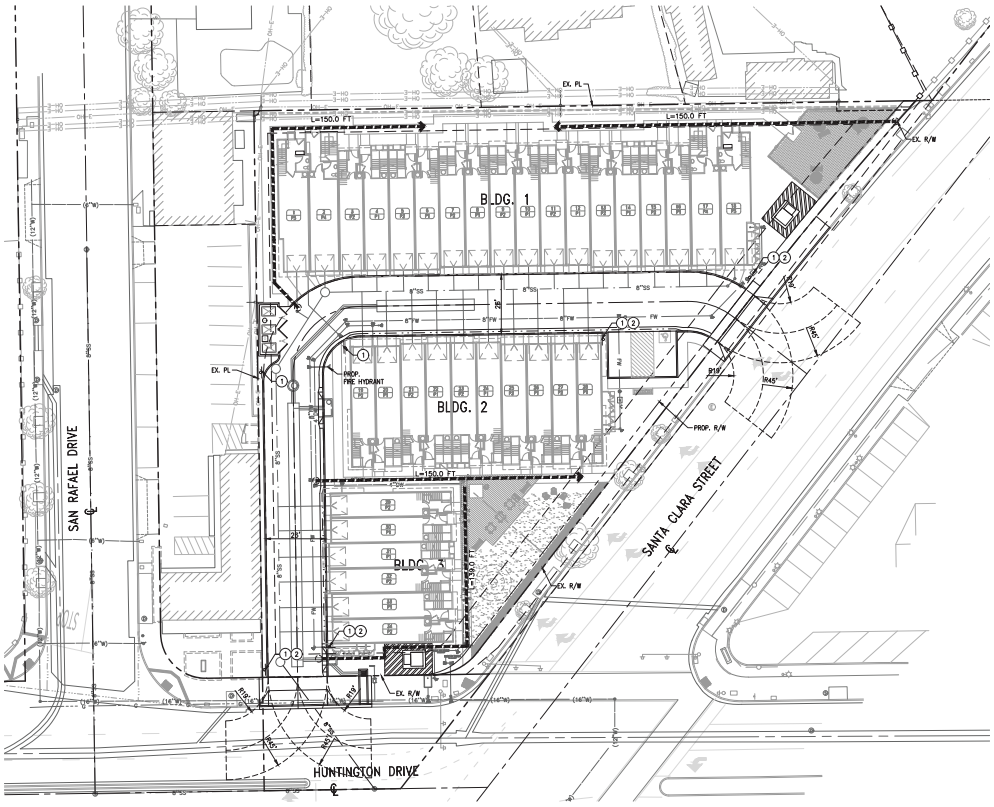
PREPARED BY:
CONSULTING, INC.
CIVIL ENGINEERING
LAND PLANNING SURVEYING

PREPARED FOR:
City Ventures
CITY VENTURES HOMEBUILDING, LLC
121 MICHELSON DRIVE, SUITE 150
IRVINE, CA 92612
(949) 258–7540

CITY OF ARCADIA
DEPARTMENT OF PLANNING AND DEVELOPMENT

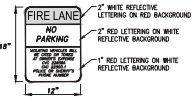
VESTING TENTATIVE TRACT MAP NO. 84530
PRELIMINARY UTILITY PLAN
101 W. HUNTINGTON DRIVE
ARCADIA, CALIFORNIA 91006

PROJECT NO. CVEN-176
SHEET 4 OF 5



CONSTRUCTION NOTES:

1. INSTALL "FIRE LANE" SIGN PER DETAIL 1 HEREON.
2. INSTALL "FIRE LANE" SIGN BEGIN OR END PER DETAIL 3 HEREON.



ALL SIGN AND LETTERING DIMENSIONS ARE MINIMUMS.

SIGNS SHALL BE SECURELY MOUNTED FACING THE DIRECTION OF TRAVEL AND CLEARLY VISIBLE TO ONCOMING TRAFFIC ENTERING THE DESIGNATED AREA. SIGNS SHALL BE MADE OF DURABLE MATERIAL.

① NO PARKING SIGN

ALL SIGN AND LETTERING DIMENSIONS ARE MINIMUMS.

SIGNS SHALL BE SECURELY MOUNTED FACING THE DIRECTION OF TRAVEL AND CLEARLY VISIBLE TO ONCOMING TRAFFIC ENTERING THE DESIGNATED AREA. SIGNS SHALL BE MADE OF DURABLE MATERIAL.

② BEGIN & END NO PARKING SIGN

FIRE LANE TURNING RADIUS
TYPICAL DETAIL
NOT TO SCALE

PROJECT GENERAL NOTES:

1. ALL FIRE ACCESS LANES MEET LACFD MINIMUM REQUIREMENTS 19' & 45' RADII.
2. THIS PROJECT DOES NOT HAVE ANY FUEL MODIFICATION OR WILD LAND EXPOSURES AND IS NOT IN A VERY HIGH FIRE HAZARD ZONE.
3. THIS PROJECT IS DESIGNED IN CONFORMANCE WITH THE CBC, 2022 EDITION.
4. ALL FIRE ACCESS ROADS SHALL BE ALL WEATHER, MEET THE CRITERIA OF AN ALL WEATHER DRIVING SURFACE AND COMPLY WITH LACFD GUIDELINE FOR FIRE APPARATUS ROADS.
5. LARGEST BUILDING SQ. FOOTAGE = 31,075 SQ. FT.
6. BUILDINGS ARE DESIGNATED TYPE VA
7. OCCUPANCY/SPRINKLER TYPE: R2/FULL 13 NFPA
8. THE BUILDING HEIGHTS ARE APPROXIMATELY 40'-0" AND 4 STORIES MAX.
9. BUILDING ADDRESS NUMBER SHALL BE PROVIDED AND MAINTAINED SO AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET FRONTING THE PROPERTY. THE NUMBERS SHALL BE A MINIMUM 3 INCHES HIGH, 1 INCH WIDE WITH A 3/8 INCH STROKE. FOR BUILDINGS SET BACK MORE THAN 100 FEET FROM THE STREET, THE NUMBERS SHALL BE A MINIMUM 5 INCHES HIGH, 2 INCHES WIDE WITH A 1/2 INCH STROKE. FIRE CODE 908.4.4.
10. A KEY BOX SHALL BE PROVIDED AT THE MAIN ENTRANCE IN ACCORDANCE WITH FIRE CODE 902.4, AND AS SET FORTH IN FIRE DEPARTMENT REGULATION 5.
11. THE REQUIRED FIRE FLOW FOR PUBLIC FIRE HYDRANTS AT THIS LOCATION IS 1500 GALLONS PER MINUTE, AT 20 PSI RESIDUAL PRESSURE, FOR A DURATION OF 2 HOURS OVER AND ABOVE MAXIMUM DAILY DOMESTIC DEMAND. FIRE CODE 903.2 AND FIRE DEPARTMENT REGULATION 8.
12. ALL FIRE HYDRANTS SHALL MEASURE 4"X4"X2-1/2", BRASS OR BRONZE, CONFORMING TO AMERICAN WATER WORKS ASSOCIATION STANDARD C503, OR APPROVED EQUAL, AND SHALL BE INSTALLED IN COMPLIANCE WITH FIRE DEPARTMENT REGULATION 8. FIRE CODE 903.2.1
13. ALL ON-SITE FIRE HYDRANTS SHALL BE INSTALLED, TESTED AND APPROVED PRIOR TO BUILDING OCCUPANCY. FIRE CODE 1001.4
14. THE INSPECTION, HYDROSTATIC TEST AND FLUSHING OF THE UNDERGROUND FIRE PROTECTION PIPING SHALL BE WITNESSED BY AN AUTHORIZED FIRE DEPARTMENT REPRESENTATIVE AND NO UNDERGROUND PIPING OR THRUST BLOCKS SHALL BE COVERED WITH EARTH OR HIDDEN FROM VIEW UNTIL THE FIRE DEPARTMENT REPRESENTATIVE HAS BEEN NOTIFIED AND GIVEN NOT LESS THAN 48 HOURS IN WHICH TO INSPECT SUCH INSTALLATIONS. FIRE CODE 1001.4
15. THE REQUIRED FIRE FLOW IS CALCULATED PER THE COUNTY OF LOS ANGELES CODE, APPENDIX B, REGULATION B IS NO LONGER ACCEPTABLE.

LEGEND

EXISTING STREET LIGHT	RED CURB STRIPING
PROPOSED FIRE HYDRANT	FH FIRE HYDRANT
PROPOSED FIRE TRUCK ACCESS	PR. PROPOSED
EX. POWER POLE	EX EXISTING
4"DW PR. PRIVATE 4" DW	PL PROPERTY LINE
8"FW PR. PRIVATE 8" FW	R/W RIGHT OF WAY
HOSE PULL	TYP. TYPICAL
RIGHT OF WAY/PROPERTY LINE	BLDG BUILDING
	IRR. IRRIGATION

SCALE: 1" = 20'
0 10 20 40

PREPARED BY:
CONSULTING, INC.
CIVIL ENGINEERING

PREPARED FOR:
CITY VENTURES HOMEBUILDING, LLC
121 MICHELSON DRIVE, SUITE 150
IRVINE, CA 92612
(949) 258-7540

CITY OF ARCADIA
DEPARTMENT OF PLANNING AND DEVELOPMENT

VESTING TENTATIVE TRACT MAP NO. 84530
PRELIMINARY FIRE ACCESS AND HYDRANT LOCATION PLAN
101 W. HUNTINGTON DRIVE
ARCADIA, CALIFORNIA 91006

PROJECT NO. CVEN-176
SHEET 5 OF 5

MEMORANDUM

TO: Kevin Merrill, City of Arcadia

FROM: Richard Gibson and Lauren Lariviere

DATE: September 17, 2025

RE: Site Access Peer Review for the
101 W. Huntington Drive Project
Arcadia, California **Ref:** J2202

Gibson Transportation Consulting, Inc. (GTC) reviewed *Arcadia Site Traffic Impact Analysis, City of Arcadia, California* (TJW Engineering, Inc., June 18, 2025) (TIA) and *Re: 101 W. Huntington Drive Project – Traffic Comments and TIA Analysis* (Cox, Castle & Nicholson, LLP, June 19, 2025) (Comment Letter) for the 101 W. Huntington Drive Project (Project) in the City of Arcadia, California (City). GTC's review was limited to access issues raised by the City, including queue lengths, sight distance, turning movements, and safety of Project driveways.

GTC finds the methodology used in the TIA and subsequent Comment Letter to be consistent with industry standards. Given the minimal peak hour trip generation, the conclusions of the TIA are likely accurate; however, GTC has several comments and recommendations that will help strengthen the TIA and add important information to expand the analysis of site access and circulation.

This memorandum summarizes GTC's review and recommendations that may be included in an updated version of the TIA.

COMMENTS ON TIA

Site Plan

Setbacks – The City requires the first parking space to be set back from the property line by a minimum of 20 feet to allow for one vehicle to queue while waiting for the parking space. In this case, the parking spaces associated with Units 18 and 34 are within that 20-foot setback and could potentially cause issues with cars blocking the public sidewalk. However, this is a residential development, and the parking in question is for residents only; as such, the instances of cars waiting for a parking space at Units 18 or 34 should be minimal.

Similarly, any swapping of positions in the tandem spaces can be accommodated on-site within the circulation aisle and should not block the public sidewalk at the Project driveways.

Trip Distribution

Driveway Movements – The TIA reports that both driveways permit right-in/right-out movements only. However, *Exhibit 11: OYP LANE Geometry and Intersection Controls* shows left-turn egress at Driveway #1 on Santa Clara Street. This inconsistency should be fixed in the text and related exhibits.

Internal Drive Aisles – The TIA reports that the access roadway between Project buildings allows two-way circulation, but 100% of Project trips are distributed outbound at the driveway on Huntington Drive (Driveway #2). It seems more reasonable to assume that some of the units near Driveway #1 will utilize Driveway #1 to egress the site.

Outbound Trips – Some outbound trips at Driveway #1 on Santa Clara Street should be assumed and analyzed in the TIA. Vehicles may wish to exit the Project at Driveway #1 and turn right at Santa Clara Street & Huntington Drive (Study Intersection), adding to the existing queue that reportedly exceeds the existing storage length during the morning peak hour.

Project Trips Figure – The TIA should include a Project trips figure showing only Project traffic at the two driveways and the Study Intersection.

With the revised trip distribution assuming some Project trips egress at Driveway #1 on Santa Clara Street, the Study Intersection will receive more Project trips than the two morning peak hour and nine afternoon peak hour Project trips currently shown.

As shown, all exiting trips exit onto Huntington Drive and head west, but none come back through the Study Intersection to head eastbound or northbound. The most convenient eastbound route appears to be Huntington Drive south/west to Centennial Way eastbound, back to Huntington Drive north/east, and through the Study Intersection. The other potential eastbound route takes Project trips through the residential neighborhood off San Rafael Road; if this neighborhood intrusion is expected, it should be discussed in the TIA.

Queueing

Lane Configurations – The TIA and Comment Letter state that the existing morning queue of the southbound right-turn lanes from Santa Clara Street onto Huntington Drive exceeds the turn pocket storage length of 180 feet (see TIA Table 5). Please verify if the TIA's queueing analysis should identify the combined storage length of the dual southbound right-turn lanes at the Study Intersection totaling 360 feet of available turn-pocket storage. The TIA should note that there is room beyond the two right-turn lanes for additional queue storage and that the next signalized intersection is more than 1,000 feet away.

Proximity of Driveway #1 to the Study Intersection – The Comment Letter states that the Project's peak hour trips would not appreciably increase the southbound right-turn queue, especially given there is a second primary driveway directly onto Santa Clara Street. This is unlikely, as Project trips using Driveway #1 would contribute to the queue that, as reported, exceeds the storage length and blocks the driveway during the morning peak hour. The queueing discussion should be updated and a discussion of the potential blockage of Driveway #1 should be included once Project trips are distributed outbound to Santa Clara Street.

Site Distance and Turning Movements

Site Distance Figures – The site distance analysis provided in Exhibit 7 of the TIA should be enlarged to show more detail and include aerial background imagery, similar to the turning radii figure in Exhibit 8. The current diagram does not show potential obstructions within the sight triangles, and clear sight lines cannot be determined.

Turn Templates – While Exhibit 8 of the TIA provides turn templates for inbound vehicle movements, the analysis should be expanded to include outbound vehicle movements for the units closest to the public right-of-way. Specifically, the TIA should evaluate whether drivers parked at Units 18 and/or 34 would need to encroach onto the public sidewalk when backing out of the tandem parking spaces or if the maneuver can be accomplished entirely on-site. The analysis should also consider whether the proximity of Units 18 and/or 34 to the public sidewalk poses potential safety concerns at the driveways.

Further, the turn template analysis should show the vehicle fully entering and exiting the garage. As shown in the TIA, vehicles at both Units 18 and 34 are at the front of their parking spaces, but at angles that do not appear to make a single turning movement into the garage possible. Please verify that a three-point turn will not be required to access these spaces. Unit 34 may have adequate room to accommodate this three-point turn, but Unit 18 does not appear to have any room between the parking space and the property line for such a maneuver. A three-point turn into the Unit 18 garage will require backing onto the sidewalk and potentially backing into the vehicle lane on Santa Clara Street, neither of which would be acceptable from a safety standpoint.

A larger passenger vehicle with a larger turning radius should also be considered for the turn template analyses. The length and width of the passenger car appear to be consistent with larger sport utility vehicles, but verify the other factors (track width, lock-to-lock time, etc.) are consistent with larger vehicles.

Recommendation for Alternative Scenario

The Project is located within 0.25 miles of Santa Anita Park (Racetrack), a thoroughbred horse racing venue and multi-use event facility that hosts racing and non-racing events year-round. The City's General Plan has different levels of operating acceptability (level of service [LOS] D during non-race days and LOS E on race days) at the Study Intersection depending on the presence of events at the Racetrack.

Racetrack Event Scenario – Traffic counts were taken on Tuesday, April 1, 2025, a day on which no major events were held at the Racetrack. Because the Project is located on a main thoroughfare to the Racetrack, analysis of event day traffic conditions should be prepared.

CITY OF ARCADIA

STAFF REPORT

DEVELOPMENT SERVICES DEPARTMENT

DATE: December 16, 2025

TO: Honorable Mayor and City Council

FROM: Jason Kruckeberg, Assistant City Manager/Development Services Director
By: Jeramie Brogan, Senior Management Analyst

SUBJECT: RESOLUTION NO. 7666 AUTHORIZING THE ALLOCATION OF COMMUNITY DEVELOPMENT BLOCK GRANT ("CDBG") FUNDS FOR FISCAL YEAR 2026-27, AND APPROVING A STATEMENT OF OBJECTIVES AND PROJECTS FOR USE OF CDBG FUNDS
CEQA: Not a Project
Recommendation: Adopt and Approve

SUMMARY

Each year, the City is required to hold a public hearing and approve a Statement of Objectives and Projects for use of Community Development Block Grant ("CDBG") funds for the next fiscal year. Following City Council approval, the project summaries and budgets are submitted to the Los Angeles County Development Authority ("LACDA") for their final review and coordination with the U.S. Department of Housing and Urban Development ("HUD"), for disbursement of funds. For Fiscal Year 2026-27, LACDA has advised that the City will have an estimated allocation of $261,209 in CDBG funds available for use.

It is recommended that the City Council adopt Resolution No. 7666, authorizing the allocation of CDBG funds for Fiscal Year 2026-27 and approving the projects set forth in this report for Fiscal Year 2026-27, which include continuation of the Home Improvement Program and Information and Referral Services for Senior Citizens. While the City's Congregate Meals for Seniors Program will continue, it will no longer be funded by CDBG funds.

BACKGROUND

Since 1974, the City has been a participant in the Los Angeles Urban County's Community Development Block Grant Program. CDBG funds come from the U.S. Department of Housing and Urban Development ("HUD") and are administered by the Los Angeles County Development Authority ("LACDA") for participating cities in the County, including Arcadia. The City's use of these funds is restricted to meet the objectives of assisting Low and Moderate Income families and individuals or improving disability access. Federal regulations allow grantees to use up to 15% of their anticipated annual allocation for public service programs. The balance of the annual funds must be directed toward projects that directly support and benefit Low and Moderate Income families and individuals, or disabled community members.

DISCUSSION

For Fiscal Year 2026-27, the City will receive an estimated allocation of $261,209 in new CDBG funding. The following table is a summary of the projects and final funding amounts approved for Fiscal Year 2025-26, and the recommended projects and funding amounts for Fiscal Year 2026-27:

PROPOSED ACTIVITIES	FY 2025-26 BUDGET	PROPOSED FY 2026-27 BUDGET
Home Improvement Program	$243,738	$222,028
Public Service Projects		
Congregate Meals for Seniors	$23,000	$0
Information & Referral Services for Seniors	$20,000	$39,181
Totals	$286,738	$261,209

More details on each CDBG project activity proposed for Fiscal Year 2026-27 are provided below.

Home Improvement Program

Since 1974, the Home Improvement Program ("HIP") has been the largest of the City's CDBG programs, having assisted more than 500 Low and Moderate Income

homeowners in Arcadia. The current maximum grant amount is $25,000 for single-family homes and $20,000 for condominiums. Grants benefit income-qualified homeowners by providing needed home improvements and repairs, including painting, roofing, new windows, plumbing and HVAC improvements, energy-efficiency upgrades, and disabled accessibility modifications.

The recommended level of funding for the Home Improvement Program for Fiscal Year 2026-27 is $222,028. Of these funds, 20% ($44,405) is allowed to be used for administration of this program and will cover the cost of a consultant. It is anticipated that the City will assist approximately 7 to 8 income-qualified homeowners during Fiscal Year 2026-27.

To participate in the Home Improvement Program, a property owner is required to have owned and resided in their home for a minimum of five years prior to receiving a grant. The combined household income of all residents at the property may not exceed 80% of the Area Median Income for Los Angeles County, which is calculated as combined annual earned income and assets. The current program income limits for Fiscal Year 2025-26 are listed below (the limits for FY2026-27 have not been released yet).

FY2025-26 HOME IMPROVEMENT PROGRAM INCOME LIMITS	
HOUSEHOLD SIZE	MAXIMUM INCOME*
1	$84,850
2	$96,950
3	$109,050
4	$121,150
5	$130,850
6	$140,550
7	$150,250
8	$159,950

*80% Median Household Income for L.A. County

As a condition of the program, homeowners authorize a Grant Memorandum of Agreement, which is recorded on their property deed and requires full reimbursement of the grant if the property is sold, or if the title is transferred within

five years of their HIP project's completion. Additional information on program eligibility requirements and processes can be found in the HIP Guidelines and Procedures, included as Attachment "B" to this report.

Information and Referral Services for Senior Citizens (Public Service Project)

The Information and Referral Services program provides seniors with information that is essential for maintaining independent and healthy lifestyles. Offerings include essential services and referrals such as Medicare/Medi-Cal assistance, legal assistance, health services, transportation, social security, housing assistance, and taxes. With a proposed budget of $39,181, the program is expected to serve approximately 800 clients during Fiscal Year 2026-27. Program offerings will also expand in Fiscal Year 2026-27 as a result of reprogramming the Congregate Meals for Seniors funding to the Information and Referral Services program. Additional details on the Information and Referral Services Program can be found in Attachment "*C*".

Other Considerations

Due to new federal requirements under Executive Order 14218 (Information on the Executive Order can be found in Attachment "D"), the City will no longer use CDBG funds to implement the Congregate Meals for Seniors Program. The Executive Order mandates that any CDBG-funded program providing direct benefits to individuals or households, including housing rehabilitation, public services, and job-creation activities, must verify the Citizenship/Legal Status of all participants, except when services are delivered by eligible nonprofit subrecipients. Given the structure of the Congregate Meals Program and the complexity this verification process would impose on participants, it is no longer advisable to partially fund the program using CDBG funds. This important program will continue to be offered using different funding sources. The City will comply with the Executive Order for the Home Improvement Program and the Referral programs, since these programs require extensive documentation and record-keeping already.

In addition to the new Fiscal Year 2026-27 CDBG funding, the City of Arcadia has a total balance of $322,585 in unallocated, carry-over CDBG funds for Fiscal Year 2025-26, which is available to be allocated to an Americans with Disabilities Act ("ADA")

curb ramp project, or another eligible project. Any future projects involving unallocated funds will be brought forward as a separate City Council action.
This item was noticed to the public on November 25, 2025, and no public comments have been received.

ENVIRONMENTAL ANALYSIS

The proposed action does not constitute a project under the California Environmental Quality Act ("CEQA"), under Section 15061(b)(3), as it can be seen with certainty that it will have no impact on the environment.

FISCAL IMPACT

A total of $261,209 is proposed to be expended during Fiscal Year 2026-27. All CDBG funding comes from HUD; however, CDBG project appropriations are included in the City's operating budget and are subject to City Council approval. Failure to program and expend the allocated funds will result in the funds being "taken back" by the County and reallocated.

Due to the complexity of new federal requirements related to the verification of program participants' citizenship/legal status, CDBG funds will no longer be used to support the Congregate Meals for Seniors program. To continue program operations at the existing service level, it is recommended that General Funds be used in lieu of CDBG funds. The proposed Congregate Meals for Seniors Program budget will be included for consideration as part of the City's Fiscal Year 2026-27 operating budget.

RECOMMENDATION

It is recommended the City Council determine that this action does not constitute a project under the California Environmental Quality Act ("CEQA"); adopt Resolution No. 7666 authorizing the allocation of Community Development Block Grant ("CDBG") funds for Fiscal Year 2026-27, and approving a Statement of Objectives and Projects for use of CDBG funds; authorize and direct the City Manager to modify the project allocations should amendments become necessary; and execute a Memorandum of Understanding with the Los Angeles County Development Authority ("LACDA").

Approved:

Dominic Lazzaretto
City Manager

Attachment “A”: Resolution No. 7666
Attachment “B”: HIP Guidelines & Procedures for Fiscal Year 2025-26
Attachment “C”: Information and Referral Services for Seniors Program Summary
Attachment “D”: CDD Bulletin No. 25-0020 Citizenship/Immigration Status Declaration

RESOLUTION NO. 7666

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ARCADIA, CALIFORNIA, AUTHORIZING THE ALLOCATION OF COMMUNITY DEVELOPMENT BLOCK GRANT ("CDBG") FUNDS FOR FISCAL YEAR 2026-2027

WHEREAS, the Community Development Block Grant ("CDBG") Program has operated since 1974 to provide local governments the resources to meet the needs of persons of low-and moderate-income; and

WHEREAS, the City of Arcadia contracts with the Los Angeles County Development Authority ("LACDA") for the disbursement of Community Development Block Grant Funds, through the Small Cities Program; and

WHEREAS, the City of will receive an estimated total of $261,209 in Fiscal Year 2026-2027 in Community Development Block Grant Funds; and

WHEREAS, the City Council has conducted a public hearing, with the required prior noticing to provide the public and opportunity to comment on the programs.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF ARCADIA, CALIFORNIA, DOES HEREBY FIND, DETERMINE AND RESOLVE AS FOLLOWS:

SECTION 1. The City Council approves the Community Development Block Grant ("CDBG") Program Budget for Fiscal Year 2026-2027 and instructs staff to submit the necessary document and a copy of this Declaration to the Los Angeles County Development Authority ("LACDA").

SECTION 2. The City Council authorizes the City Manager to adjust the Program budget as necessary throughout the Fiscal Year. This includes, but is not limited to, allocating amounts on a per project basis, adjusting project budgets, implementing new or cancelling existing activities, to allow for the timely expenditure of CDBG-funds.

SECTION 3. The City Clerk shall certify to the adoption of this Resolution. Passed, approved and adopted this 16th day of December, 2025.

_____
Mayor of the City of Arcadia

ATTEST:

_____
City Clerk

APPROVED AS TO FORM:

_____
Michael J. Maurer
City Attorney

City of Arcadia

HOME IMPROVEMENT PROGRAM

Guidelines and Procedures

FISCAL YEAR 2025-26

EFFECTIVE 07/01/2025

City of Arcadia
Development Services Department
240 West Huntington Drive
Arcadia, CA 91007
(626) 294-4844
www.ArcadiaCA.gov

Home Improvement Program Guidelines

I. OBJECTIVE

The purpose of Arcadia's Home Improvement Program (HIP) is to assist low to moderate income homeowners with home improvements to their primary residence. The homes must be located within residential zones and owner-occupied. An income eligibility table is included as Attachment A.

II. TYPE OF ASSISTANCE

The City of Arcadia operates a Home Improvement Program (HIP) utilizing Community Development Block Grant Funds (CDBG) though the Los Angeles County Community Development Authority (LACDA) to provide eligible households with grants. The Program provides maximum grants of $25,000 per single family home and $20,000 per condominium or townhouse. This amount may be increased on a case-by-case basis, subject to approval by the City Manager and/or their designee.

III. ELIGIBILITY CRITERIA

A. Homeowner Eligibility Requirements

1. **Household Income**
   Adjusted Gross annual household income may not exceed 80% of the Los Angeles County Median income adjusted for family size as provided by the U.S. Department of Housing and Urban Development (HUD). The City will require documentation of both household size and household income information to determine application eligibility.

2. **Definition of Household:** For households applying for the City of Arcadia's Home Improvement Program, all persons on title are considered household members and all persons in residence are considered household members for the purpose of determining income eligibility.

3. **Definition of Annual Household Income:** For the purpose of determining Program eligibility, annual income includes but is not limited to (see table below):

1.	Income from wages, salaries, tips etc.	The full amount, before any payroll deductions, of wages and salaries, overtime pay, commissions, fees, tips and bonuses, and other compensation for personal services.
2.	Business Income	The net income from the operation of a business or profession. Expenditures for business expansion or amortization of capital indebtedness shall not be used as deductions in determining net income. An allowance for depreciation of assets used in a business or profession may be deducted, based on straight-line depreciation, as provided in Internal Revenue Service regulations. Any withdrawal of cash or assets from the operation of a business or profession will be included in income, except to the extent the withdrawal is reimbursement of cash or assets invested in the operation by the family.
3.	Interest & Dividend Income	Interest, dividends, and other net income of any kind from real or personal property. Expenditures for amortization of capital indebtedness shall not be used as deductions in determining net income. An allowance for depreciation is permitted only as authorized in number 2 (above). Any withdrawal of cash or assets from an investment will be included in income, except to the extent the withdrawal is reimbursement of cash or assets invested by the family. Where the family has net family assets in excess of $5,000, annual income shall include the greater of the actual income derived from all net family assets or a percentage of the value of such assets based on the current passbook savings rate, as determined by HUD.
4.	Retirement & Insurance Income	The full amount of periodic amounts received from Social Security, annuities, insurance policies, retirement funds, pensions, disability or death benefits, and other similar types of periodic receipts, including a lump-sum amount or prospective monthly amounts for the delayed start of a periodic payment (except for certain exclusions, listed in Income Exclusions, number 14).
5.	Unemployment & Disability Income	Payments in lieu of earnings, such as unemployment and disability compensation, worker's compensation and severance pay (except for certain exclusions, listed in Income Exclusions, number 3).
6.	Welfare Assistance	Welfare Assistance. Welfare assistance payments made under the Temporary Assistance for Needy Families (TANF) program are included in annual income: • Qualify as assistance under the TANF program definition at 45 CFR 260.31; and • Are otherwise excluded from the calculation of annual income per 24 CFR 5.609(c). If the welfare assistance payment includes an amount specifically designated for shelter and utilities that is subject to adjustment by the welfare assistance agency in accordance with the actual cost of shelter and utilities, the amount of welfare assistance income to be included as income shall consist of: • the amount of the allowance or grant exclusive of the amount specifically designated for shelter or utilities; **plus**: the maximum amount that the welfare assistance agency could in fact allow the family for shelter and utilities. If the family welfare assistance is reduced from the standard of need by applying a percentage, the amount calculated under 24 CFR 5.609 shall be the amount resulting from one application of the percentage.
7.	Alimony, Child Support, & Gift Income	Periodic and determinable allowances, such as alimony and child support payments, and regular contributions or gifts received from organizations or from persons not residing in the dwelling.
8.	Armed Forces Income	All regular pay, special pay, and allowances of a member of the Armed Forces (except as provided in number 8 of Income Exclusions).

4. **Annual Income does not include:**

1.	Income of Children	Income from employment of children (including foster children) under the age of 18 years.
2.	Foster Care Payments	Payments received for the care of foster children or foster adults (usually persons with disabilities, unrelated to the tenant family, who are unable to live alone.
3.	Inheritance and Insurance Income	Lump-sum additions to family assets, such as inheritances, insurance payments (including payments under health and accident insurance and worker's compensation), capital gains, and settlement for personal or property losses (except for certain exclusions, listed in Income Inclusions, number 5).
4.	Medical Expense Reimbursements	Amounts received by the family that are specifically for, or in reimbursement of, the cost of medical expenses for any family member.
5.	Income of Live-in Aides	Income of a live-in aide (as defined in 24 CFR5.403).
6.	Income from a Disabled Member	Certain increase in income of a disabled member of qualified families residing in HOME-assisted housing or receiving HOME tenant-based rental assistance (24 CFR 5.671 (a)).
7.	Student Financial Aid	The full amount of student financial assistance paid directly to the student or to the educational institution.
8.	"Hostile Fire" Pay	The special pay to a family member serving in the Armed Forces who is exposed to hostile fire.
9.	Self-Sufficiency Program Income	a. Amounts received under training programs funded by HUD. b. Amounts received by a person with a disability that are disregarded for a limited time for purposes of Supplemental Security Income eligibility and benefits because they are set side for use under a Plan to Attain Self-Sufficiency (PASS). c. Amounts received by a participant in other publicly assisted programs that are specifically for, or in reimbursement of, out-of-pocket expenses incurred (special equipment, clothing, transportation, childcare, etc.) and which are made solely to allow participation in a specific program. d. Amounts received under a resident service stipend. A resident service stipend is a modest amount (not to exceed $200 per month) received by a resident for performing a service for the PHA or owner, on a part-time basis, that enhances the quality of life in the development. Such services may include, but are not limited to, fire patrol, hall monitoring, lawn maintenance, resident initiatives coordination, and serving as a member of the PHA's governing board. No resident may receive more than one such stipend during the same period of time. e. Incremental earnings and benefits resulting to any family member from participation in qualifying state or local employment training programs (including training not affiliated with a local government) and training of a family member as resident management staff. Amounts excluded by this provision must be received under employment training programs with clearly defined goals and objectives, and are excluded only for the period during which the family member participates in the employment-training program.
10.	Gifts	Temporary, nonrecurring, or sporadic income (including gifts).
11.	Reparation Payments	Reparation payments paid by a foreign government pursuant to claims filed under the laws of that government by persons who were persecuted during the Nazi era.

12.	Income from Full-time Students	Earnings in excess of $480 for each full-time student 18 years old or older (excluding the head of household or spouse).
13.	Adoption Assistance Payments	Adoption assistance payments in excess of $480 per adopted child.
14.	Social Security & SSI Income	Deferred periodic amounts from supplemental security income and social security benefits that are received in a lump sum amount or in prospective monthly amounts.
15.	Property Tax Refunds	Amounts received by the family in the form of refunds or rebates under state or local law for property taxes paid on the dwelling unit.
16.	Home Care Assistance	Amounts paid by a state agency to a family with a member who has developmental disability and is living at home to offset the cost of services and equipment needed to keep this developmentally disabled family member at home.
17.	Other Federal Exclusions	Amounts specifically excluded by any other Federal statute from consideration as income for purposes of determining eligibility or benefits under a category of assistance programs that include assistance under any program to which the exclusions set forth in 24 CFR 5.609(c) apply. A notice will be published in the Federal Register and distributed to housing owners identifying the benefits that qualify for this exclusion. Updates will be published and distributed when necessary. The following is a list of income sources that qualify for that exclusion: ➢ The first $2,000 of per capita shares received from judgment funds awarded by the Indian Claims Commission or the U.S. Claims Court and the interests of individual Indians in trust or restricted lands, including the first $2,000 per year of income received by individual Indians from funds derived from interests held in such trust or restricted lands; ➢ Amounts of scholarships funded under Title IV of the Higher Education Act of 1965, including awards under the Federal work-study program or under the Bureau of Indian Affairs student assistance programs; ➢ Payments received from programs funded under Title V of the Older Americans Act of 1985 (Green Thumb, Senior Aides, Older American Community Service Employment Program); ➢ Payments received on or after January 1, 1989, from the Agent Orange Settlement Fund or any other fund established pursuant to the settlement in the In Re Agent Orange product liability litigation, M.D.L. No. 381 (E.D.N.Y.); ➢ Earned income tax credit refund payments received on or after January 1, 1991, including advanced earned income credit payments; ➢ The value of any child care provided or arranged (or any amount received as payment for such care or reimbursement for costs incurred for such care) under the Child Care and Development Block Grant Act of 1990; ➢ Payments received under programs funded in whole or in part under the Job Training Partnership Act (employment and training programs for Native Americans and migrant and seasonal farm workers, Job Corps, veterans employment programs, state job training programs and career intern programs, AmeriCorps). ➢ Payments by the Indians Claims Commission to the Confederated Tribes and Bands of Yakima Indian Nation or the Apache Tribe of Mescalero Reservation; ➢ Allowances, earnings, and payments to AmeriCorps participants under the National and Community Services Act of 1990; ➢ Any allowance paid under the provisions of 38 U.S.C. 1805 to a child suffering from spina bifida who is the child of a Vietnam veteran; ➢ Any amount of crime victim compensation (under the Victims of Crime Act) received through crime victim assistance (or payment or reimbursement of the cost of such assistance) as determined under

		the Victims of Crime Act because of the commission of a crime against the applicant under the Victims of Crime Act; and ➢ Allowances, earnings, and payments to individuals participating in programs under the Workforce Investment Act of 1998.

B. Property Eligibility Requirements

Following determination of homeowner eligibility, the owner must demonstrate property eligibility. To be eligible to receive Program assistance, real property will be evaluated and must meet each of the requirements set forth below:

1. **Location and Type of Property**

The property must be a single-family home, condominium, or townhouse to be eligible for the Program. The Property must be owner-occupied and located within the city boundaries of Arcadia. Participating properties must be the primary residence of the participating property owner.

Owners of condominiums and townhomes will need to provide pre-approval from their HOA of the approved improvements before work begins. (Repairs are limited to the interior of each qualified unit. No common areas or exterior repairs are eligible under the Home Improvement Program).

2. **Condition**

The single family units must be in need of exterior repairs to (i) correct existing nonconforming development standards, (ii) correct existing nonconforming local and/or state code requirements, (iii) correct existing local and/or state code violations, (iv) protect the structural integrity of the property, (v) refurbish exterior and/or eligible interior improvements (necessary for health and safety), or (vi) aid the mobility of the physically disabled and/or elderly.

All eligible improvements must be pre-approved by the City of Arcadia. Submission of receipts, invoices and/or bills for work completed prior to City approval/ inspection will be considered ineligible for reimbursement.

3. **Ownership and Owner-Occupancy Requirements**

The income eligible homeowner(s) must hold record fee simple title to the property and must occupy the property as a primary residence. The city will not approve homeowners listing their home for sale.

4. **Residency Requirement**

Property owners applying for the Home Improvement Program are required to have owned and occupied the residence for a minimum of five (5) years prior to applying for the Home Improvement Program.

5. **Mortgage Status**
Homeowner(s) cannot be delinquent on their mortgage or in foreclosure as it pertains to the primary residence. Documentation listed in Section IV.8 must be submitted for determining eligibility.

6. **Previous Program Participation**
Property owners can only participate in this program once every five years and receive a maximum of two grants. First-time participants are given priority over previous participants. Exceptions to these participation limitations may be considered for properties with emergency building and safety issues and/or code compliance violations on a case-by-case basis, but only to fund improvements that address the specific outstanding issue or violation

IV. APPLICATION PROCEDURES

Application materials for participation in the HIP program can be obtained from and returned to the Development Services Department at City Hall, located at 240 West Huntington Dr., Arcadia, CA 91007 or on the City's website. The application must be completed in its entirety and submitted to the location indicated in the guidelines. When funding becomes available, staff will contact homeowners who have submitted an HIP application and schedule interviews to determine program qualification. At the interview appointment, the following documentation must be provided for consideration:

1. Verification of personal income and assets which will include, but is not limited to the applicant's two most recent pay stubs, award letters from social security/pension and recent federal income tax returns (if self-employed, up to 2 years of returns and profit and loss statements for the past 2 years)

2. Proof of ownership (Grant Deed, Trust and/or current Property Tax Bill)

3. Proof of residency (utility bills, car registration)

4. Bank/Financial statements for the past 3 months

5. Proof of current property insurance

6. Copy of current mortgage statement for subject property

7. Sign notification/acknowledgement of Lead Based Paint and Asbestos

8. Completed Real Estate Form indicating no additional investment properties

9. Approve Program Guidelines

Application approval is subject to funding availability, income eligibility and past participation in the Program.

V. SELECTION OF HOMEOWNER(S)/SCREENING PROCESS

A. Applications will only be accepted from low to moderate income property owners located within the City of Arcadia. Properties located within the unincorporated Los Angeles County area are ineligible for this program. Those out of the city limits will be referred to the Los Angeles County's Program.

B. Eligible participants will be selected on a first-come, first-served basis, and the availability of CDBG funds.

C. Pre-qualification - Each application filed with the City shall be date stamped and will be processed in the order received. Staff will review applications for completeness and will verify property and income eligibility. Incomplete applications will not be processed until all requested information is submitted by a specified time. Staff will notify in writing all ineligible households.

The City requires all households participating in the Home Improvement Program to meet specific income limits as determined by Housing Urban Development (HUD), based upon household size. For reference, HUD published income limits, according to household size, for Los Angeles County is attached (Attachment A).

D. Annual income is the gross amount of income that is anticipated to be received by all members of the household during the twelve months following the effective date of determination, as well as reviewing the income from the preceding year.

E. An applicant is considered ineligible, if:

1. The property is not located within the city boundaries and in the designated residential zones.

2. The property is found to be non-conforming.

3. The household income exceeds the income limit established by HUD.

4. The property is not the owner's primary residence. (Rental properties are ineligible).

5. The information on the application is found to be inaccurate or insufficient to determine the household income for program eligibility.

VI. METHOD OF CALCULATING ASSISTANCE

The amount of HIP Program funds provided to an eligible project shall be established through the property inspection work write-up, cost estimate, and bidding results as described below and shall not exceed $25,000 per participating household/property for single-family dwellings, and $20,000 for townhomes and condos. This amount may be increased on a case-by-case basis, subject to approval by the City Manager and/or their designee.

A. Property Inspection Procedures

The City will conduct the initial, interim, and final property inspection for code compliance, with the homeowner(s), or the owner's representative. The inspection will include:

1. Interview with the homeowner(s), or owner's representative to identify specific housing issues.

2. Walk through of property with a checklist, accomplished by the property owner(s) identifying recommended and necessary improvements.

3. A summary list of repairs complied and approved by City staff with recommendations from the homeowner(s).

B. Preparation of Work Write-up and Cost Estimate

1. The City will be responsible to inspect property to identify violations of health, safety, and building codes.

2. The City will prepare a detailed work write-up (specifications) that addresses all violations of health, safety, and building codes, and provides (for properties constructed before 1978) for testing and abatement/removal of lead-based paint, limited asbestos testing (if applicable) and identifies any other rehabilitation efforts to be conducted.

3. The City will file the completed deficiency list, work write-up and cost estimate that notes dates of inspection, (and if needed) persons in attendance at walk through and any special circumstances.

4. The City will obtain architectural design approval from Planning Services for all exterior rehabilitation work prior to the contractor selection process.

5. If the property is not suitable for rehabilitation and/or if the homeowner discontinues the process, a termination/denial letter will be mailed to the homeowner.

C. **Contractor Selection Procedures**

1. Upon approval by the City, the homeowner is highly encouraged to obtain at least three (3) bids, but no fewer than two (2) bids, from qualified, licensed contractors who are not listed on the HUD debarment list and who are in good standing with the California State Contractors Licensing Board.

2. The homeowner's selected bid from a qualified contractor will be examined by the City and must be the lowest responsible bidder to be awarded the contract.

3. Contractors are responsible for obtaining and/or verifying architectural design approval from Planning Services for all exterior rehabilitation work (paint color, window material, mechanical equipment enclosures, etc.).

4. The lowest responsible contractor must have a valid city business license, current Unique Entity Identifier (UEI) from SAM.gov, valid general liability insurance, workmen's compensation insurance (if applicable), and a current State of California contractor's license prior to receiving award of the contract. The Contractor will be responsible for obtaining the necessary building permit(s) and ensuring that permit(s) is/are finalized.

VII. CALCULATION OF SUBSIDY/COST REASONABLE REVIEW

The City will determine reasonable rehabilitation cost for work to be performed based upon the scope of work. This cost shall be established by utilizing market data and published construction cost guidelines. The city will review bids to determine cost reasonableness and will ensure compliance with the Scope of Work.

VIII. ELIGIBLE COSTS

A. Eligible Hard Costs - Program funds are available for rehabilitation costs to properties that either correct substandard conditions, correct violations of local housing codes or address health and safety issues and are physically attached to the property and permanent in nature. General repairs not corrective in nature shall be given lower priority. Eligible repairs include, but are not limited to the following:

1. Repairs that remedy existing nonconforming uses such as garage conversions, additions, etc.

2. Exterior work to help preserve or protect structures such as painting, roofing, repair/replacement of screens/windows, doors, and door locks, structural and/or foundation damage, repair of sidewalks and driveways, fencing.

3. Interior work to make a structure more livable and repair/replace/ restore important parts such as cabinets, counters, plumbing, damaged flooring, faulty or inadequate heating, damaged ceilings, water heaters, electrical wiring and service, painting.

4. Fumigation and treatment of termites and pest control.

5. Testing/abatement of lead-based paint and asbestos hazards.

6. Weatherization and energy conservation items such as insulation, caulking, weather stripping and new energy efficient windows and HVAC system.

7. Modifications which aid the mobility of the elderly and physically disabled such as shower units with seats, lever hardware, retrofitting toilets to achieve adequate height, moving power points and light switches, ramping reconstructing doorways, lowering sinks in kitchens and bathroom.

8. Energy audits, if applicable.

9. Approved emergency repairs, such as plumbing, roofing and electrical.

10. Lead-based painting testing and clearance inspections

11. Asbestos testing and clearance inspections.

IX. INELIGIBLE COSTS

1. Repair, purchase, or installation of appliances/or structures that are designed and manufactured to be freestanding and window air conditioning units.

2. Recreational items such as barbecues, hot tubs/jacuzzi, swimming pools, saunas, tennis courts.

3. Non-essential items such as security alarms and protection bars, decorative items, window coverings, awnings, patios, decks, and storage sheds/workshops, driveways, and landscaping. Repairs to garage structures only are not allowed (must be linked with repairs to the home).

4. Other proposed improvements as determined ineligible by the City of Arcadia and/or the LACDA.

5. Regarding condos and townhomes, common areas such as windows, walkways, certain electrical and plumbing repairs, exterior painting, HVAC units and insulation.

X. GRANT DOCUMENT PREPARATION

A. Once the bid is awarded and the grant amount has been approved, the participating Homeowner will be required to sign a Grant Memorandum Agreement (Attachment B). The Development Services Director, or designee, will then approve and sign the Agreement.

B. The original signed document will then be forwarded to the Los Angeles County's Recorder's Office for recording.

XI. CONSTRUCTION PROCESS

A. Upon contractor selection and full execution of the Grant Agreement by the affected homeowner(s) (which shall list work as described in the bid specifications), homeowner(s) must sign the Construction Contract. Once signed by the homeowner(s) and the awarded contractor, a Notice to Proceed will be issued by the City.

At that time, the Contractor will carry out the required work under the supervision of staff. Work shall commence no later than thirty (30) days from the date the last agreement is executed by the affected homeowner(s) and be completed no more than ninety (90) days after the start date.

B. A building permit will be required for all projects that require a permit. A "Final Inspection" will be required for these projects, prior to any payments being made.

C. All awarded Contractors working with the Home Improvement Program will be required to meet the requirements listed in this guideline (Section VI, Part C).

D. Rehabilitation projects will be closed subsequent to the Arcadia Building Division staff approval of the rehab work performed, and data entered the LACDA rehab panel.

XII. CONSTRUCTION/PROJECT MANAGEMENT

A. The City will be responsible for conducting initial, interim, and final inspections for participating properties. These inspections shall be performed to ensure code compliance, adherence to work write-ups, and progress inspections. The City will also assume responsibility for determining cost reasonableness based upon market data and published construction cost guidelines.

B. The City must determine initial areas where health, safety, building, city, and other codes must be addressed and will monitor progress in correcting these deficiencies.

C. The City must identify all rehabilitation activities to be conducted and shall create a work-write up which addresses all code requirements and rehabilitation activities, lead-based paint testing and removal/abatement, if necessary, while excluding all ineligible activities.

D. The City will conduct all progress inspections to ensure the continued quality of all construction, including adherence to the scope of work and all building codes.

E. During the approval and construction management process, staff will input all required documentation regarding household income and property description onto Los Angeles County Development Authority's (LACDA) website – rehabilitation panel.

XIII. CONSTRUCTION PAYMENTS

Upon the completion of the rehabilitation project, the following documents must be submitted to the Development Services Department for the processing of payments:

- A Contractor Payment Request form must be completed and signed by the contractor as well as the homeowner. The Contractor must provide his/her City of Arcadia business license information and the Tax ID number to process the requested payment.

- The "Waiver and Release" form must be completed and signed by the Contractor.

- An original invoice must be submitted by the Contractor.

- If applicable, a copy of the permit finalized by the City's Building Division must be submitted by the contractor or homeowner(s).

Any costs for improvements that exceed the maximum amount of grant funds awarded shall be borne by the applicant (homeowner). This amount will be provided as a cashier's check to the City and will be held for payment to the contractor when all work is satisfactorily completed.
Upon processing the final payment, payment and final inspection information will be entered into the County's rehab panel for final submission.

XIV. GRANT PROVISION AND MONITORING COMPLIANCE

Home Improvement Program participants must sign an agreement indicating that they will remain in the home a minimum of five (5) years following completion of the grant-funded improvements. If the home is sold or the title is transferred within five (5) years, the property owner is required to reimburse the City for the entire grant amount.

EXCEPTION: *If the home is sold or the title is transferred due to a legitimate hardship as determined by the Development Services Director, or designee, the grant recipient may be exempt from part or the total reimbursement amount.*

For the purposes of this program, "sale or transfer of title" shall mean any sale or transfer that will cause the assisted property to be reassessed by the Los Angeles County Assessor's Office pursuant to Article XIII A of the California Constitution (commonly referred to as Proposition 13).

To verify compliance, staff may also conduct site visits or consult Los Angeles County records for homeowners who has participated within the past five years to confirm continued occupancy of the property as their primary residence.

XV. EQUAL OPPORTUNITY

Program participants will be selected on a first-come, first-served basis and based upon previous participation.

No person shall be excluded from participation in, be denied the benefits of or be subjected to discrimination under any program or activity funded in whole or in part with Home Improvement funds. In addition, Home Improvement funds must be made available in accordance with all federal laws and regulations.

XVI. AFFIRMATIVE MARKETING PROCEDURES

Program information is available to the Arcadia community through various sources. The application and brochure explaining the Program are available at the Development Services Department, City of Arcadia, and 240 West Huntington Drive, Arcadia, California, 91007. The Home Improvement Program is advertised periodically in the City's e-newsletter and/or Arcadia Hot Sheet publication. Additionally, the program is published on the City's website and can be viewed periodically on the local cable station to reach the City's diverse population.

XVII. FAIR HOUSING

This policy will be implemented consistent with the City's commitment to fair housing practices. No person shall be excluded from participation in, denied the benefit of, or be subject to discrimination on the basis of his or her religion or religious affiliation, age, race, ancestry, national origin, gender, marital status, familial status (children), physical or mental disability, sexual orientation, or any other arbitrary causes.

XVIII. LEAD-BASED PAINT AND ASBESTOS

Properties constructed prior to 1978 will require that a Lead Based Paint Notice be given to all property owners. As required by the County, all participating homeowners are provided a copy of the brochure entitled, "The Lead-Safe Certified Guide to Renovate

Right" and sign a notice indicating receipt of this brochure issued by the EPA. The City of Arcadia is required to follow the federal LBP hazard regulations when implementing the home improvement program. When a grant application is approved, the city will provide the homeowner with information about potential lead hazards and the abatement and safety requirements of participating in the program. As part of the grant program, the city will test Home Improvement assisted units constructed before 1978 for the presence of lead-based paint utilizing a licensed third-party vendor. Any lead-based found as a result of these tests shall be removed and/or abated as a priority item for rehabilitation.

In accordance with CDC requirements, all participating homeowners are provided a copy of the brochure entitled, "A Consumer Guide to Asbestos" and sign a notice indicating receipt of this brochure. Depending on the type of repairs, the property may require asbestos testing. The testing must be completed by a qualified third-party vendor and if necessary, the asbestos shall be removed and/or abated during the rehabilitation work.

XIX. DEBARMENT AND SUSPENSION

As required, the city and participating homeowner(s) will comply with all contractor debarment and suspension certifications.

XX. REPORTING

In accordance with federal requirements, Quarterly Performance Reports must be submitted to the Los Angeles County Development Authority (LACDA). The report is to identify the number of applicants, number of projects in progress, total number of projects completed, income range of clients, ethnicity, sex, and any disability of the head of household.

In accordance with federal requirements, the annual Contract/Subcontract Activity Report must be submitted to the Los Angeles County Development Authority (LACDA). HUD requires all contracts and subcontracts of $10,000 or more executed during the specific period must be reported.

XXI. CONFLICT OF INTEREST

No member of the governing body of the City and or other official, employee or agent of the City government who exercises policy or decision-making authority in connection with the planning or implementation of the Home Improvement Program shall directly or indirectly be eligible for this Program.

XXII. PHOTO PERMISSION USAGE

All participating property owners must allow the City of Arcadia to photograph before and after pictures of the interior and exterior of the house, garage and other structures

present at the subject property. The participating property owners understand that these photographs will be used to document the conditions and justify the assistance under the Home Improvement Program. The participating property owners also agree for the City of Arcadia to place these photographs in local newspaper articles and/or the City's newsletters as a method to promote and advertise the Home Improvement Program at any time.

All participating property owners will be required to complete and sign a Photography Permission Form (Attachment C) agreeing to the requirements stated in Section XXII of these guidelines. A signed form must be present in the project file prior to approval of the application and before any photos are taken and/or published by the City of Arcadia.

XXIII. **AMENDMENTS**

Amendments to these Guidelines may be made by the City whenever appropriate to improve the program effectiveness and to resolve program issues. As part of the amended adoption process, the City will review updated federal regulations issued by LACDA in their bulletins to participating cities, to ensure continued compliance with CDBG regulations.

ATTACHMENT A

CITY OF ARCADIA
HOME IMPROVEMENT PROGRAM
LACDA PUBLISHED INCOME LIMITS
(Effective May 2025)

Number of Persons in Household	Annual Income Limit
1	$84,850
2	$96,950
3	$109,050
4	$121,150
5	$130,850
6	$140,550
7	$150,250
8	$159,950

Income limits are subject to change by the Los Angeles County Development Authority (LACDA)

ATTACHMENT B

CITY OF ARCADIA
Development Services Dept.
240 W. Huntington Drive
Arcadia, CA 91066-6021

FREE RECORDING
GOVERNMENT CODE SECTION 6103

SPACE ABOVE THIS LINE FOR RECORDING USE

GRANT MEMORANDUM OF AGREEMENT

This Memorandum of Agreement ("Memorandum") is made and entered into this ____day of ____, 2025 by and between _____ and the CITY OF ARCADIA, a municipal corporation ("City"). Homeowner and City hereby agree as follows:

1. As a participant in the 2025-2026 Home Improvement Grant Program ("Program"), Homeowner is receiving from City a Community Development Block Grant funded Home Improvement Grant in the amount of _____ Dollars and 00/00 Cents ($00,000.00) (the "Grant") for rehabilitation of property described in Exhibit A, which is attached hereto and incorporated herein, (the Property"), and has a street address of _____ in the CITY OF ARCADIA.

2. Pursuant to the Program, among other things, the Homeowner agrees to retain ownership of the Property for no less than five (5) full calendar years after the completion of all rehabilitation work.

3. As soon as reasonably practicable following the completion of the rehabilitation work on the Property, Homeowner shall submit a written Notice of Completion to the City evidencing the date of completion of the rehabilitation work.

4. The required five-year period of ownership of the Property by Homeowner ends on ____ when the Grant is forgiven.

5. If the Homeowner chooses to transfer any interest of the Property before the date set forth in paragraph 4 of this Memorandum, then the Homeowner must reimburse the City the full amount of the Grant.

6. If the Homeowner transfers any interest in the Property before the date set forth in the Notice of Completion, then the City must receive written notice addressed to the following:

CITY OF ARCADIA
HOME IMPROVEMENT PROGRAM
240 W. HUNTINGTON DRIVE
ARCADIA, CA 91007

7. Reference is hereby made to the "Three-Party Agreement/Disclaimer" executed between the Parties on ___, and all documents related to the Grant, in their entirety, for any and all purposes. True copies of this Memorandum and those documents are on file in the offices of City at 240 W. Huntington Dr., Arcadia, CA 91007.

CITY OF ARCADIA

Date: _____ By: _____
Jason Kruckeberg, Assistant City Manager/
Development Services Director

HOMEOWNER

Date: _____ By: _____

ATTACHMENT C

CITY OF ARCADIA DEVELOPMENT SERVICES DEPARTMENT HOME IMPROVEMENT PROGRAM

PHOTOGRAPHY PERMISSION FORM

I, the undersigned, hereby grant permission to the City of Arcadia and its officials, officers, employees, representatives, and agents (collectively the "City"), and also the Development Authority of the County of Los Angeles, the Housing Authority of the County of Los Angeles, the County of Los Angeles and their officers, employees and agents (collectively the "County"), to use and/or publish for the City and County purposes, the photographs of the persons, properties and facilities described herein.

I, the undersigned, hereby hold harmless and specifically waive and release the City and County from any and all claims, now or in the future that may arise out of the City and County's use and/or publication of the photographs described herein.

_____
Date of Photograph

_____ and/or _____
Name of Person(s) Photographed — Name of Property and Facility Photographed

_____
Name of Person(s) Granting Permission ("Permittor")

_____
Address and Telephone Number of Person(s) Granting Permission ("Permittor")

_____
Relationship of Permittor to the Person(s) and Facility Photographed

_____
Signature(s) of Permittor

_____
Date

City of Arcadia

CDBG Information and Referral Program Policy

Mission

The mission of the City of Arcadia Information and Referral Program is to assist people in need of social services and information on a variety of topics. The program is open to the public, regardless of age, race, gender, sexual orientation, or physical ability. Clients who are 55 years of age and older qualify for subsidized assistance through the Community Development Grant Program (CDBG).

Services Provided

The City of Arcadia Information and Referral Program provides the public with essential information to navigate the world around them. For the seniors, it allows them to maintain independent living and healthy lifestyles. Information is compiled and distributed for the following topics: government benefits, income taxes, notary public, housing, and Medicare/Medi-Cal assistance.

Tracking

When a client 55 years of age and older or who meet CDBG eligibility inquires in person about information and referral services, they will be given a Client Intake Form that is to be completed and returned back to staff. Staff will then ask for verification of age by State/Federal Issued ID and residency verifcation. All Client Intake Forms will be entered into CDBG website as soon as possible. Completed Client Intake Forms are filed and stored in Recreation Supervisor's Office.

Implementation

When an individual is requesting information, staff and volunteers will first look through the complied Information and Referral cabinet for relevant handouts on the topic inquiry. If the cabinet does not hold the desired information or more assistance is required, the participant will be referred to the Recreation Coordinator supervising the Information and Referral Program. At that point, the Recreation Coordinator will research more resources and/ or refer the individual to the appropriate social service agency.

Reporting

In accordance with Federal requirements for CDBG, staff will document the number of clients 55 years of age and older or who meet CDBG eligibility receiving information and referrals. Staff will also submit a CDBG Quarterly Performance Reports.

Attachment "D"

LACDA
Los Angeles County Development Authority
HOUSING COMMUNITY ECONOMIC

CDD BULLETIN

700 West Main Street, Alhambra, CA 91801

NUMBER: 25-0020	SUBJECT: CITIZENSHIP/ IMMIGRATION STATUS DECLARATION	
DATE: 10/20/2025	EFFECTIVE DATE: JULY 1, 2025	PAGE 1 OF 1

TO: PARTICIPATING CITIES
COMMUNITY-BASED ORGANIZATIONS
OTHER PUBLIC AGENCIES
COUNTY DEPARTMENTS
LAHSA
LACDA DIVISIONS

Under Executive Order 14218, including the Personal Responsibility and Work Opportunity Act of 1996 (PRWORA), verification for direct benefit Housing and Urban Development (HUD) projects must demonstrate eligibility for assistance by:

- Submitting evidence of citizenship or eligible immigration status for each member of the household regardless of age, to qualify for assistance under HUD programs to your agency; and
- Declaring and attesting to U.S. citizenship or eligible immigration status. For U.S. citizens, sign a declaration of citizenship and for noncitizens, sign a declaration of eligible immigration status, along with proof of age or other documentation.

CDBG and HOME funded activities that provide **direct benefit** to households and individuals, including but not limited to housing rehabilitation, public services, or job creation activities, require operating agencies, except eligible nonprofit organizations as program subrecipients, to verify the legal status of those receiving the service. Please implement the Citizenship Declaration Form (Attachment I) and keep it in your participant files. The Declaration Form and supporting evidence must be available upon request.

This guidance may be superseded with future directives provided by HUD or County Counsel.

If you have any questions, please contact your assigned Management Analyst.

Sincerely,

Linda Jenkins
Linda Jenkins (Oct 20, 2025 17:54:57 PDT)

LINDA JENKINS, Director
Community Development Division

Attachment

LJ:MC;JED:ab:CMT_Bulletin 25-0018_CITIZENSHIP-IMMIGRATION STATUS DECLARATION_10072025.docx

CITY OF ARCADIA

STAFF REPORT

DEVELOPMENT SERVICES DEPARTMENT

DATE: December 16, 2025

TO: Honorable Mayor and City Council

FROM: Jason Kruckeberg, Assistant City Manager/Development Services Director
Lisa Flores, Deputy Development Services Director
By: Edwin Arreola, Senior Planner

SUBJECT: TEMPORARY USE PERMIT NO. TUP 25-22 TO ALLOW THE 2026 PASADENA SHOWCASE HOUSE OF DESIGN EVENT FROM APRIL 19, 2026, TO MAY 17, 2026, AT 291 W. FOOTHILL BOULEVARD
CEQA: Exempt
Recommendation: Approve

SUMMARY

The Applicant, Cynthia Bengston, Benefit Co-chair for the Pasadena Showcase House for the Arts ("PSHA"), is requesting approval of Temporary Use Permit No. TUP 25-22 to host the 2026 Pasadena Showcase House of Design event at the residential property located at 291 W. Foothill Boulevard. The event is scheduled to take place from April 19, 2026, through May 17, 2026. This will be the third time the PSHA will showcase a house in Arcadia. Renovations to the property and set-up for the showcase event will take place from January through April 2026. The property will be returned to its original form by June 30, 2026.

It is recommended that the City Council find that the event is Categorically Exempt from the California Environmental Quality Act ("CEQA"), under Section 15304(e), and approve Temporary Use Permit No. TUP 25-22 for the proposed 2026 Pasadena Showcase House of Design event, located at 291 W. Foothill Boulevard.

BACKGROUND

Each year, the PSHA, a non-profit organization, selects an estate of architectural significance either in Pasadena or within a nearby city for its annual fundraiser event, known as the Pasadena Showcase House of Design. The PSHA selects an estate based on several criteria to ensure a successful event. The estate must have strong architectural features, extensive grounds and gardens for strolling, space for shops and restaurants, and a house that will attract visitors. The estate must also have two staircases, a minimum of one flat acre of land, and preferably up to 10,000 square feet of living spaces. These criteria help ensure that the estate will have a setting that is practical for accommodating visitors. All proceeds generated from the home tours benefit music and art programs throughout the San Gabriel Valley and Southern California, including Arcadia programs. The event is also one of the oldest, largest, and most successful home and garden tours in the nation. Since 1948, the PSHA has donated over $27 million dollars to their cause – refer to page 1 and 2 of the Project Description Letter dated October 30, 2025, and the "Supporting the Arts" documents in Attachment No. 1, for more information on the PSHA's charitable programs.

The Baldwin Oak Estate was chosen as this year's Pasadena Showcase house. The selected home is an 8,065 square foot, two-story, 1907 Shingle-style residence situated on a 1.93-acre lot at 291 W. Foothill Boulevard, within the Santa Anita Oaks Homeowners Association area. The property has a two-car garage, fruit orchard, pool, gazebo, and a pool house. The home is set back approximately 190 feet from the street and is set behind an expansive front landscaped area with many native mature oak trees, palm trees, camphor trees, bunya pine trees, a hedge screening the property, and a motor court, as shown in Figure No. 1 below.

The residence was once associated with Clara Baldwin Stocker, the eldest daughter of California pioneer, Elias "Lucky" Baldwin. Lucky Baldwin, whose influence helped shape the development of Arcadia and the surrounding region, left Clara substantial wealth and a prominent social standing. Known for her elegant style and love of fine jewelry, Clara became a familiar figure in Southern California society. Her social events and public appearances frequently drew attention in the local press and contributed to her lasting presence in Arcadia's history.

Figure No. 1 – Aeriel View of Site

This will be the third home in Arcadia to be showcased. The second Arcadia home featured was located at 1220 Rancho Road. Although it was selected for in-person tours, those were cancelled due to COVID-19 and replaced with a virtual presentation. Before that, the last Arcadia home to be showcased was at 995 Hampton Road, featured in both 2013 and 2000. Figure No. 2 below shows photos of the home scheduled for the 2026 showcase.

Figure No. 2 – (Top) A view of the home from the front yard and (Bottom) a view of the home from the back yard

DISCUSSION

The Arcadia Development Code permits temporary events throughout the City, subject to specific review and approval processes. Because the proposed event is expected to draw approximately 25,000-30,000 attendees (800-1,000 per day) over the course of the event and will be held consecutively for 28 days, the application is subject to City Council review and approval.

Tickets for the event are tentatively scheduled to go on sale in January on the PSHA website. The Event will operate six days a week during the proposed dates of Sunday, April 19, 2026, through Sunday, May 17, 2026, with the following hours:

- **Tuesday – Sunday:** 9:30 a.m. – 8:00 p.m.
- **Monday:** Closed to the public

Although the event is closed to the public on Mondays, cleaning of the facilities, servicing of the shop areas, deliveries, and media appointments will occur from 7:00 a.m. to 5:00 p.m. these days. Deliveries on days of the event will be scheduled between 7:00 a.m. and 9:00 a.m. All delivery, trash, and service vehicles will access the site via the existing circular driveway and be parked on site.

Parking for the event will be provided at Santa Anita Park in lot C5, with access through Gate 3 at the intersection of Huntington Drive and Holly Avenue. Guest parking will not be allowed at the site. Event staff and guests will be transported to and from the property by 18-passenger shuttle vans. Up to four shuttles will be operating at any given time, traveling within approximately 15-to-20-minute intervals. Both parking and the shuttle service will be complimentary with a paid ticket for the event.

The shuttle route will travel east on Huntington Drive and continue northeast on Santa Clara Street, north on Santa Anita Avenue, and then west on Foothill Boulevard. Access to the site will be through the easterly driveway entrance, where the existing driveway area will be temporarily widened to accommodate the turning motion of the shuttles on to the site from Foothill Boulevard. In its existing configuration, the driveway is not wide enough to accommodate shuttles turning onto the site, as right-turn access from Foothill Boulevard is obstructed by an existing stone pilaster and

iron fence on each side. The widening of the driveway entry may include the temporary removal of the iron fencing and landscaping, including trees, and will require temporary asphalt or gravel for vehicles to drive over. Shuttles would make the trip back to Santa Anita Park by exiting the site through the westerly driveway, travel east on Foothill Boulevard, south on Baldwin Avenue, and east on Huntington Drive – refer to Exhibit 6 in Attachment No. 1 for the shuttle route.

Visitors will be dropped off and picked up at the property's circular driveway. No other drop-off locations will be permitted on site. The City's Police Department will post and enforce "No Parking" signs within a 300-foot radius (or greater), as required by Condition of Approval No. 27. All drop-offs will be directed to the shuttle site at Santa Anita Park. Neighborhood parking permits will be issued to residents and their guests or service providers within the "No Parking" zone to ensure they can continue to park on the street during the event.

Approximately 31 shops will be dispersed throughout the front yard and along the west side of the property under temporary tents (refer to letters "A–D" and "G–H" in Figure No. 3). Of the total gross sales generated by the shop vendors, 25% will be allocated to the PSHA fundraiser.

Food and beverage service will also be available. A coffee cart and several bistro tables will be located near the shuttle drop-off area (refer to numbers 6 and 8 in Figure No. 3). A restaurant and dining area will be set up in the rear yard adjacent to the detached garage. In addition, a small pub/tavern area will be located under a tent on the west side yard of the property (refer to letter "F" in Figure No. 3). The pub will serve both alcoholic and non-alcoholic beverages, as well as uncooked food items such as sandwiches. Amplified background music will be played in the pub area.

Twenty-one temporary portable restrooms will be placed in the southeast portion of the lot (refer to number 15 in Figure No. 3) and will be screened by existing trees and vegetation. During the event, a minimum of two security guards will be on site at all times, 24 hours a day, seven days a week.

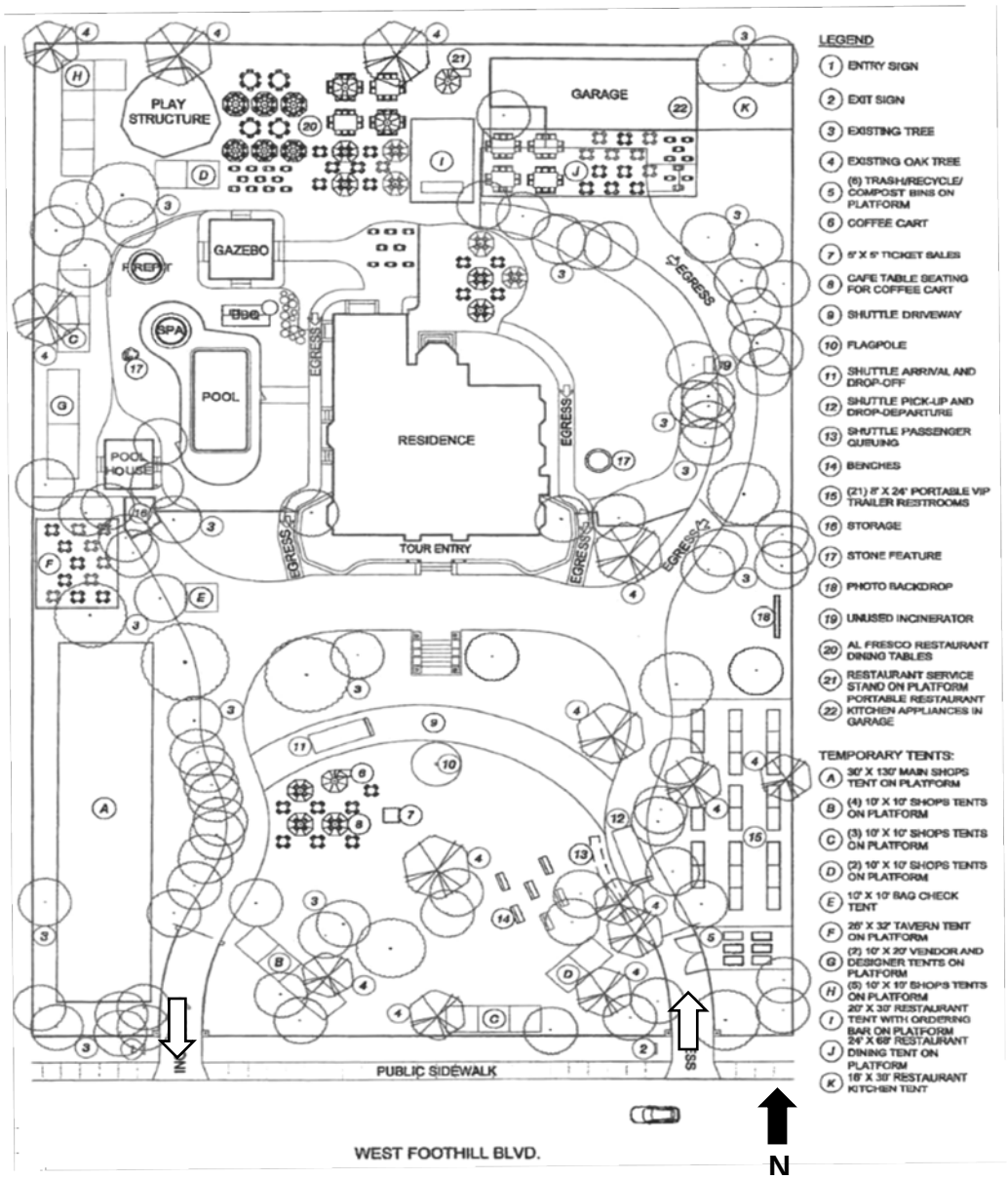


Figure No. 3 – Event Map

The Applicant met with the Santa Anita Oaks Homeowners' Association to present the approvals that will need to be reviewed by the Architectural Review Board ("ARB"), including proposed front-yard landscaping improvements. Informational flyers were also distributed to 98 neighboring properties, including those within a 300-foot radius of the site, and no comments were received following the distribution.

On October 10, 2025, the PSHA hosted a neighbors' reception to gather feedback and address any concerns as part of the event planning process. Ten neighbors attended, and all expressed support for the event to the Applicant.

Prior to the opening of the event, various construction and move-in items are planned, including tree trimming and yard clean-up, interior remodeling, furniture delivery, and temporary structure set-up. Set up will take place from Monday through Friday, 7:00 a.m. to 5:00 p.m., and on Saturday, 8:00 a.m. to 4:00 p.m., beginning in January and continuing up to the event. Some of the pre-events are:

- January 23, 2026: Empty House Party for up to 500 guests
- April 15, 2026: Punch and Lunch Tour
- April 16, 2026: Social Media Influencer Breakfast and Special Media Members Lunch
- April 17, 2026: Premiere Celebration for up to 400 guests

The January 23, 2026, event will feature a live band performing amplified music inside the house, and all amplified sound will comply with applicable noise-level requirements. Designers and guests will park off site at Santa Anita Park and be transported to the property by shuttle.

Starting the day after the final event date, the site will be restored to its original condition. Event staff will be on site Monday through Friday, 7:00 a.m. to 5:00 p.m., and Saturday, 8:00 a.m. to 4:00 p.m., during the move-out phase. All move-out work is expected to be completed by June 30, 2026. During the move-in and move-out phase, security will be present at all times. Delivery vehicles that are able to access the site via the existing driveway will be parked on site. Larger trucks will require a street Encroachment Permit to be parked on Foothill Boulevard. A lane of traffic would be closed in front of the site to allow for those larger trucks to be unloaded. An encroachment permit would allow parking on the street for up to three days at a time. The Applicant expects to utilize a Street Encroachment Permit up to four times throughout the event move-in and move-out phases; once in January for temporary power pole installation and in preparation of the Empty House Party, once in March for moving in furniture, once in April for moving in platforms and tents, and once in May for the moving of furniture and all other fixtures off the site.

This event has been reviewed by the Fire Department, Police Department, Planning and Building Services, Engineering Services, and the Public Works Services Department. While specific safety requirements and conditions are included, no objections or concerns were raised by any of the departments regarding the issuance of the requested permit. It is recommended that the following Conditions of Approval be applied to this event:

Planning

1. Ticket sales for the event shall be limited to a maximum of 1,000 people per day, and it shall be controlled by the online ticket sales system.

2. The approved home tour dates shall be limited to April 19, 2026, through May 17, 2026, and it shall be limited to the following hours:

   - **Tuesday – Sunday:** 9:30 a.m. – 8:00 p.m.
   - **Monday:** Closed to the public

   Any changes to the approved dates shall be subject to review and approval by the Deputy Development Services Director or their designee. Site preparation is allowed to commence on December 17, 2026, and restoration and event takedown shall be completed no later than June 30, 2026.

3. The approved pre-events shall be limited to the following:

   - **January 23, 2026 (Empty House Party):** 5:00 p.m. – 10:00 p.m. with a maximum of 500 guests
   - **April 15, 2026 (Punch and Lunch Tour):** 9:00 a.m. – 2:00 p.m.
   - **April 16, 2026 (Social Media Influencer Breakfast):** 10:00 a.m. – 1:00 p.m.
   - **April 17, 2026 (Premiere Celebration):** 5:00 p.m. – 6:00 p.m. with a maximum of 400 guests

   Any changes to the approved dates/times of the pre-events shall be subject to review and approval by the Deputy Development Services Director or their designee.

4. The Applicant shall obtain a temporary alcoholic beverage license from the Department of Alcoholic Beverage Control and submit a copy of the license to the Planning Division prior to commencement of the event. Alcoholic beverages may only be sold and consumed within the designated event area.

5. All speakers and amplified sound shall be directed away from residential properties. The use of any sound amplifying equipment, including, but not limited to, public address ("PA") systems, microphone, and speakers, shall comply with the City of Arcadia Municipal Code, Article IV, Chapter 6 - Noise Regulations.

6. A building permit is required for any improvements to the house and/or to any permanent structure(s). Any improvements to the grounds shall be subject to review and approval by the Deputy Development Services Director, or their designee. Any permanent exterior improvement to the house or the landscape areas shall be subject to approval by the Santa Anita Oaks Homeowners Association Architectural Review Board and the City's Building Division.

7. Any permanent work that is proposed under the dripline of an Oak Tree(s), or any removal of a protected tree, including a major limb, shall comply with the process listed in the City's tree ordinance and its process.

8. Any signs or banners to be posted on the subject property that will be visible from the public right-of-way shall be subject to review and approval by the Deputy Development Services Director or their designee.

9. Exterior lighting shall be directed away from adjacent properties and the public right-of-way and shall be reviewed and approved by the Deputy Development Services Director or their designee prior to the beginning of the event.

10. All staff, designers, and guests shall be shuttled to and from the property from Gate 3 of the Santa Anita Park parking lot.

11. The Applicant shall hold the event according to the approved layout. Any significant change to the layout shall require review and approval by the Deputy Development Services Director or their designee.

Business License

12. The Applicant shall obtain a business license covering all vendors and any related independent contractors. A list of vendors and contractors, including Seller's Permit numbers, shall be provided to the Business License Office prior to the event. For sales tax purposes, all sales shall be reported to the California Department of Tax and Fee Administration as occurring within the City of Arcadia.

Fire

13. A tent permit and inspection by the Arcadia Fire Marshal or their designee are required prior to the event. Commercial cooking is only allowed in flame-retardant tents.

14. Class K fire extinguishers shall be provided within 30 feet of any cooking appliances. Cooking in the garage is prohibited.

15. Egress lighting and emergency lighting shall be provided for all areas open to the public. An approved method of backup power shall be provided.

16. Illuminated exit signage shall be provided in the main house in areas open to the public.

17. Minimum 2A:10BC fire extinguishers shall be provided on both stories of the main house at approved locations.

Building

18. All construction, renovation, improvements, disassembly, and move-out shall be limited to the City’s standard construction hours, which are from 7:00 a.m. to 6:00 p.m., Monday through Friday, from 8:00 a.m. to 5:00 p.m. on Saturdays, with no construction allowed on Sundays and Holidays.

19. A permit application and construction documents shall be submitted for each installation of a temporary structure. The construction documents shall include

a site plan indicating the location of the temporary structure, structural fabrication plans, and information delineating the means of egress and the occupant load. Documents shall be prepared and approved with an original wet stamp and legible signature by a State of California Licensed Structural Engineer, Architect, or Civil Engineer. Where provided, tents shall be secured from displacement by wind of 95 mph per the manufacturer's installation instructions. Temporary structures, stages and tents that cover an area greater than 120 square feet shall not be erected prior to obtaining a permit from the Building Official.

20. An electrical permit shall be required for all temporary generators and lighting, and all electrical work shall comply with the California Electrical Code. Electrical equipment on site shall be adequately barricaded to prevent unauthorized access to electrical connections and controls. Light towers and generators shall be equipped with a driven electrical ground rod and shall be inspected prior to the operation. All exterior receptacles shall be Ground Fault Circuit Interrupter ("GFCI") protected, and extension cords shall be adequately protected from hazardous conditions.

21. The event shall provide accessible parking, paths of travel, and equivalent facilitation, in compliance with applicable accessibility standards. This includes providing portable (handicap-accessible) restrooms and lavatories, if such facilities are offered. A minimum of five percent (5%) of all event activities, including parking, restrooms, and seating, shall be ADA accessible and meet California accessibility requirements.

22. Any permanent landscape modifications exceeding a cumulative area of 2,500 square feet shall require submittal of landscape plans and issuance of permits, in accordance with the City's Water Efficient Landscape Ordinance ("WELO"). All temporary landscaping or site alterations installed for the event shall be removed upon its conclusion, and the affected areas shall be restored to their original condition to the satisfaction of the City.

23. The swimming pool safety barrier shall be maintained in good condition at all times, and shall provide a minimum height of 60 inches. Any alterations or modifications to the barrier require prior approval from the Building Division.

Engineering

24. The easterly driveway entry shall be temporarily widened to accommodate a right hand turn off Foothill Boulevard by shuttle, delivery, trash, and other service vehicles accessing the site. All shuttles and service vehicles must access the site via the easterly driveway. The driveway widening and turning radius onto the site must be completed to the satisfaction of the City Engineer.

25. A Street Encroachment Permit shall be obtained from the Engineering Division for all parking and unloading on Foothill Boulevard. A maximum of four Street Encroachment Permits shall be issued for the event for a maximum time period of three days each.

26. The Applicant shall provide notification to residents at least two weeks in advance before the "No Parking" signs are placed in the City's right-of-way and provide proof to the City Engineer. The "No Parking" signs shall be maintained in the City's right-of-way during the entirety of the Event. The signs shall not block fire hydrants or any driveway visibility areas per Arcadia Municipal Code Section 9283.8.9. Per the California Vehicle Code regulations, all posting must occur at least 24 hours prior to the start of the no parking period. The signs must indicate the dates and time the temporary "No Parking" is in effect.

Police

27. The Applicant shall coordinate with the Arcadia Police Department regarding the designation and enforcement of the "No Parking" area in proximity to the event site. The Applicant shall also work with the Arcadia Police Department to obtain all required "No Parking" signage for posting within the designated zone, as well as parking passes for residents, their guests or service providers for use during the event.

Public Works

28. The Applicant shall provide information detailing the plan for proper trash and recycling containment, separation, and disposal for the property based on population needs of the event, including the number of enclosures allotted for each container and/or dumpster, and the hauler pick-up plan. The event shall

provide an adequate number of trash receptacles throughout the facility to maintain cleanliness.

29. The Applicant shall properly dispose of all fats, oils, and greases generated from food prepared on site. A disposal plan shall be submitted to the Public Works Services Department for review and approval prior to the event.

General Conditions

30. Noncompliance with the plans, provisions, or Conditions of Approval for TUP 25-22 shall be grounds for immediate suspension or revocation of any approvals, which could result in the closing and/or cancellation of the event.

31. All City requirements regarding disabled access and facilities, occupancy limits, building safety, health code compliance, emergency equipment, environmental regulation compliance, and parking and site design shall be complied with by the Property Owner/Applicant to the satisfaction of the Building Official, City Engineer, Deputy Development Services Director, Fire Marshal, and Public Works Services Director, or their respective designees. The changes to the existing facility may be subject to building permits after fully detailed plans have been submitted for plan check review and approval by the aforementioned City officials.

32. To the maximum extent permitted by law, the Applicant must defend, indemnify, and hold the City, any departments, agencies, divisions, boards, and/or commissions of the City, and its elected officials, officers, contractors serving as City officials, agents, employees, and attorneys of the City ("Indemnitees") harmless from liability for damages and/or claims, actions, or proceedings for damages for personal injuries, including death, and claims for property damage, and with respect to all other actions and liabilities for damages caused or alleged to have been caused by reason of the Applicant's activities in connection with TUP 25-22 ("Project") on the Project site, and which may arise from the direct or indirect operations of the Applicant or those of the Applicant's contractors, agents, tenants, employees or any other persons acting on Applicant's behalf, which relate to the development and/or construction of the Project. This indemnity provision applies to all damages and claims, actions, or proceedings for damages, as described above, regardless of whether the City

prepared, supplied, or approved the plans, specifications, or other documents for the Project.

In the event of any legal action challenging the validity, applicability, or interpretation of any provision of this approval, or any other supporting document relating to the Project, the City will notify the Applicant of the claim, action, or proceedings and will cooperate in the defense of the matter. The Applicant must indemnify, defend and hold harmless the Indemnitees, and each of them, with respect to all liability, costs and expenses incurred by, and/or awarded against, the City or any of the Indemnitees in relation to such action. Within 15 days' notice from the City of any such action, the Applicant shall provide to the City a cash deposit to cover legal fees, costs, and expenses incurred by City in connection with defense of any legal action in an initial amount to be reasonably determined by the City Attorney. The City may draw funds from the deposit for such fees, costs, and expenses. Within 5 business days of each and every notice from the City that the deposit has fallen below the initial amount, the 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.

33. Approval of TUP 25-22 shall not be of effect unless the Property Owner and the Applicant have executed and filed the Acceptance Form to indicate awareness and acceptance of these conditions of approval with the City on or before January 15, 2026.

FINDINGS

Pursuant to Development Code Section 9107.23.080, a Temporary Use Permit may be approved if all the following findings can be made.

1. **The operation of the requested temporary use at the location proposed, within the time period specified, and subject to appropriate conditions will not jeopardize, endanger, or otherwise constitute a menace to the public convenience, health, safety, or general welfare.**

   Facts in Support of the Finding: The proposed location is well suited to support the Pasadena Showcase event, including tours, merchandise vendors, the restaurant, and all associated activities. The site will be secured with on-duty security guards during the move-in phase, the event itself, and move-out to ensure ongoing protection of attendees, staff, and nearby residents. In addition, the proposed site layout and the conditions of approval provide adequate circulation, parking management, and safety measures. With these public-safety and operational protocols in place, the temporary use is not expected to jeopardize or endanger public convenience, health, safety, or general welfare.

2. **The proposed site is adequate in size and shape to accommodate the temporary use without material detriment to the use and enjoyment of other properties located adjacent to and in the vicinity of the site.**

   Facts in Support of the Finding: The property is adequate in size to accommodate an event of this scale, including areas for food service and merchandise vendors. Guest arrivals will be distributed throughout the day, and no on-site parking will occur; instead, attendees will be transported to the site via shuttles from Santa Anita Park. The site is surrounded by mature landscaping, which provides noise mitigation and additional privacy for surrounding residences. Therefore, the site is adequate in size and shape to support the temporary use without creating adverse impacts on the neighboring properties.

3. **The proposed site is adequately served by streets or highways having sufficient width and improvements to accommodate the kind and quantity of traffic that the temporary use will or could reasonably be expected to generate.**

   Facts in Support of the Finding: The subject property is a residential property located on Foothill Boulevard. To minimize traffic impacts, guests will be

transported to the site via 18 passenger mini shuttles. Foothill Boulevard provides sufficient roadway width to safely accommodate shuttle operations, since they will be staged on the property's circular driveway as well as any emergency services vehicles that may need to access the property.

4. **Adequate temporary parking to accommodate vehicular traffic to be generated by the temporary use will be available either onsite or at alternate locations acceptable to the Director.**

   Facts in Support of the Finding: Parking for the proposed event will be provided offsite in Lot C5 of Santa Anita Park, which is accessed through Gate 3, off the intersection of Holly Avenue and Huntington Drive. Guests will be transported to and from the event site via complimentary shuttle service. The off-site parking supply is more than adequate to accommodate the visitors for the duration of the event. Guests will be dropped off and picked up on the subject property, utilizing the circular driveway for shuttle access.

5. **The location for the proposed temporary use would not adversely interfere with existing uses on the subject property and would not impede or adversely impact pedestrian access ways and/or vehicular circulation patterns.**

   Facts in Support of the Finding: The event would not adversely interfere with the existing residential use of the property, as the residence will be temporarily leased by the Pasadena Showcase House for the Arts for the duration of the events and its setup. Minor site improvements will be implemented to support event operations and will not impede existing access or circulation. The property's paved circular driveway provides adequate space for delivery and catering trucks to access the property without disrupting vehicular circulation on Foothill Boulevard, which is a major thoroughfare that accommodates large vehicles and high traffic levels every day.

6. **The applicant agrees in writing to comply with any and all of the conditions imposed by the Review Authority in the approval of the Temporary Use Permit.**

Facts in Support of the Finding: As required with all approvals, the Applicant will be required to execute an Acceptance Form confirming their agreement to comply with all Conditions of Approval associated with this permit.

ENVIRONMENTAL ANALYSIS

This project is Categorically Exempt from the California Environmental Quality Act ("CEQA"), under Section 15304(e) of the CEQA Guidelines, a temporary use having no permanent effect on the environment. A Preliminary Exemption Assessment is included as Attachment No. 2.

PUBLIC COMMENTS/NOTICE

Public hearing notices for this item were mailed on December 4, 2025, to the property owners within 300 feet of the subject site. As of December 12, 2025, staff did not receive any public comments on this Temporary Use Permit application.

FISCAL IMPACT

There is no significant fiscal impact expected as a result of this event. Some nominal revenue will be generated through business license fees and sales tax collected from the event. Additionally, all City services required for the event, such as Police and Fire Services, will be paid for by the Applicant.

RECOMMENDATION

It is recommended that the City Council find that the event is Categorically Exempt from the California Environmental Quality Act ("CEQA"); and approve Temporary Use Permit No. TUP 25-22 to allow the 2026 Pasadena Showcase House of Design event from April 19, 2026, to May 17, 2026, at 291 W. Foothill Boulevard.

Approved:

Dominic Lazzaretto
City Manager

Attachment No. 1: Temporary Use Permit Application, Project Description, Site Plan for the Event, and Schedule
Attachment No. 2: Preliminary Exemption Assessment

Attachment No. 1

Temporary Use Permit Application, Project Description, Site Plan for the Event, and Schedule

CITY OF ARCADIA

RECEIVED
NOV 03 2025
Planning Services
City of Arcadia

TUP 25-22

TEMPORARY USE PERMIT

PLEASE COMPLETE THE FOLLOWING INFORMATION (REQUIRED):

EVENT ADDRESS 291 W. Foothill Blvd., Arcadia, CA 91006

APPLICANT(S) NAME Pasadena Showcase House for the Arts, EIN 23-7059730

MAILING ADDRESS P. O. Box 93486

CITY Pasadena STATE CA ZIP 91009

E-MAIL ADDRESS 2ndVp@pasadenashowcase.org

TELEPHONE NO. 818-606-5809

PROPERTY OWNER(S) NAME Kumar Family Trust/Nirmal Kumar, Trustee of the Kumar Fam

MAILING ADDRESS 291 W. Foothill Blvd.

CITY Arcadia STATE CA ZIP 91006

E-MAIL ADDRESS Doctornirmal@gmail.com

TELEPHONE NO. +16267988400

DESCRIPTION OF EVENT: 2026 Pasadena Showcase House of Design, charity fundraiser

DATE(S) OF EVENT: April 19, 2026--May 17, 2026

LOCATION(S): 291 W. Foothill Blvd,, Arcadia, CA 91006

HOURS OF EVENT: See attached Exhibit 1

ATTENDANCE: 25,000-30,000 **PARKING ATTENDANTS:** N/A No on site parkir

TEMPORARY USE PERMIT TYPE

- ■ Special Event
- ■ Temporary Tents and Canopies *(non-residential zone)*
- ■ Temporary Outdoor Sales
- ☐ Temporary Wireless Communication Facility
- ☐ Other
- ☐ Seasonal Sales
- ■ Outdoor Storage
- ☐ Block Yard Sales
- ☐ Pop Up Business

THE APPLICANT AND PROPERTY OWNER HEREBY DECLARE UNDER PENALTY OF PERJURY THAT ALL THE INFORMATION SUBMITTED FOR THIS APPLICATION IS TRUE AND CORRECT.

Cynthia L Bengtson Cindy Bengtson 2nd V — 10 / 29 / 2025

APPLICANT'S SIGNATURE — DATE

Nirmal Kumar, Trustee of the Kumar Family Trust dated Jul — 10 / 30 / 2025

PROPERTY OWNER'S SIGNATURE — DATE

DATE FILED 11/3/25 RECEIPT NO. _____ PAID _____ RECEIVED BY _____

Doc ID: 6abe3d3d747c30bd3ef4f133bc921451dae88c1d

PLEASE ANSWER THE FOLLOWING QUESTIONS:

The Development Services Director or designee shall approve the temporary use permit, based on the following criteria. Please explain how your request meets these criteria.

1. **The operation of the requested temporary use at the location proposed, within the time period specified, and subject to appropriate conditions will not jeopardize, endanger, or otherwise constitute a menace to the public convenience, health, safety, or general welfare.**

See attached

2. **The proposed site is adequate in size and shape to accommodate the temporary use without material detriment to the use and enjoyment of other properties located adjacent to and in the vicinity of the site.**

See attached

3. **The proposed site is adequately served by streets or highways having sufficient width and improvements to accommodate the kind and quantity of traffic that the temporary use will or could reasonably be expected to generate.**

See attached

4. **Adequate temporary parking to accommodate vehicular traffic to be generated by the temporary use will be available either on-site or at alternate locations acceptable to the Director.**

See attached

5. **The location for the proposed temporary use would not adversely interfere with existing uses on the subject property and would not impede or adversely impact pedestrian access ways and/or vehicular circulation patterns.**

See attached

6. **The applicant agrees in writing to comply with any and all of the conditions imposed by the Review Authority in the approval of the Temporary Use Permit.**

See attached

Doc ID: 6abe3d3d747c30bd3ef4f133bc921451dae88c1d

FILING REQUIREMENTS

In order for this application to be processed without delay, the application must include all of the following materials. To ensure that your application package is complete, please check-off the boxes next to the required application materials.

- ☑ Completed application form

- ☑ An Ownership Disclosure is required if the property is owned by a corporation, partnership, trust, or non-profit. The disclosure must reveal the agent for service of process or an officer of the ownership entity. The disclosure must list the names and addresses of all the owners, and you must attach a copy of the current corporate articles, partnership agreement, trust, or non-profit document, as applicable.

- ☐ Filing Fee - $702

- ☐ Filing Fee for City Council or Commission's Review - $1,757(If applicable)

- ☑ Two (2) copies of a site plan/diagram showing the boundary lines of the subject property or area, the location of the event, and all existing and proposed structures (e.g. fences, walls, booths, equipment, and other temporary structures for which permission is sought). The plan must clearly show the ingress/egress as well as all signs (advertising/directional) that will be used for the event.

- ☑ City Council or Commission Review – Two (2) copies of a site plan/diagram showing the boundary lines of the subject property or area, the location of the event, and all existing and proposed structures (e.g. fences, walls, booths, equipment, and other temporary structures for which permission is sought). The plan must clearly show the ingress/egress as well as all signs (advertising/directional) that will be used for the event.

    - ☑ City Council or Commission's Review Only - A 300-foot radius map (1,000 foot radius for events at the Santa Anita Racetrack or Westfield Santa Anita Mall) and a mailing list in an Excel format and one set of labels. The mailing list must be in an Excel format and saved on a USB flash drive. Each lot must be consecutively numbered to correspond to the property owners list, map, and Excel spreadsheet.

      The spreadsheet must identify the following fields: 1) Assessor's Parcel Number; 2) Property Owner's Name; 3) Mailing Address; 4) City, State, and Zip Code. Each column heading must be in the same order as listed above.

      The names and addresses of current property owners may be obtained at the Los Angeles County Assessor's office.

      Alternatively, applicants may retain the services of a mapping consultant to generate the radius map, labels, and electronic address list on an Excel spreadsheet on their behalf. A list of local mapping consultants may be obtained at the Planning Services offices.

    - ☑ A separate label sheet, providing 3 labels each for the property owner, applicant, architect, contractor, and anyone else with an interest in the project that is to be contacted/copied with any relevant correspondence.

Doc ID: 6abe3d3d747c30bd3ef4f133bc921451dae88c1d

PASADENA
SHOWCASE
HOUSE
for the Arts

October 30, 2025

Ms. Lisa Flores
Planning & Community Development Administrator
City of Arcadia
240 W. Huntington Drive
Arcadia, CA 91066

Dear Ms. Flores:

Thank you for your assistance and guidance this fall. As you know, the Pasadena Showcase House of Design was to be in Arcadia in spring 2020. The Pasadena Showcase House for the Arts completed the entire TUP process only to have COVID stop us from opening the beautifully restored house on Rancho Road to the public. We are very happy to be bringing the Showcase House back to Arcadia for 2026. We are now applying for a Temporary Use Permit for this unique cultural Event.

Each year the Pasadena Showcase House for the Arts, a 501(c)(3) nonprofit, leases a distinctive estate in the greater Pasadena area for its annual benefit, Pasadena Showcase House of Design ("Event"). The purpose of the Event is to raise funds for music and the arts programs in our San Gabriel Valley community and a bit beyond. In May 2025, we donated $1,000,000 to 90 LA area charities and schools for their musical arts programs. (In the past, we have given grants to Arcadia Educational Foundation, Arcadia Music Club and the Arcadia Performing Arts Foundation.)

For over 70 years Pasadena Showcase House for the Arts has funded and produced programs that have enriched the lives of countless people from diverse communities and fostered a lasting legacy in music and the arts to the community. We serve our community through music. We believe music can change lives. Music inspires, motivates, calms, focuses, heals people. It improves academic performance as well as communication, social skills, emotional expression even motor skills. And it enriches our cultural and our daily lives. Anecdotal reports and hard science support our beliefs.

Founded in 1948, Pasadena Showcase House for the Arts has donated over $27 million to provide musical arts programs through schools and non-profits for our community.

Examples include the underwriting of free concerts in parks, choral productions and musical theater in our schools, community opera performances, jazz quartets, marching bands, and orchestras at local schools, music performances for seniors, and more. All of these efforts are in addition to our longstanding support of the Los Angeles Philharmonic Association and our four highly regarded music programs: Music Mobile™, Instrumental Competition, Youth Concert and, most recently, a Judith and Thomas L. Beckmen LA Phil Resident Fellowship, a training initiative by the Los Angeles Philharmonic for early-career musicians from historically underrepresented populations.

The 2026 Pasadena Showcase House of Design

The selected Showcase House and property undergo an extensive renovation by distinguished interior and exterior designers from Southern California, showcasing the latest innovations in design. Upon completion, the newly transformed home and grounds are opened to the public for viewing each spring. Guests enjoy a fun and memorable experience, featuring on-site dining at a restaurant, sipping beverages at a pub and a curated shopping boutique which has had gross sales of $2,000,000 for several years now. Recognized as one of the nation's oldest, largest, and most successful home and garden tours, the Event is expected to attract approximately 25,000 visitors—an average of 800 to 1,000 attendees per day during its public run.

This year's selected Showcase House is located at **291 W. Foothill Blvd.** in the estate home neighborhood governed by the **Santa Anita Oaks Homeowners Association**.

https://apps.gis.lacounty.gov/dpw/m/?viewer=bpv_wf5

Parcel Info

AIN: 5770020017

Use Code: 0103 (Single Family Residence)

Site Address:291 W FOOTHILL BLVD

ARCADIA CA 91006-2208

Originally called "Twin Oaks," by its owner Clara Baldwin Stocker, this single-family home was built in 1907. It is a Shingle-style two-story 8,065 square foot house on a flat 1.93-acre lot. Typical features of the Shingle style include the shingles surrounding the exterior, a roofline with multiple gables, prominent front wraparound porch, and the use of natural materials, including local stones. The style emerged in the late 19th century and is associated with the American Arts & Crafts Movement. The house has 6 bedrooms, 7 bathrooms, plus a family room, dining room, kitchen with an eating area, an entertainment/bar room, a library and living room. A grand entryway shows off a sweeping oak staircase. Oak beams and paneling appear throughout, echoing the California oak trees surrounding the property. Outside there is a two-car garage, fruit orchard, pool, gazebo and two pool dressing rooms. The architect is unknown.

The house is approximately 196 ft set back from Foothill Blvd. In addition to the native oaks throughout the grounds, other tree species popular in the early 20th century

contribute to the parklike atmosphere. These include palm trees, camphor trees, and a bunya pine. There are substantial hedges along the front of the property on Foothill Blvd.

There are single-family residences adjacent to the Showcase House on the east and west sides. The house to the east fronts San Carlos Road and the house on the east fronts Foothill Blvd. There are two single-family residences bordering the house's northern property line, both homes are on Arbolada Drive. There is no house adjoining the southern property line as the house is on Foothill Blvd so there is a four-lane state highway separating the house from any homes south of Foothill Blvd. The property was originally built under Residential Estate (RO) zoning, permitting horses, fowl, and birds.

The stages and timeline of the Event

- 1. **Phase 1 – Planning and Construction**. Current through April 19, 2026. This phase consists of meeting with key stakeholders (including the Neighbors' Committee meeting with Santa Anita Oaks' HOA Board members and other neighbors above and below Foothill Blvd.), applying for the TUP, development of the proposed site plan, selection of the designers and approval of their renovation plans, contracting with Santa Anita Park for parking and a shuttle company and, together with the city staff and shuttle company, creating the shuttle routes to and from the Santa Anita Park parking lot and the Showcase House, determining the No Parking area surrounding the Showcase House and obtaining all necessary building, electrical, plumbing, fire, health, ABC permits. Shop vendors will obtain any needed business licenses. We will provide the City with any certificate(s) of insurances required. We have consulted with a **City-approved arborist** for trimming some trees on the property and are **not proposing to remove any oaks**. A full arborist report will be prepared for the city. Once these objectives are achieved, installation of temporary facilities begins in mid-January, followed by completion of the home and property renovations. Parking of construction and delivery vehicles or member/volunteer cars will be within property boundaries or neighboring streets near the property. We estimate 15 vehicles will fit on the property. If vehicles must park on nearby streets special placards will be placed on vehicle dashboard identifying the vehicle as related to the Showcase House. Placards will show name of vehicle driver, cell phone of vehicle driver and cell phone of a Neighbor Committee member. Anyone parking on neighborhood streets will be directed not to park in front of residents' mailboxes, trash receptacles or driveways. We will also request no more than two cars park in front of one house.

2. **Phase 2 – Public Event**. April 19 through May 17, 2026. Tickets are sold to the public for house and garden tours, special private events are offered, special ticketed events on selected evenings will be developed, and the restaurant and curated shops are available for public enjoyment. All **restaurant and shops facilities proposed are temporary** – no permanent new uses are proposed for this property. Parking is provided off-site at Santa Anita Park, and complimentary shuttles will convey the public to and from the Event. There will be no guest parking permitted in the neighborhood surrounding the Showcase House. We will work with the City and HOA

to establish a No Event Parking zone. We wish to extend the No Parking zone beyond the required 300-foot radius of the home. Parking Permits will be issues to all neighbors.

3. **Phase 3 – Move-out and Return to Residential Use.** May 18 through June 30, 2026, with option to extend to July 31, 2026. All temporary facilities are removed from the property, the designers move out of the home, and repairs are made to return the home to single-family residential use. Parking of construction and delivery vehicles or member/volunteer cars will be within property boundaries or on streets near the property.

Neighborhood Outreach

In preparation for our event, we met with members of the Santa Anita Oaks Homeowners Association ("HOA") Board to review the event timeline, public operating hours for the Showcase House, the limited number of special events planned on-site, preliminary site and floor plans, and our commitment to preserving the California Oaks on the property.

Following this meeting, we personally delivered letters of introductions and invitations to a neighbors' reception, along with informational flyers, to 98 nearby homes (extending beyond the 300-foot notification radius). The HOA Board also distributed the same materials via email to residents along San Carlos Road (from Foothill to Arbolada Drive) and to all on Arbolada Drive. No inquiries or comments were received from the 98 homes contacted.

We hosted the neighbors' reception at the property on October 10, 2025, which was attended by ten neighbors—all of whom expressed support for the Showcase House and enthusiasm about revitalizing this particular property. During the reception, we presented the proposed locations for temporary structures, including portable restrooms, the restaurant, and the on-site shops

We discussed the ARB process and what type of documentation will be required with the Board members. We informed the Board that we have no plans to repaint the exterior of the home or add or remove any outside walls. We plan no hardscape changes on the property. We intend to enhance the yard with plants, shrubs and trees in compliance with the Arcadia Residential Landscaping Guide. We hope to add some bushes along the southern boundary with Foothill Blvd. to soften the traffic noise. We do not intend to change the owner's existing sprinkling system in place. We have since discussed the ARB process with the HOA ARB Chair David Lee and explained our exterior landscape/garden designers will not be submitting their detailed planting designs to us until December, and we have agreed that we will try to obtain the design and plant lists earlier if possible..

I also met with several key City staff members in September to review the pool area and fencing, as well as to discuss traffic management strategies to accommodate designer deliveries and ensure the safe entry and exit of shuttles onto Foothill Boulevard. We will be applying for Encroachment Permits as necessary and will engage a traffic management company to facilitate the temporary closure of one lane of Foothill Boulevard in front of the

property when needed to accommodate large truck deliveries.

Supplemental Materials

To provide you with as much information as possible about our Event, the following materials are submitted to complement the "Application Criteria" report:

- Exhibit 1 - Fast Facts and Proposed Schedule
- Exhibit 2 - Preliminary Site Plan
- Exhibit 3 - Elements of the Preliminary Site Plan
- Exhibit 4 - Security Plan
- Exhibit 5 - Construction and Delivery Schedule
- Exhibit 6 - Proposed Shuttle Route
- Exhibit 7 - Proposed Parking Plan
- Exhibit 8 – Neighbor Communications

We are submitting all this information in good faith based upon our current plans and intentions. However, it's possible that issues or scenarios not yet thought of will be brought to our attention by City staff, neighbors, HOA Board or ARB. If anything changes, I will contact you immediately and discuss any further action we should take. We will work closely with you and City staff from now until June 2026.

We believe this application satisfies the requirements for the Temporary Use Permit (TUP) for our nonprofit cultural event. We plan on working closely with City staff on the various permits and approvals needed to execute this important fundraising event in your city.

I would be happy to schedule a site walk with key City department representatives if you wish as soon as possible as we are eager to establish the earliest possible hearing date.

Your review of this application is greatly appreciated. Please do not hesitate to contact me if additional information is required.

With thanks,

Cynthia Bengtson
2026 Benefit Co-Chair
Pasadena Showcase House of Design
Applicant Name: Pasadena Showcase House for the Arts
Cynthia Bengtson
2nd VP and Benefit Co-Chair
P.O. Box 93486
Pasadena, CA 91109
(818-606-5809)
2ndVp@pasadenashowcase.org
Project Site: 291 W. Foothill Blvd., Arcadia, CA 91006

PASADENA SHOWCASE HOUSE FOR THE ARTS

Application for Temporary Use Permit for 2026 Pasadena Showcase House of Design

City of Arcadia
Temporary Use Permit Application
Application Criteria

Applicant:	Pasadena Showcase House for the Arts Cindy Bengtson, Benefit Co-Chair
Event:	Pasadena Showcase House of Design April 19 – May 17, 2026
Location:	291 W. Foothill Blvd., Arcadia, CA 91006

---

1. The operation of the requested temporary use at the location proposed, within the time period specified, and subject to appropriate conditions will not jeopardize, endanger, or otherwise constitute a menace to the public convenience, health, safety, or general welfare.

We believe this event will serve as a positive contribution to the general welfare of the residents and the City of Arcadia. It will not adversely affect the health, safety, or convenience of the community. The purpose of this temporary cultural nonprofit event is to raise funds to support music and arts programs throughout the San Gabriel Valley and surrounding areas, enriching the broader community, including Arcadia.

This temporary event will restore and showcase a historic home and property that holds a meaningful place in Arcadia's history (and is currently in need of repair and restoration), offering the public the opportunity to tour the residence from April 19 to May 17, 2026, through ticketed house tours. We believe this experience will provide Arcadia residents with an engaging, sophisticated, and enjoyable local activity and foster pride in a home once belonging to one "entertaining" member of Arcadia's distinguished Baldwin family. Additionally, the event will allow visitors from across Southern California to discover Arcadia's beautiful neighborhoods and rich heritage. Sales tax revenues from shops and the restaurant operating during the event will also benefit Arcadia's finances.

Arcadia's public welfare will be safeguarded through on-site management throughout all phases of the project—including construction time, the public event period, and move-out process. We will hire on-site security, control attendance by limiting ticket sales in 15-minute intervals and require off-site parking with complimentary shuttle service to and from the event site.

Upon completion of the event, the property will be fully restored to its single-family residential use, and all temporary structures will be removed.

Attached are Exhibits 1-8 which detail:

- Exhibit 1 - Fast Facts and Proposed Schedule
- Exhibit 2 - Preliminary Site Plan
- Exhibit 3 - Elements of the Preliminary Site Plan
- Exhibit 4 - Security Plan
- Exhibit 5 - Construction and Delivery Schedule
- Exhibit 6 - Proposed Shuttle Route
- Exhibit 7 - Proposed Parking Plan
- Exhibit 8 – Neighbor Communications

2. The proposed site is adequate in size and shape to accommodate the temporary use without material detriment to the use and enjoyment of other properties located adjacent to and in the vicinity of the site.

This house is a Shingle-style two-story 8,065 square foot house on a flat 1.93-acre lot. Outside there is a two-car garage, child's play area with built in swing set, fruit orchard, pool, gazebo and two pool dressing rooms.

The house is approximately 196 ft set back from four-lane Foothill Blvd. In addition to the native oaks throughout the grounds, there are palm trees, camphor trees, and a bunya pine. There are trees and/or substantial hedges along all four sides of the property. The front of the property is on Foothill Blvd. There are single-family residences adjacent to the Showcase House on the east and west sides. The house to the west fronts San Carlos Road (thus the Showcase House boundary is the back boundary of this house's back yard) and the house on the east fronts Foothill Blvd so it shares a side yard boundary. There are two single-family residences bordering the house's northern back property line, both homes are on Arbolada Drive. There is no house adjoining the southern property line as the house is on Foothill Blvd so there is a four-lane state highway separating the house from any homes south of Foothill Blvd.

The shuttle drop off and ticket kiosk will be in the front lawn facing Foothill Blvd. There will be a restaurant with outdoor dining in the back yard. And the shops will be housed in a large festival tent set up alongside the west driveway in the side yard.

Exhibits 2 and 3 have details on the proposed locations of the various temporary items.

3. **The proposed site is adequately served by streets or highways having sufficient width and improvements to accommodate the kind and quantity of traffic that the temporary use will or could reasonably be expected to generate.**

The house is on four-lane Foothill Blvd. The shuttles will approach it from the west and turn left into the western entry gate of the home. There is a break in the double yellow line on Foothill Blvd to permit turning into the driveway. The shuttles will exit from the eastern entry gate and turn right onto Foothill Blvd., heading west to Baldwin Avenue. We do have a challenge as the driveway is very narrow and there are stone pillars are each side of each entrance. As a result, we will be using the smallest shuttles we can rent.

Parking will be at Santa Anita Park, Gate 5, Lot C (5). Exhibit 6 shows the proposed shuttle route. We would like to discuss our proposed route with city staff and are open to making changes if a better route is possible. The current proposed route will take 8-10 minutes each way.

4. **Adequate temporary parking to accommodate vehicular traffic to be generated by the temporary use will be available either on-site or at alternate locations acceptable to the Director.**

During the planning, construction and move-out phases, parking for designers, contractors, volunteers, and other event personnel will be accommodated on-site to the maximum extent feasible (we believe 15 vehicles should fit), with overflow parking permitted along neighborhood streets. All vehicles associated with the event will display a Pasadena Showcase House for the Arts (PSHA)–issued parking placard identifying the vehicle owner's name, cell phone number, and the cell phone number of a member of the Neighbors' Committee. Further, we will make sure the HOA President and select Board members have the cell phone number of the Neighbors Committee Chair and a Benefit Co-Chair to contact either if needed.

We have entered into a contract for parking for guests, designers, volunteers and members (i.e., everyone!) at Santa Anita Park, Gate 3, Lot C (5) for the public event period and for pre-public event ticketed events. Parking will be free to all and complimentary shuttles will transport all to and from the Showcase House.

To prevent public parking within the surrounding residential neighborhood, "No Parking" signage will be installed and maintained throughout the duration of the public event period as directed by the City staff. We welcome a No Parking area beyond the 300-foot radius of the Showcase House and seek to work with City staff to create the optimal No Parking zone. Neighbor Parking Permits will be issued to residents within the affected area to allow personal and guest parking on neighborhood streets. Hard copy and/or email parking permits will be sent to all impacted neighbors.

We will coordinate with the City's traffic enforcement personnel to ensure compliance. We welcome and want tickets to be issued to those not permitted to park in the neighborhood during the April 19 – May 17, 2026.

Details about off-site and on-site parking arrangements and the proposed shuttle route are **in Exhibits 6 and 7.**

5. **The location for the proposed temporary use would not adversely interfere with existing uses on the subject property and would not impede or adversely impact pedestrian access ways and/or vehicular circulation patterns.**

The improvements to the single-family home will be permanent. But all event-related temporary tenting, tables and chairs, shops and restaurant facilities are temporary and will be removed completely from the property at the end of the event. Walking or driving on Foothill Blvd or in the surrounding neighborhood will not be affected.

6. **The applicant agrees in writing to comply with any and all of the conditions imposed by the Review Authority in the approval of the Temporary Use Permit.**

The Pasadena Showcase House of Design agrees to comply with any and all conditions imposed by the review Authority in the approval of the Temporary Use Permit.

Cynthia Bengtson

Benefit Co-Chair

2026 Pasadena Showcase House of Design

10/20/25

Date

EIN: 23-7059730. CONTACT: C. L. BENGTSON, 2ND VP & 2026 SHOWCASE HOUSE OF DESIGN CO-CHAIR
C: 818-606-5809

PASADENA SHOWCASE HOUSE FOR THE ARTS

Application for Temporary Use Permit for 2026 Pasadena Showcase House of Design

Attachment 1

2025-2026 Fast Facts and the Proposed Schedule

Proposed Dates

Sunday, April 19, 2026, through Sunday, May 17, 2026

Proposed Public Hours of Operation

Tuesday, Wednesday, Thursday, Saturday, and Sunday – House Tours start at 9:30 AM and the last tour begins at 5:00 PM.
Friday – House Tours start at 9:30 AM and the last tour begins at 6:00 PM.
Shuttle service ends at 8:00 PM Tuesday–Sunday.
Mondays – Closed to the public. Cleaning, servicing and media appointments from 7:00 AM to 5:00 PM.
Parking will be at the Santa Anita Park, Gate 3, Lot C5, with shuttle service to/from the property.
"No Parking" signs will be posted in the neighborhood in conjunction with the City of Arcadia.
Parking permits will be issued to neighbors and their guests and/or service providers for anytime street parking. No parking area to be determined with City of Arcadia staff and HOA Board input.
Services and deliveries will be scheduled between 7:00 AM and 9:00 AM on days the Showcase House is open to the public, and on Mondays from 7:00 AM to 5:00 PM when closed to the public.
Parking expected to be on site, but some cars may need to park on nearby streets.
Temporary structures (tents, festival tents, booths, temporary toilets, and trash/toilet enclosures) will be erected throughout the property to accommodate various needs.

Proposed Schedule

Phase 1: Permitting & Planning (September 2025 – January 2026)

Meeting with HOA Board (October 3, 2025).
Hand Delivery of Letters to Neighbors (October 6, 2025).
Neighbors Informational Meeting (October 10, 2025).
Designer Walk Thru of Showcase House (October 10 and 23, 2025):

- All parking was off-site, and attendees used shuttle vans to/from the property.
- Catering was provided.

TUP Submission (October).
Tree Trimming (November–December).

Phase 2: Construction and Move-in (December 1, 2025 – April 18, 2026)

❖ December 1-December 31, 2025

- Refinishing of hardwood flooring in house to be done in December. (Showcase personnel to be on site while work being done.)
- Trimming of trees to be done in December. (Showcase personnel to be on site while work being done.)
- Possible yard clean up volunteer workdays for PSHA members in December.

❖ January1, 2026-April 18, 2026

- Delivery truck to deliver office furniture and equipment for volunteer office set up in January.
- Daily hours: 7:00 AM – 5:00 PM Monday–Friday; 8:00 AM – 4:00 PM Saturday.
- Showcase personnel and/or caretaker on-site daily during all open hours.
- Parking of construction and delivery vehicles or member/volunteer cars within property boundaries or nearby streets. Special placards to be placed on vehicle dashboards identifying vehicle as related to Showcase House (driver name, cell phone, and Neighbor Committee contact).
- 24-hour security hired upon designer and shops move-in (late March 2026).
- Special Event on January 23, 2026 – Guests to park off-site and use shuttles. Amplified music possible. Catering on site. Event ends by 10:00 PM.
- Special Members' Lunch on April 15, 2026 – Guests to park off-site and use shuttles.
- Special Media Members Lunch on April 16, 2026 – Guests to park off-site and use shuttles.
- Special Late Afternoon Tours on April 17, 2026 – Guests to park off-site and use shuttles.

Phase 3: 2026 Pasadena Showcase House of Design Event (April 19 – May 17, 2026)

- Open daily to the public except Mondays.
- Showcase personnel on-site daily during all open hours.
- 24-hour/day, seven days/week security.
- Posting of no parking signs within a 300-foot radius of the property (we prefer a larger no parking area) as agreed upon with City and HOA. Neighborhood parking permits issued to neighbors and their guests/service providers.
- Strict enforcement of no street parking surrounding Showcase House (guests and volunteers park off-site and use shuttle vans).
- Caretaker or security to patrol Foothill Blvd daily for trash disposal.
- Daily services and deliveries scheduled 7:00 AM – 9:00 AM and Mondays 7:00 AM – 5:00 PM. Delivery and volunteer cars parked within property boundaries when possible.
- Acoustic and amplified music/presentations on-site on several Fridays to end by 9:00 PM.
- Potential 1–3 sunset/early evening events during the week to end by 9:00 PM.

Phase 4: Move-out and Property Repairs (May 18 – June 30, 2026)

- Daily hours: 7:00 AM – 5:00 PM Monday–Friday; 8:00 AM – 4:00 PM Saturday.
- Showcase personnel on-site daily during all open hours.

EIN: 23-7059730. CONTACT: C. L. BENGTSON, 2ND VP & 2026 SHOWCASE HOUSE OF DESIGN CO-CHAIR C: 818-606-5809

- Parking of construction and delivery vehicles within property boundaries or nearby streets.
- 24-hour security until designers and shops fully move out.
- Daily security (Showcase personnel, caretaker, or contracted service) until repairs complete and home is returned to the owner as a single-family residence.

THROUGHOUT ALL PHASES

Tentative Special Event Listing (By Invitation Only, January – June 2026)

- Empty House Party – January 23, 2026, 5:00 PM to 10:00 PM (Ticketed event).
- Light Up Night – April 14, 2026, 6:00 PM to 9:00 PM] Tuesday before opening; testing of all electricity (not a party, designers and members only).
- Punch & Lunch & Tour – April 15, 2026, 9:00 AM to 2:00 PM (Members and designers only).
- Social Media Influencer Breakfast – April 16, 2026, 10 AM to 1 PM (Invited social media influencers).
- Premiere Celebration – April 17, 2026, 5:00 PM to 6:00 PM (Ticketed event; on-site home tours followed by dinner and festivities at Santa Anita Park).
- Prospective Member Meeting –May 2, 2026, Time to be determined. (Meeting for prospective members by invitation only.)
- Resource Party – May 6, 2026, 5:00 PM – 8:00 PM (Reception for designers' vendors).
- Gifts and Grants Distribution—May 7, 2026, Time and Date to be Determined. (Presentation of checks to charities receiving our grants. Invitation only.)
- Closing Celebration – May 17, 2026, 6:00 PM to 9:00 PM (Members, designers and families only).

❖ All parking off-site; attendees to use shuttle vans to/from the property.

❖ Acoustic or amplified music may be offered at select events, ending by 9:00 PM.

❖ Catering provided, vehicles and staff within property boundaries.

EIN: 23-7059730. CONTACT: C. L. BENGTSON, 2ND VP & 2026 SHOWCASE HOUSE OF DESIGN CO-CHAIR C: 818-606-5809

PASADENA SHOWCASE
HOUSE FOR THE ARTS

PASADENA
SHOWCASE
HOUSE
for the Arts

Application for Temporary Use Permit for 2026 Pasadena Showcase House of Design

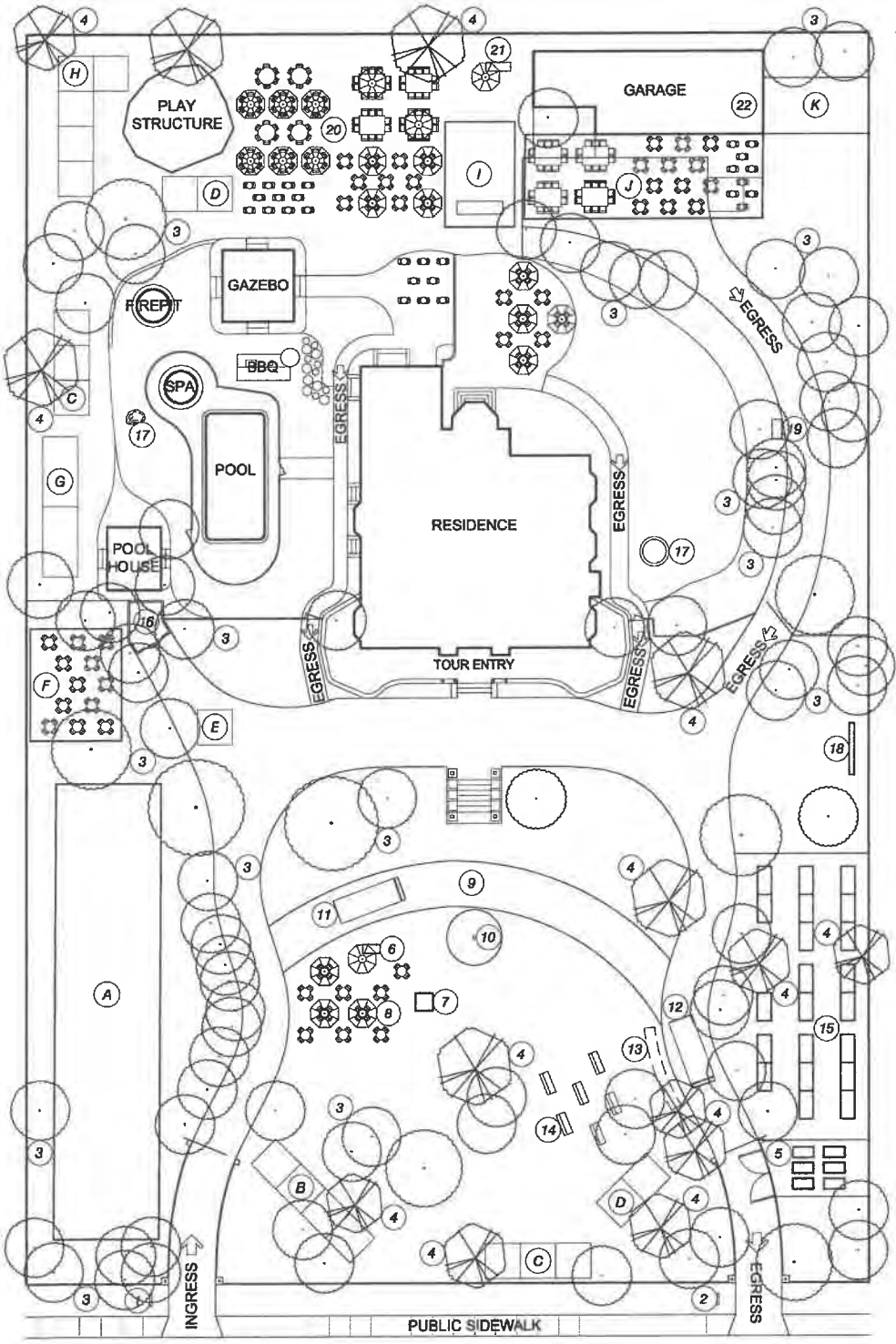
Attachment 2

PASADENA SHOWCASE HOUSE OF DESIGN

291 W. Foothill Blvd.

Preliminary Site Plan

EIN: 23-7059730. CONTACT: C. L. BENGTSON, 2ND VP & 2026 SHOWCASE HOUSE OF DESIGN CO-CHAIR
C: 818-606-5809



LEGEND

1. ENTRY SIGN
2. EXIT SIGN
3. EXISTING TREE
4. EXISTING OAK TREE
5. (6) TRASH/RECYCLE/ COMPOST BINS ON PLATFORM
6. COFFEE CART
7. 5' X 5' TICKET SALES
8. CAFE TABLE SEATING FOR COFFEE CART
9. SHUTTLE DRIVEWAY
10. FLAGPOLE
11. SHUTTLE ARRIVAL AND DROP-OFF
12. SHUTTLE PICK-UP AND DROP-DEPARTURE
13. SHUTTLE PASSENGER QUEUING
14. BENCHES
15. (21) 8' X 24' PORTABLE VIP TRAILER RESTROOMS
16. STORAGE
17. STONE FEATURE
18. PHOTO BACKDROP
19. FIREPLACE
20. AL FRESCO RESTAURANT DINING TABLES
21. RESTAURANT SERVICE STAND ON PLATFORM
22. PORTABLE RESTAURANT KITCHEN APPLIANCES IN GARAGE

TEMPORARY TENTS:

- A. 30' X 130' MAIN SHOPS TENT ON PLATFORM
- B. (4) 10' X 10' SHOPS TENTS ON PLATFORM
- C. (3) 10' X 10' SHOPS TENTS ON PLATFORM
- D. (2) 10' X 10' SHOPS TENTS ON PLATFORM
- E. 10' X 10' BAG CHECK TENT
- F. 26' X 32' TAVERN TENT ON PLATFORM
- G. (2) 10' X 20' VENDOR AND DESIGNER TENTS ON PLATFORM
- H. (5) 10' X 10' SHOPS TENTS ON PLATFORM
- I. 20' X 30' RESTAURANT TENT WITH ORDERING BAR ON PLATFORM
- J. 24' X 68' RESTAURANT DINING TENT ON PLATFORM
- K. 16' X 30' RESTAURANT KITCHEN TENT

PASADENA SHOWCASE HOUSE *for the Arts*

Project:

291 WEST FOOTHILL BLVD.
ARCADIA, CA 91006

Exhibit 2 -
Temporary Use Permit
Preliminary Site Plan

N

Scale: 1" = 30'
Date: 10/27/25

PASADENA SHOWCASE HOUSE FOR THE ARTS

Application for Temporary Use Permit for 2026 Pasadena Showcase House of Design

Attachment 3

Details of Proposed Site

Existing Property Features:

▪ The single-family residence, constructed in 1907, is a two-story Shingle-style home encompassing approximately 8,065 square feet on a 1.93-acre lot within the Santa Anita Oaks Homeowners Association. The property includes a swimming pool with separate dressing rooms and bathroom, a gazebo, and a fruit orchard. A U-shaped driveway provides access through two stone entry and exits gates.

▪ The home is set back approximately 196 feet from Foothill Boulevard and is situated behind a spacious front lawn with mature oak trees and hedges along the front property line. A public sidewalk runs along Foothill Boulevard beyond the property line.

▪ Mature trees border nearly all sides of the property, creating a natural green buffer from neighboring yards. Some areas along the southeast side of the property have lighter tree or hedge coverage. Existing chain-link fencing, brick walls, and hedges define the property boundaries.

The west boundary of the property faces the rear yard of a residence which fronts on San Carlos Road. The north boundary adjoins the expansive rear yards of two homes who front on Arbolada Drive, while the east boundary aligns with the side yard of a residence on Foothill Boulevard. The southern boundary is 4-lane wide Foothill Blvd.

Access to the Property:

- ❖ The property's access is through the main driveway off Foothill Blvd. The driveway is U-shaped and has two entrances/exits on to Foothill Blvd. There are breaks in the double yellow "no passing" markings before each entrance to the driveway. (#1 and #2)
- ❖ Shuttles will enter the home's west entry gate from Foothill Blvd. and drop off and pick up visitors on the Showcase House property. There will be no loading or unloading of visitors on Foothill Blvd or on nearby residential streets. Waiting areas for shuttles will be on the property as well. (#11, 12 and 13)

EIN: 23-7059730. CONTACT: C. L. BENGTSON, 2ND VP & 2026 SHOWCASE HOUSE OF DESIGN CO-CHAIR
C: 818-606-5809

- ❖ During the Event, the public will enter and depart the home from the main driveway. The entrance for the tour will begin at the front door. Entrance to the shops will be from the driveway. Entrance to the restaurant will be via walkways on the property to the back yard.
- ❖ The eastern driveway will also be used for daily morning servicing requirements for the restaurant kitchen, temporary restrooms, and trash. Temporary restaurants and trash containers will be located in the southeastern corner of the property, closest to Foothill Blvd. to facilitate servicing.

Temporary Structures – Front Yard:

5. Temporary trash enclosures for the Event are proposed to also be placed in the southeastern corner of the property. Bear proof bins will be obtained from Arcadia's waste management company. We will ensure the view is screened from all angles with greens and hedges.

6. A coffee cart will be near the shuttle drop off location and ticket booth.

7. A ticket booth will be placed in the front yard near the shuttle drop off location. The size of the ticket booth is approximately 5' by 5'.

8. Several bistro tables will be near the shuttle drop off location and coffee cart.

14. Various benches will be placed throughout the front yard to allow guests to sit under the oaks and other trees and shop at garden-focused shops. Nine (9) 10 X 10 ft tents will be placed toward the front of the front yard. (B, C and D)

15. Temporary public restrooms for the Event are proposed to be placed in the southeastern corner of the property. VIP portable toilets on trailers will be used. Existing trees and temporary green plant/hedge screening will surround the area and block the view from the street and next-door neighbors.

Temporary Structures – Western Side Yard:

A. The yard on the western side of the driveway will be platformed (30 x 130 ft) and a festival tent will be used to house approximately 15 shops. This area fronts Foothill Blvd. The west side is lined with bush hedges and several trees. The east side is separated from the driveway by a line of trees and low bushes.

C and D. Shops in 10 X 10 ft tents.

E. Bag check in 10 X 10 ft tent.

F. A small pub/tavern with cold fare and beverages will be housed on a 26 X 32 ft platform.

G. A rest area for designers to sit and eat will be two 10 X 10 ft tents.

H. A maximum of 5 Shops will be placed in 10 X 10 ft tents along the perimeter of the yard, to the northwest back corner of the yard.

16. Existing area used for trash containers will be repurposed temporarily for storage needs.

Temporary Structures – Eastern Side Yard:

18. Flowered frame will be placed in yard for photo opportunities.

Temporary Structures – Back Yard:

20. Restaurant tables will be placed throughout the back yard for dining.
21. Restaurant serving area set on platform.
22. The existing garage space will be used for restaurant preparation and for the volunteer office.

I. Between the covered and uncovered restaurant dining tables, there will be a restaurant tent to house a platformed ordering bar for restaurant guests to come place their orders and be directed to seating.

J. In front of the existing garage, a platformed tent for covered restaurant dining will be provided.

K. A 16 x 30 ft tent will be used for kitchen prep on the side of the garage.

PASADENA SHOWCASE HOUSE FOR THE ARTS

Application for Temporary Use Permit for 2026 Pasadena Showcase House of Design

Attachment 4

Security Plan

San Marino Security will provide a temporary wireless security alarm system that will be installed in late November 2025. On-site security guards will be hired from an security firm.

Beginning January 2, 2026, all visitors to the property – including PSHA volunteers and personnel, contractors, and vendors – upon arrival must sign the security log noting the time/date of arrival/departure, the location for the visit, where their car is parked, and their cell phone number.

Pre-Event - January 2 – April 18, 2026

January 2 – 22, 2026 Pre-Construction Preparations

- PSHA personnel will staff the property as needed and whenever a contractor, vendor, or designer is scheduled to visit

- *Saturday, January 23, Empty House Party*
  - ❖ Private, ticketed event for 500 with shuttles from off-site parking
  - ❖ Two (2) security guards on duty 6:00 pm – 10:00 pm

- *Monday, January 26 – Saturday, April 18*
  - ❖ Monday – Friday, 7:00 am to 5:00 pm
  - ❖ Saturday, 8:00 am to 4:00 pm
  - ❖ PSHA caretaker will staff the site 7:00 am to 9:00 am, Monday through Friday and 8:00 am to 9:00 am, Saturdays and at times a PSHA member cannot not staff
  - ❖ PSHA personnel will staff the site 9:00 am to 5:00 pm, Monday through Saturday

- Monday, March 17--20 Designer Move-in

❖ One (1) security guard 7:00 am – 5:00 pm, Monday through Saturday begins

- Monday, April 13 –17 Shops Move-in

❖ Two (2) guards per shift, 24-hour security begins
  - The AM shift is from 6:00 am – 2:00 pm
  - The PM shift is from 2:00 pm – 10:00 pm
  - The "Graveyard" shift is from 10:00 pm – 6:00 am

- Friday, April 17 Premiere Night

❖ Private ticketed event for 400 with shuttles from off-site parking

❖ Guests tour the house in late afternoon; dinner and celebration held off-site

❖ Security provided with existing coverage

Public Event - April 19 – May 17 – Event open to the Public (closed on Mondays)

- 24-hour security guard coverage with two or three security guards per shift
- PSHA caretaker to staff the site 7:00 am to 9:00 am, Tuesday through Sunday
- PSHA volunteers to staff the site 8:30 am to 7:00 pm, Sunday, Tuesday, Wednesday, Thursday, Saturday and until 9:00 pm on Friday
- PSHA volunteers to staff the site on Mondays as needed between the hours of 9:00 am
- and 5:00 pm to accommodate media appointments

Post Event - May 18 – May 30 – Property Move-out

- Week 1 – 24-hour security guard coverage with two (2) security guards per shift (Shops Move-out)
- Week 2 – 24-hour security guard coverage with two (2) security guards per shift (House Move-out)
- PSHA caretaker to staff the site 7:00 am to 9:00 am, Monday through Friday and 8:00
- am to 9:00 am, Saturdays and at times a PSHA member cannot not staff the house
- PSHA volunteers to staff the site 9:00 am to 5:00 pm, Monday through Saturday

Property Repairs June 1 – June 30

PSHA volunteers to staff the site as needed when designers/contractors are on site for Move-out repairs 7:00 am to 5:00 pm, Monday through Friday and 8:00 to 5:00 pm on Saturday.

EIN: 23-7059730. CONTACT: C. L. BENGTSON, 2ND VP & 2026 SHOWCASE HOUSE OF DESIGN CO-CHAIR
C: 818-606-5809

PASADENA SHOWCASE
HOUSE FOR THE ARTS

PASADENA
SHOWCASE
HOUSE
for the Arts

Application for Temporary Use Permit for 2026 Pasadena Showcase House of Design

Exhibit 5

Construction and Delivery Schedule

Phase 1 – Planning and Construction

January 2 – April 18, 2026

- January 26 – February 13

  Interior demolition and debris removal (trash dumpsters and construction vehicles)

- February 14 – March 16

  Painting, plastering, and woodworking (trash dumpsters and construction vehicles)

- March 17 - 20

  Furniture move-in (delivery trucks and vans. Encroachment permit will be applied for to allow parking of large trucks on Foothill Blvd.)

- March 21 – March 29

  Electrical power line installation (construction vehicles)

- March 30 – April 14

  Restaurant and shop move-in (delivery trucks and vans)

- April 1 – April 11

  Platform and tent construction (delivery and construction vehicles, Encroachment permit will be applied for to allow parking of large trucks on Foothill Blvd.)

Phase 2 – Public Event

April 19 – May 17, 2026

- Mondays (7:00 AM – 5:00 PM): Deliveries and media access (delivery trucks, vans, and media vehicles)

EIN: 23-7059730. CONTACT: C. L. BENGTSON, 2ND VP & 2026 SHOWCASE HOUSE OF DESIGN CO-CHAIR
C: 818-606-5809

PASADENA SHOWCASE HOUSE FOR THE ARTS

Application for Temporary Use Permit for 2026 Pasadena Showcase House of Design

Exhibit 6

Proposed Shuttle Route to the Event
--SUBJECT TO APPROVAL OF CITY STAFF

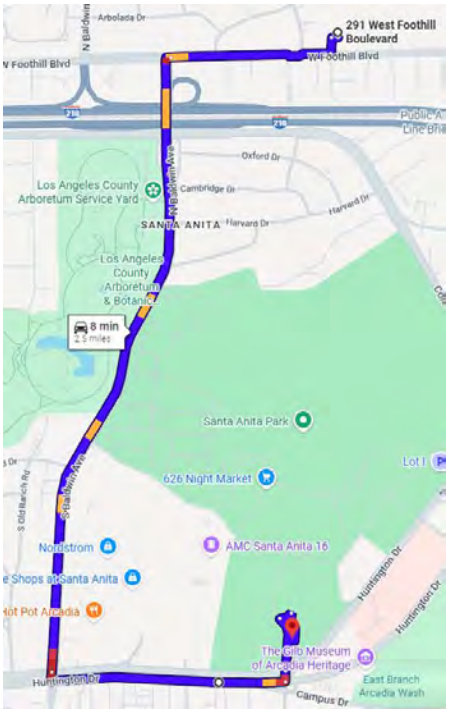
PARKING & PICK UP - SANTA ANITA PARK Gate 3 Lot C5 (Huntington Drive & Holly Avenue)
GOOGLE ADDRESS PLUS CODE: 4XM3+4P Arcadia, California

VENUE DROP OFF/PICK UP - Pasadena Showcase House 2026
(Confidential) 291 W. Foothill Blvd, Arcadia, CA 91006

NOTE: The smallest shuttle vans possible will be used due to narrow site driveway entrance and exit gates. Efforts will be made to use NG or EV Vans.

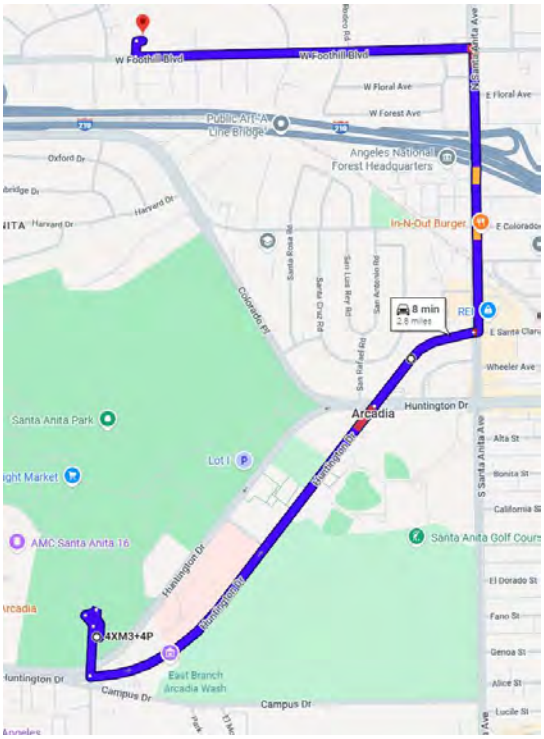
From the House to Parking: 2.4 Miles

1. From 291 W. Foothill Blvd (West Gate Exit)
2. Turn Right onto W Foothill Blvd
3. Turn Left onto N Baldwin Ave
4. Turn Left onto Huntington Dr
5. Turn Left onto Holly Ave



From Parking to the House: 2.4 Miles

1. Turn Left onto Huntington Dr
2. Continue straight onto Santa Clara St.
3. Turn Left onto Santa Anita Blvd.
4. Turn Left onto W Foothill Blvd
5. Turn Right onto 291 W. Foothill Blvd (East Gate Entrance)



PASADENA SHOWCASE HOUSE FOR THE ARTS

PASADENA SHOWCASE HOUSE for the Arts

Application for Temporary Use Permit for 2026 Pasadena Showcase House of Design

Exhibit 7

Parking Plan

No public or staff on-street parking will be allowed within 300-foot radius of the property during Phase 3 (the public event, April 19-May 17, 2026). Parking passes to be provided to neighbors and their guests. We wish to seek city approval to extend the no parking area beyond the 300-foot radius of the home.

PHASE 1 (Planning and Construction) Current through April 19, 2026

- Beginning January 2, 2026, a member of Pasadena Showcase House for the Arts or an on-site caretaker will be on site 7:00 am to 5:00 pm Monday through Saturday. The house will be closed on Sunday.
  - All member volunteers, designers, construction workers, delivery drivers, and visitors to the property during Phase 1 must check in with the Pasadena Showcase House for the Arts member immediately upon entering the property, including noting the time of arrival, where their vehicle is located, and the individual's contact cell phone. If they are parking off site, they must fill out a placard listing their name and cell phone number and the cell phone number of a member of the Neighbors Committee and place it on the dashboard of their vehicle. Anyone parking on neighborhood streets will be directed not to park in front of residents' mailboxes, trash receptacles or driveways. We will also request no more than two cars park in front of one house. Everyone must check out in the logbook when leaving the premises.

- Parking Locations:
  - Onsite parking for construction vehicles, designers, subcontractors and staff will be available on driveway and the yard on the western edge of the property. We expect 15+ cars can park on site.
  - Street parking for over-flow vehicles will be along San Carlos Road and Arbolada Drive with Showcase House dashboard credentials.

PASADENA SHOWCASE
HOUSE FOR THE ARTS

PASADENA
SHOWCASE
HOUSE
for the Arts

Application for Temporary Use Permit for 2026 Pasadena Showcase House of Design

Exhibit 8

Neighbors Communications

Introductory Letter

What Your Neighborhood Support Means

How Your Neighbor Benefits

EIN: 23-7059730. CONTACT: C. L. BENGTSON, 2ND VP & 2026 SHOWCASE HOUSE OF DESIGN CO-CHAIR
C: 818-606-5809

We would love to meet you in person to answer any questions you have. We will hold an outdoor, informal reception for you on Friday, October 10 from 4:30 PM to 6 PM at 291 W. Foothill Blvd., Arcadia. Please join us for lite bites, non-alcoholic beverages and good conversation!

To help us plan, please email Tracy at tracy@stanicorp.com to RSVP and let us know how many of you are coming.

With gratitude and excitement,

Cynthia Bengtson, Lynne Graves and Lydia Rubin
Benefit Co-Chairs
Pasadena Showcase House of Design
Cindy's Cell: 818-606-5809

Dotty Ewing
President
Pasadena Showcase House for the Arts

Tracy Tanidjaja
Neighbors Chair
Pasadena Showcase House of Design

P.O. Box 93486
Pasadena, California 91109
pasadenashowcase.org

WHAT YOUR Neighborhood Support MEANS

At the Pasadena Showcase House for the Arts, our hearts beat joyously for music and arts in our community, particularly in Pasadena and the San Gabriel Valley. The Pasadena Showcase House of Design is one of the oldest and most successful house and garden tours in the nation. We are a 200+ volunteer only, non-profit organization dedicated to sharing the joy and power of music through exposure, education and experiences. Over the last 75 years, we have provided over $26 million to programs and other non-profit organizations to fulfill our mission.

Founded in 1948, initially supporting the LA Phil, we expanded to focus on programs created for children and young adults in our own community. We deliver three highly recognized music programs for children and youth each year-- our Music Mobile ™, Instrumental Competition and a 4th Grade Youth concert at Walt Disney Concert Hall.

We also support musical arts, singing, dancing, instrumental performances and listening opportunities for adults as well! We underwrite band and orchestra, choral, musical theater, opera productions; jazz performances; marching bands and more, as well as musical therapy programs for at-risk and other youth who will benefit from engagement with music. In spring 2025, we provided $1,000,000 in annual grants to local non-profit organizations. With your support, we can continue this level of generosity in 2026!

Each year, our Showcase House and garden tours provide the funds that support our programs and grants. Your support as a neighbor of the 60th Pasadena Showcase House of Design will bolster the success of the Showcase house and allow our programs and generous grants to continue.

We look forward to working with you to make this a fun, exciting and successful experience for everyone. We will be offering special events and opportunities to you over the year to engage you in our progress and we're always here to answer any questions you may have.

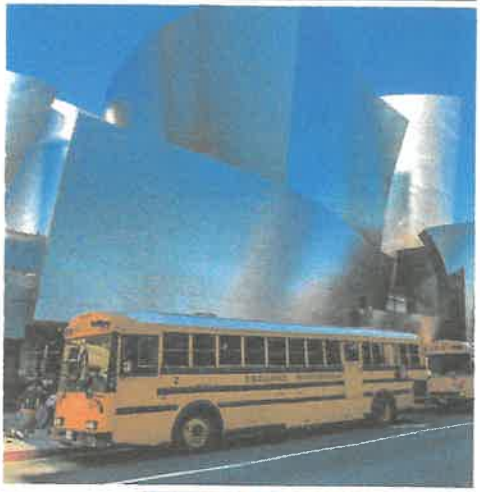
Cindy Bengtson, Lynne Graves and Lydia Rubin
2025-2026 Benefit Co-Chairs

Learn more about Pasadena Showcase House for the Arts by visiting us at pasadenashowcase.org

... or use your mobile device to scan this QR code!

Pasadena Showcase House for the Arts is a 501(c)(3) nonprofit organization.
Information Card Number E101220 is registered with the Charitable Services Division, Los Angeles Police Commission.

Music is life!
That's why our hearts have beats.
– Cecily Morgan



LET'S MAKE
Music Together

We work hard and play better, all for music! The members of Pasadena Showcase House for the Arts all contribute to the success of our fundraisers and events. We joyfully support music educational opportunities and youthful musicians through several innovative programs:

Music Mobile™ was available for the last two years in a streaming, which takes fun learning experiences to third graders in the San Gabriel Valley Program.

Youth Concert brings 4,000 Los Angeles area fourth graders to the Walt Disney Concert Hall for a lively concert performance.

The **Instrumental Competition** for high school and college students who compete for monetary prizes helps further their symphonic music education.

Gifts & Grants Program which awards funds to local nonprofit organizations for music education, therapy, and scholarships. In addition, we offer longstanding financial support to the **LA Phil**.

Pasadena Showcase House of Design, which involves the renovation and transformation of a house for a fabulous home and garden tour during April and May, is a year-long project involving the talents of all of our members and many talented designers. With attendance of approximately 25,000 people, proceeds fund all of our music and arts programs, and our **Gifts & Grants** assistance to our local community.

Our Membership is a group of vibrant, talented people from all walks of life who are ready to meet goals, have fun and create valuable and meaningful relationships at the same time!

Learn more about us at pasadenashowcase.org or contact our Membership Committee at membership@pasadenashowcase.org. We will be happy to meet you in person.

Pictured Below: Pasadena Showcase Members

MUSIC Mobile™

Since 1971 Pasadena Showcase House for the Arts Music Mobile program has brought the magic of music to third-graders throughout the community and since 2005, Pasadena Showcase has partnered with the Pasadena Conservatory of Music.

Over the years, the program introduced classical music and instruments that make up an orchestra to nearly 130,000 students. Through an entertaining, child-friendly presentation, students, many of them for the first time, were given a hands-on experience, gaining valuable exposure to symphonic music. The program received numerous local and national awards for originality and educational excellence.

Although the program has been paused since the Covid-19 pandemic in 2020, grand plans for a revised Music Mobile program are in the works. Pasadena Showcase and the Pasadena Conservatory of Music saw the opportunity to reassess the program, concluding it was time to redesign it and establish a new path forward. Music Mobile has focused previously on symphonic music, but it was decided that offering a broader musical style would better serve our diverse population and be more inclusive. The creative process continues, and a new exciting Music Mobile program will launch in 2024!

Marsha Seyffert

Marsha Seyffert
Music Mobile™ Chair

The fact that children can make beautiful music is less significant than the fact that music can make beautiful children.

— Cheryl Lavender

INSTRUMENTAL Competition

On January 28, 2023, the 36th Annual Pasadena Showcase House for the Arts Instrumental Competition was held at the Pasadena Conservatory of Music. Nine finalists performed before a panel of judges from the LA Phil to compete for $18,500 in prizes generously underwritten by Charles and Kathryn Hofgaarden.

The Grand Prize for Exceptional Talent and Musicianship was awarded to Muyang Wu, a 16-year old violinist from Colburn Academy, shown with Pasadena Showcase President Vikki Sung, Instrumental Chair Christine Upton and Head Judge, Christopher Stills. Wu performed excerpts from Sibelius and Bach, with judges describing his playing as "mature, with solid technique and beautiful style."

First prize Woodwinds went to Max Kaminsky, 17, a Calabasas High School student who played the Mozart clarinet concerto. First prize Strings went to Anaïs Feller, 17, Concertmaster of the Colburn Virtuosi for her performance of the Mendelssohn violin concerto.

Over $650,000 in prize money has been awarded since the Instrument Competition began in 1985. Several prizewinners enjoy distinguished careers in Classical music. The 2017 Grand Prize winner is now Principal Flutist with the Los Angeles Chamber Orchestra. Cellist Jonathan Karoly, 1996 winner joined the LA Phil. Sheryl Staples, 1988 First Prize Strings winner is Associate Concertmaster of the New York Philharmonic.

Christine Upton

Christine Upton
Instrumental Competition Chair

2023 Instrumental Competition Awards

Grand Prize for Exceptional Talent and Musicianship
Muyang Wu, Violin

First Prize Strings
Anaïs Feller, Violin

First Prize Woodwinds
Max Kaminsky, Clarinet

Second Prize Strings
Samuel Tatsuki, Viola
Anna You, Violin

Second Prize Woodwinds
David Kwon, Oboe

Jack Smith Memorial Award for Most Promising Talent
Zachary Piesner, Bassoon

Honorable Mention
Samuel Guevara, Cello
Cassie Kao, Flute

GIFTS & Grants

Through our Gifts & Grants program, Pasadena Showcase House for the Arts opens our hearts to support music and art programs throughout the community.

Musical theater, jazz bands, operas and orchestras, school marching bands, dance programs, choral groups and concerts–we fund programs that enrich the community and provide opportunities for all ages from students to seniors. To mark our 75th anniversary this year, we awarded $900,000 to 75 nonprofit organizations for their efforts to provide music education, music therapy and music appreciation programs that help the community learn, enjoy and grow from these experiences.

Funds for Gifts & Grants are derived from the organization's annual benefit, the Pasadena Showcase House of Design. To date Pasadena Showcase has contributed more than $25 million to nonprofits throughout the greater Pasadena area. Special thanks go out to our volunteer members, designers, patrons, vendors and our visitors who participate to make this happen.

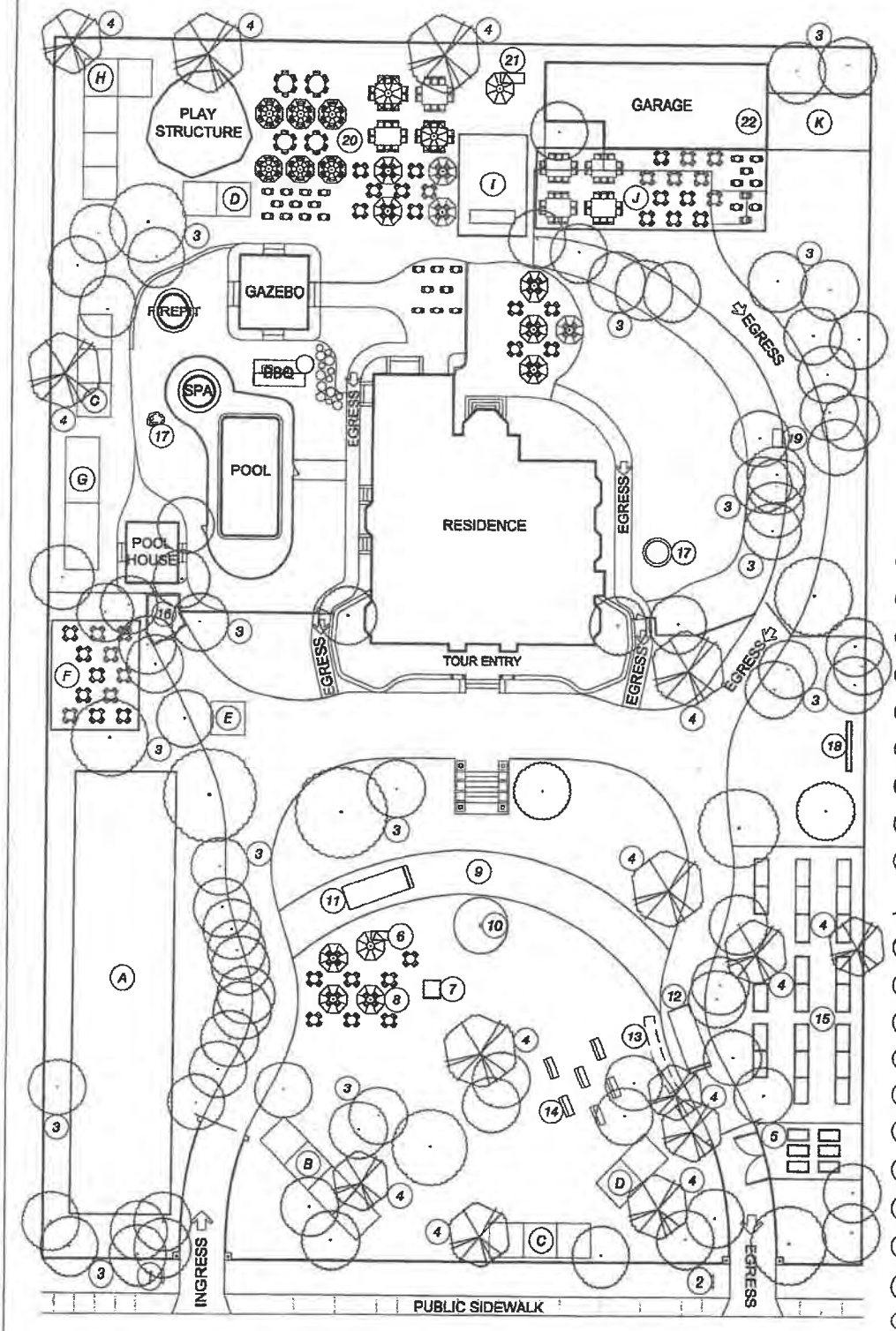
We are pleased to announce the recipients of the 2022/2023 Gifts & Grants Program.

Suzanne Hart

Suzanne Hart
Gifts & Grants Chair

Music is like a magic key to which the most tightly closed heart opens.

– Maria von Trapp



LEGEND

1. ENTRY SIGN
2. EXIT SIGN
3. EXISTING TREE
4. EXISTING OAK TREE
5. (6) TRASH/RECYCLE/ COMPOST BINS ON PLATFORM
6. COFFEE CART
7. 5' X 5' TICKET SALES
8. CAFE TABLE SEATING FOR COFFEE CART
9. SHUTTLE DRIVEWAY
10. FLAGPOLE
11. SHUTTLE ARRIVAL AND DROP-OFF
12. SHUTTLE PICK-UP AND DROP-DEPARTURE
13. SHUTTLE PASSENGER QUEUING
14. BENCHES
15. (21) 8' X 24' PORTABLE VIP TRAILER RESTROOMS
16. STORAGE
17. STONE FEATURE
18. PHOTO BACKDROP
19. UNUSED INCINERATOR
20. AL FRESCO RESTAURANT DINING TABLES
21. RESTAURANT SERVICE STAND ON PLATFORM
22. PORTABLE RESTAURANT KITCHEN APPLIANCES IN GARAGE

TEMPORARY TENTS:

- A. 30' X 130' MAIN SHOPS TENT ON PLATFORM
- B. (4) 10' X 10' SHOPS TENTS ON PLATFORM
- C. (3) 10' X 10' SHOPS TENTS ON PLATFORM
- D. (2) 10' X 10' SHOPS TENTS ON PLATFORM
- E. 10' X 10' BAG CHECK TENT
- F. 26' X 32' TAVERN TENT ON PLATFORM
- G. (2) 10' X 20' VENDOR AND DESIGNER TENTS ON PLATFORM
- H. (5) 10' X 10' SHOPS TENTS ON PLATFORM
- I. 20' X 30' RESTAURANT TENT WITH ORDERING BAR ON PLATFORM
- J. 24' X 68' RESTAURANT DINING TENT ON PLATFORM
- K. 16' X 30' RESTAURANT KITCHEN TENT

PASADENA SHOWCASE HOUSE *for the Arts*

Project:

291 WEST FOOTHILL BLVD.
ARCADIA, CA 91006

Exhibit 2 -
Temporary Use Permit
Preliminary Site Plan

N

Scale: 1" = 30'
Date: 10/28/25

Attachment No. 2

Preliminary Exemption Assessment

CITY OF ARCADIA

PRELIMINARY EXEMPTION ASSESSMENT

1.	Name or description of project:	TUP 25-22 Temporary Use Permit with a Categorical Exemption under the California Environmental Quality Act ("CEQA") Section 15304(a) to allow the 2026 Pasadena Showcase House of Design event.
2.	Project Location – Identify street address and cross streets or attach a map showing project site (preferably a USGS 15' or 7 1/2' topographical map identified by quadrangle name):	291 W. Foothill Boulevard – The property is located on the north side of W. Foothill Boulevard between Rancho Road and San Carlos Road.
3.	Entity or person undertaking project:	A.
		B. Other (Private)
		(1) Name: Cynthia Bengston, Benefit Co-chair, Pasadena Showcase House for the Arts
		(2) Address: P.O. Box 93486 Pasadena, CA 91009

4. Staff Determination:

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

a.	☐	The proposed action does not constitute a project under CEQA.
b.	☐	The project is a Ministerial Project.
c.	☐	The project is an Emergency Project.
d.	☐	The project constitutes a feasibility or planning study.
e.	☒	The project is categorically exempt.
		Applicable Exemption Class: 15304(a) – Class 4 (A temporary use of land having no permanent effects.)
f.	☐	The project is statutorily exempt.
		Applicable Exemption:
g.	☐	The project is otherwise exempt on the following basis:
h.	☐	The project involves another public agency which constitutes the Lead Agency.
		Name of Lead Agency:

Date: December 1, 2025 Staff: Edwin Arreola, Senior Planner

ARCADIA CITY COUNCIL
REGULAR MEETING MINUTES
TUESDAY, DECEMBER 2, 2025

1. CALL TO ORDER – Mayor Kwan called the Regular Meeting to order at 7:00 p.m.

2. INVOCATION – Pastor David Park, Arcadia Fire Department Chaplain

3. PLEDGE OF ALLEGIANCE – Pastor David Park, Arcadia Fire Department Chaplain

4. ROLL CALL OF CITY COUNCIL MEMBERS

PRESENT: Cao, Cheng, Fu, Wang, and Kwan
ABSENT: None

5. SUPPLEMENTAL INFORMATION FROM CITY MANAGER REGARDING AGENDA ITEMS

City Manager Lazzaretto had nothing to report.

6. PRESENTATIONS

a. Presentation of an adoptable dog by Kevin McManus of the Pasadena Humane Society.

b. Presentation by Ed Reece, President of the San Gabriel Valley Council of Governments: 2025 President's Introduction.

7. PUBLIC HEARING

a. Resolutions setting City Water and Sewer Rates for Calendar Years 2026 through 2030.

Resolution No. 7663 setting City Water Rates and finding the rates will not exceed the estimated amount necessary to fund the operation of the City Water System for Calendar Years 2026 through 2030.
CEQA: Exempt
Recommended Action: Adopt

Resolution No. 7664 setting City Sewer Rates and finding the rates will not exceed the estimated amount necessary to fund the operation of the City Sewer System for Calendar Years 2026 through 2030.
CEQA: Exempt
Recommended Action: Adopt

City Attorney Maurer provided an overview of the legal requirements related to Public Hearing Item 7.a.

Public Works Services Director Cranmer presented the Staff Report and Sudhir Pardiwala, of Raftelis, presented the Water and Sewer Rate Cost of Service Study to the City Council.

Mayor Kwan opened the Public Hearing – no one appeared.

Mayor Kwan closed the Public Hearing.

City Manager Lazzaretto noted for the record that three written protests were received prior to the meeting and that no additional protests had been submitted; he stated that the City has 14,282 accounts and that a successful majority protest would require 7,142 submissions. As only three written protests were received, a majority protest was not met, and the City Council may proceed to consider the item for adoption.

A motion was made by Council Member Fu, seconded by Council Member Cao, and carried on a roll call vote to adopt:

Resolution No. 7663 setting City Water Rates and finding the rates will not exceed the estimated amount necessary to fund the operation of the City Water System for Calendar Years 2026 through 2030; and

Resolution No. 7664 setting City Sewer Rates and finding the rates will not exceed the estimated amount necessary to fund the operation of the City Sewer System for Calendar Years 2026 through 2030.

AYES: Fu, Cao, Cheng, Wang, and Kwan
NOES: None
ABSENT: None

8. PUBLIC COMMENTS

April Verlato, former Arcadia Mayor and resident, appeared and commended Mayor Kwan for representing the City at various events; and thanked her for continuing her support of local businesses.

9. CONSENT CALENDAR

a. Regular Meeting Minutes of November 18, 2025.
CEQA: Not a Project
Recommended Action: Approve

b. Resolution No. 7653 approving wage adjustments for unrepresented, non-benefited part-time employees in accordance with California's minimum wage increase, effective January 1, 2026.
CEQA: Not a Project
Recommended Action: Approve

c. Resolution No. 7665 casting its votes for one of the candidates to represent Arcadia and other cities with prescriptive pumping rights as a Board Member on the San Gabriel Basin Water Quality Authority.
CEQA: Not a Project
Recommended Action: Adopt

d. Resolution No. 7667 authorizing submittal of the Fiscal Year 2025-26 Transportation Development Act – Article 4 Claim Forms to receive capital and operating funds for Arcadia Transit.
CEQA: Not a Project
Recommended Action: Adopt

e. Resolution No. 7668 making an appointment to the San Gabriel Valley Mosquito and Vector Control District Board of Trustees.
CEQA: Not a Project
Recommended Action: Adopt and Make Appointment

f. Purchase Order with Textron E-Z Go, LLC for the purchase of nine 2026 RXV Elite E-Z Go Golf Carts in the amount of $80,952.30.
CEQA: Not a Project
Recommended Action: Approve

g. Accept all work performed by American Asphalt South, Inc. for the Fiscal Year 2024-25 Annual Slurry Seal Project as complete.
CEQA: Exempt
Recommended Action: Approve

It was moved by Council Member Fu, seconded by Council Member Cao, and carried on a roll call vote to approve Consent Calendar Items 9.a through 9.g.

AYES: Fu, Cao, Cheng, Wang, and Kwan
NOES: None
ABSENT: None

10. CITY MANAGER

a. Professional Services Agreement with AqueoUSVETS LLC. for the Ion Exchange ("IX") Adsorption Vessel Systems in the amount of $4,763,552.55.
CEQA: Not a Project

Recommended Action: Approve

Public Works Services Director Cranmer presented the Staff Report.

After discussion, a motion was made by Council Member Cao, seconded by Council Member Fu, and carried on a roll call vote to approve a Professional Services Agreement with AqueoUSVETS LLC. for the Ion Exchange ("IX") Adsorption Vessel Systems in the amount of $4,763,552.55.

AYES: Cao, Fu, Cheng, Wang, and Kwan
NOES: None
ABSENT: None

11. AB 1234 REPORTS FROM MAYOR AND CITY COUNCIL *(limited to legally required reports).*

Council Member Fu had nothing to report.

Council Member Cao had nothing to report.

Council Member Cheng had nothing to report.

Mayor Pro Tem Wang had nothing to report.

Mayor Kwan announced that she attended the Monrovia Mayor's Prayer Breakfast and shared her appreciation for the spirit and message of the event.

12. REQUEST FOR FUTURE ITEMS

Council Member Cheng announced the passing of Janalee Shimmin and requested City Council support to place an item on a future agenda to consider honoring her by identifying a location in the City for recognition – Mayor Pro Tem Wang and Council Member Fu concurred.

13. ADJOURNMENT

The City Council adjourned at 8:27 p.m. to Tuesday, December 16, 2025, at 6:00 p.m., in the City Council Conference Room.

Linda Rodriguez
City Clerk

CITY OF ARCADIA

STAFF REPORT

HUMAN RESOURCES DEPARTMENT

DATE: December 16, 2025

TO: Honorable Mayor and City Council

FROM: Anely Williams, Human Resources Director

SUBJECT: RESOLUTION NO. 7670 AMENDING RESOLUTION NO. 7598 ESTABLISHING COMPENSATION AND RELATED BENEFITS FOR CITY COUNCIL, EXECUTIVE MANAGEMENT, MANAGEMENT, AND UNREPRESENTED CONFIDENTIAL EMPLOYEES FOR JULY 1, 2024, THROUGH JUNE 30, 2027 (HUMAN RESOURCES ASSISTANT/SENIOR HUMAN RESOURCES ASSISTANT)
CEQA: Not a Project
Recommendation: Adopt

SUMMARY

The Human Resources Department consists of seven positions, including one full-time Administrative Assistant. To ensure the most effective use of resources, cohesion of classifications in the Human Resources Department, and to establish a path for career advancement, a new classification is necessary. The proposed Human Resources Assistant title would replace the current Administrative Assistant title and will be part of a newly established Human Resources classification series. The establishment of a Human Resources Assistant is a one-for-one replacement, but it will simultaneously create a classification series that includes: Human Resources Assistant and Senior Human Resources Assistant.

The new Human Resources Assistant classification would be placed in a salary range of $4,834/month to $6,035/month, while the Senior Human Resources Assistant position would be placed in a salary range of $5,464/month to $6,822/month. There is no fiscal impact associated with this classification series, as it replaces the Administrative Assistant/Senior Administrative Assistant classification series that is already allocated to the Human Resources Department at the same salary ranges. The California Public Employees' Retirement System ("CalPERS") requires any

changes to the salary schedule, such as adding a new classification title, to be adopted publicly. Accordingly, it is recommended that the City Council approve Resolution No. 7670 amending Resolution No. 7598, establishing compensation and related benefits for City Council, Executive Management, Management, and Unrepresented Confidential Employees for July 1, 2024, through June 30, 2027 (Human Resources Assistant/Senior Human Resources Assistant).

BACKGROUND

On October 1, 2024, the City Council approved Fringe Benefits Resolution No. 7598, establishing compensation and related benefits for City Council, Executive Management, Management, and Unrepresented Confidential Employees for July 1, 2024, through June 30, 2027. Although the Fringe Benefits Resolution is already in place, the Unrepresented Confidential salary schedule must be revised to include the Human Resources Assistant/Senior Human Resources Assistant classification series. Changes to salary schedules require public adoption, as set forth by the California Public Employees' Retirement System ("CalPERS").

DISCUSSION

The Human Resources Department currently consists of the following positions:

1. Human Resources Director
2. Human Resources Manager
3. Senior Human Resources Analyst
4. Human Resources Analyst
5. Human Resources Associate
6. Human Resources Technician
7. Administrative Assistant

The position of Administrative Assistant is represented by the Arcadia City Employees Association ("ACEA"). In the Human Resources Department, the position provides support across all functional areas. Incumbents in this role assist with compiling, gathering, and processing highly confidential items. However, there are some job responsibilities that have not been assigned to this position due to potential conflicts with employer/employee relations matters. Importantly, as an Administrative Assistant, the incumbent would be exposed to association information and management information at the same time. Based on the nature and scope of work,

the Department could make better use of its resources by establishing a specialized Human Resources position that is categorized as “Unrepresented Confidential”, under the Fringe Benefits Resolution. By creating an “Unrepresented” position, any perceived or real conflicts of interest in employer/employee matters would be eliminated. In doing so, the position and other staff’s time will be utilized more effectively. For example, during labor negotiations and other employer/employee matters, the Human Resources Assistant can print voluminous documents, prepare binders, and pull information and resources. These clerical tasks can easily be handled by the Assistant position, instead of management. Per customary practices and procedures, the Human Resources Department has met and conferred with the ACEA regarding potential impacts from this request change.

The existing position of Administrative Assistant is designated as a flexibly staffed position along with Senior Administrative Assistant. To mirror this existing progression for professional development, the new Human Resources Assistant position would simultaneously be established as flexibly staffed, with a Senior Human Resources Assistant position. Positions with flexibly staffed designation status allow for incumbents to progressively advance through the series as they gain more knowledge, skills, and abilities, which in turn, encourages professional development. Establishing a steady path for advancement and creating opportunities for growth within the organization can potentially reduce turnover and positively impact employee retention.

To fund this new position, the Human Resources Department would terminate the use of the Administrative Assistant position and reallocate the funds towards the establishment of the Human Resources Assistant classification. By placing the new Human Resources Assistant classification within the same salary range as the existing Administrative Assistant position, which currently ranges from $4,834/month to $6,035/month, there would be no fiscal impact associated with the proposed classification change.

ENVIRONMENTAL ANALYSIS

The proposed action does not constitute a project under the California Environmental Quality Act (“CEQA”), based on Section 15061(b)(3) of the CEQA Guidelines, as it can be seen with certainty that it will have no impact on the environment.

FISCAL IMPACT

There is no fiscal impact for this item, as no new position is being sought through this request. Rather, the request is to reclassify an existing position to more accurately reflect the duties. The new classification of Human Resources Assistant would be placed in a salary range of $4,834/month to $6,035/month, replacing the position of Administrative Assistant that is already allocated to the Human Resources Department, and is within the same salary range. Likewise, the Senior Human Resources Assistant classification would be placed in a salary range of $5,464/month to $6,822/month, which would replace the Senior Administrative Assistant classification that is already allocated to the Human Resources Department at the same salary range.

RECOMMENDATION

It is recommended that the City Council determine that this action does not constitute a project under the California Environmental Quality Act ("CEQA"); and adopt Resolution No. 7670 amending Resolution No. 7598 establishing compensation and related benefits for City Council, Executive Management, Management, and Unrepresented Confidential Employees for July 1, 2024, through June 30, 2027, which would merely incorporate the new Human Resources Assistant and Senior Human Resources Assistant to the salary schedules as required by the California Public Employees' Retirement System ("CalPERS").

Approved:

Dominic Lazzaretto
City Manager

Attachment No. 1: Resolution No. 7670 (includes salary schedules as Exhibit "A")
Attachment No. 2: New Classification Specification for Human Resources Assistant/Senior Human Resources Assistant

RESOLUTION NO. 7670

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ARCADIA, CALIFORNIA, AMENDING RESOLUTION NO. 7598 ESTABLISHING COMPENSATION AND RELATED BENEFITS FOR CITY COUNCIL, EXECUTIVE MANAGEMENT, MANAGEMENT, AND UNREPRESENTED CONFIDENTIAL EMPLOYEES FOR JULY 1, 2024, THROUGH JUNE 30, 2027 (HUMAN RESOURCES ASSISTANT/SENIOR HUMAN RESOURCES ASSISTANT)

WHEREAS, City Council Resolution 7598 approved various fringe benefits and related compensation for officials, officers, and management of the City; and

WHEREAS, Section 38 of Resolution No. 7598 provides for amendment and modification by City Council approved resolutions that direct inclusion of any changes as part of said Resolution; and

WHEREAS, salaries and benefits for City Council, Executive Management, Management, and Unrepresented Confidential Employees that are adjusted by resolution are then reflected on the City's salary schedule; and

WHEREAS, salary schedules are adopted publicly in accordance with Government Code Section 20636 and Title 2 of the California Code of Regulations Section 570.5 and as required by the California Public Employees' Retirement System ("CalPERS").

NOW THEREFORE THE CITY COUNCIL OF THE CITY OF ARCADIA, CALIFORNIA DOES HEREBY FIND, DETERMINE AND RESOLVE AS FOLLOWS:

SECTION 1. Effective upon adoption of this Resolution, the City Council

hereby publicly approves the salary schedules as set forth in Exhibit "A", attached hereto, which incorporate the addition of the Human Resources Assistant AND Senior Human Resources Assistant positions.

SECTION 2. The City Council hereby approves the updated salary schedules to Resolution No. 7598 as set forth in the City of Arcadia Fringe Benefits Resolution as attached hereto, effective as of July 1, 2024, through June 30, 2027.

SECTION 3. This Resolution shall become effective upon its adoption.

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

Passed, approved, and adopted this 16th day of December, 2025.

_____
Mayor of the City of Arcadia

ATTEST:

_____
City Clerk

APPROVED AS TO FORM:

_____
Michael J. Maurer
City Attorney

EXHIBIT A
CITY OF ARCADIA MONTHLY SALARY RANGE
JULY 1, 2025 - JUNE 30, 2026
UNREPRESENTED

Title	Step A	Step B	Step C	Step D	Step E	Step F	Step G	Step H	Step I	Step J
Executive Assistant	$ 6,659	$ 6,823	$ 6,994	$ 7,167	$ 7,347	$ 7,532	$ 7,720	$ 7,913	$ 8,110	$ 8,314
Human Resources Technician	$ 5,739	$ 5,884	$ 6,034	$ 6,180	$ 6,337	$ 6,494	$ 6,659	$ 6,823	$ 6,994	$ 7,167
Human Resources Assistant	$ 4,834	$ 4,953	$ 5,077	$ 5,201	$ 5,333	$ 5,464	$ 5,600	$ 5,740	$ 5,884	$ 6,035
Senior Human Resources Assistant	$ 5,464	$ 5,600	$ 5,740	$ 5,884	$ 6,035	$ 6,182	$ 6,337	$ 6,495	$ 6,659	$ 6,822

Salaries are effective the beginning of the pay period containing July 1, 2025
Revisions:
Human Resources Assistant / Senior Human Resources Assistant added and adopted 12/16/2025

EXHIBIT A
CITY OF ARCADIA MONTHLY SALARY RANGE
JULY 1, 2026 - JUNE 30, 2027
UNREPRESENTED

Title	Step A	Step B	Step C	Step D	Step E	Step F	Step G	Step H	Step I	Step J
Executive Assistant	$ 6,992	$ 7,164	$ 7,344	$ 7,525	$ 7,714	$ 7,908	$ 8,106	$ 8,309	$ 8,515	$ 8,730
Human Resources Technician	$ 6,026	$ 6,179	$ 6,335	$ 6,490	$ 6,654	$ 6,819	$ 6,992	$ 7,164	$ 7,343	$ 7,526
Human Resources Assistant	$ 5,076	$ 5,201	$ 5,331	$ 5,461	$ 5,600	$ 5,737	$ 5,880	$ 6,027	$ 6,178	$ 6,337
Senior Human Resources Assistant	$ 5,737	$ 5,880	$ 6,027	$ 6,178	$ 6,337	$ 6,491	$ 6,654	$ 6,820	$ 6,992	$ 7,163

Salaries are effective the beginning of the pay period containing July 1, 2026
Revisions:
Human Resources Assistant / Senior Human Resources Assistant added and adopted 12/16/2025

RESOLUTION NO. 7598

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ARCADIA, CALIFORNIA, ESTABLISHING COMPENSATION AND RELATED BENEFITS FOR CITY COUNCIL, EXECUTIVE MANAGEMENT, MANAGEMENT, AND UNREPRESENTED CONFIDENTIAL EMPLOYEES FOR JULY 1, 2024, THROUGH JUNE 30, 2027

WHEREAS, City Council Resolution 7383 sets forth various fringe benefits and related compensation for officials, officers, and management of the City; and

WHEREAS, Section 38 of Resolution No. 7383 provides for amendment and modification by City Council approved resolutions that direct inclusion of any changes as part of said Resolution; and

WHEREAS, salaries and benefits for City Council, Executive Management, Management, and Unrepresented Confidential Employees that are adjusted by resolution are then reflected on the City's salary schedule.

NOW THEREFORE THE CITY COUNCIL OF THE CITY OF ARCADIA, CALIFORNIA DOES HEREBY FIND, DETERMINE AND RESOLVE AS FOLLOWS:

SECTION 1. The City Council hereby approves the changes to Resolution No. 7383 as set forth in the City of Arcadia Fringe Benefits Resolution as attached hereto, effective as of July 1, 2024, through June 30, 2027.

SECTION 2. The City Clerk shall certify to the adoption of this Resolution.

[SIGNATURES ON THE NEXT PAGE]

Passed, approved, and adopted this 1st day of October, 2024.

Mayor of the City of Arcadia

ATTEST:

City Clerk

APPROVED AS TO FORM:

Michael J. Maurer
City Attorney

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS:
CITY OF ARCADIA)

I, LINDA RODRIGUEZ, City Clerk of the City of Arcadia, hereby certifies that the foregoing Resolution No. 7598 was passed and adopted by the City Council of the City of Arcadia, signed by the Mayor and attested to by the City Clerk at a regular meeting of said Council held on the 1st day of October, 2024 and that said Resolution was adopted by the following vote, to wit:

AYES: Cheng, Wang, and Cao

NOES: Verlato, and Kwan

ABSENT: None

City Clerk of the City of Arcadia

CITY OF ARCADIA

FRINGE BENEFITS RESOLUTION

CITY COUNCIL, EXECUTIVE MANAGEMENT, MANAGEMENT, AND UNREPRESENTED EMPLOYEES OF THE CITY OF ARCADIA

CITY OF ARCADIA

JULY 1, 2024 – JUNE 30, 2027

CONTENTS

SECTION 1. PURPOSE 4
SECTION 2. DEFINITIONS 4
SECTION 3. COMPENSATION 6
A. BASE SALARIES AND ONE-TIME BONUS 6
B. BILINGUAL PAY 6
SECTION 4. SALARY STEP ADVANCEMENT 6
SECTION 5. PROMOTIONAL STEP ADVANCEMENT 7
SECTION 6. OVERTIME 8
SECTION 7. RETIREMENT 8
A. EMPLOYEES HIRED BEFORE JULY 1, 2011 8
B. EMPLOYEES HIRED ON OR AFTER OCTOBER 9, 2011, OTHER THAN NEW CALPERS MEMBERS HIRED AFTER JANUARY 1, 2013 ... 10
C. NEW CALPERS MEMBERS HIRED ON OR AFTER JANUARY 1, 2013 12
D. DEFERRED COMPENSATION 13
SECTION 8. SPECIAL ASSIGNMENT PAY 13
SECTION 9. LONGEVITY PAY 13
SECTION 10. ACTING PAY 14
SECTION 11. TUITION ADVANCEMENT/REIMBURSEMENT 14
SECTION 12. UNIFORMS 15
SECTION 13. AUTO ALLOWANCE 16
SECTION 14. MILEAGE REIMBURSEMENT 16
SECTION 15. BENEFIT ALLOWANCE FOR HEALTH, DENTAL, AND VISION 16
A. CONTRIBUTION FOR EMPLOYEES HIRED BEFORE OCTOBER 1, 2024 16
B. CONTRIBUTION FOR EMPLOYEES HIRED ON OR AFTER OCTOBER 1, 2024 18
C. CASH IN LIEU OF COVERAGE OR CASH FOR EXCESS CONTRIBUTIONS 19
SECTION 16. LIFE INSURANCE 20
SECTION 17. LONG TERM DISABILITY INSURANCE 20
SECTION 18. RETIREE HEALTH INSURANCE 21
A. EMPLOYEES HIRED BEFORE JULY 1, 2011 21

B. EMPLOYEES HIRED ON OR AFTER JULY 1, 2011 23
SECTION 19. PHYSICAL EXAMINATIONS – MANAGEMENT 23
SECTION 20. LEAVES OF ABSENCE 23
A. MISCELLANEOUS LEAVES OF ABSENCE 23
B. FAMILY CARE AND MEDICAL LEAVES 24
SECTION 21. VACATION ACCRUAL RATE 25
SECTION 22. VACATION LEAVE 26
SECTION 23. SICK LEAVE FOR EXECUTIVE, MANAGEMENT, AND CONFIDENTIAL EMPLOYEES 27
SECTION 24. BEREAVEMENT LEAVE 29
SECTION 25. MANAGEMENT LEAVE 30
SECTION 26. WORKERS' COMPENSATION 30
SECTION 27. JURY LEAVE 31
SECTION 28. COURT WITNESS LEAVE 31
SECTION 29. MILITARY LEAVE 31
SECTION 30. LEAVE DONATIONS – INJURY/ILLNESS/DISABILITY 31
SECTION 31. LEAVE DEDUCTIONS 32
SECTION 32. HOLIDAYS 32
SECTION 33. SEVERANCE PAY 34
SECTION 34. WORKDAY SCHEDULES 35
SECTION 35. Y-RATING – MANAGEMENT EMPLOYEES 35
SECTION 36. SICK LEAVE FOR PART TIME UNREPRESENTED EMPLOYEES, INCLUDING LAW ENFORCEMENT RECRUITS AND FIREFIGHTER RECRUITS 35
SECTION 37. FRINGE BENEFITS – ELIGIBILITY 37
SECTION 38. AMENDMENTS 38

SECTION 1. PURPOSE

The Fringe Benefits Resolution is a consolidation of previously adopted resolutions concerning City Council, Executive Management, Management, and Unrepresented Employees. Resolution No. 7598 sets forth the wages, hours, and other terms and conditions of employment for employees within these classifications.

SECTION 2. DEFINITIONS

As used herein and in the general salary resolution, the following terms shall have the following meanings:

"Classification" shall mean a group of positions having sufficiently similar duties, responsibilities, and qualifications to be designated by the same descriptive title, and as to which the same salary range may be made to apply with equity.

"Employee" shall mean a full-time budgeted employee of the City of Arcadia.

"Employment Date" shall mean the period of continuous full-time employment from and after such employment date shall be used in computing longevity pay, sick leave, and vacation and shall be the starting point for determining salary step increases.

"Executive Management Employee" shall mean an unrepresented management Employee who is the head of a City Department. Employees who are in the Classification of Development Services Director, Public Works Services Director, Administrative Services Director, Recreation and Community Services Director, Library and Museum Services Director, Assistant City Manager, Human Resources Director, and similar Classifications as they may be added or amended over time shall be considered Executive Management Employees in the Miscellaneous category. Employees who are in the Classification of Police Chief, Fire Chief, and similar Classifications as they may be added or amended over time shall be considered Executive Management Employees in the Safety category. Also known as "Department Director".

"Management Employees" shall mean those full-time Employees having responsibility for formulating, administering, or managing the implementation of City policies who are unrepresented and who are not Executive Management Employees. Typical Employees in the Classification of Management Aide, Buyer, Purchasing Officer, Recreation Supervisor, Human Resources Analyst, Crime Analyst, Management Analyst, Police Records Manager, Senior Human Resources Analyst, Senior Management Analyst, Transportation Services Manager, City Clerk, Project Manager, Deputy Director of Recreation and Community Services, Planning Services Manager, Accounting Supervisor, Accountant, Senior Accountant, Environmental Services Manager, Information Technology Manager, Communication and Engagement Officer, General Services

Superintendent, Streets Superintendent, Library Services Manager, Utilities Manager, Principal Civil Engineer, Building Official, Fire Marshal, Economic Development Manager, Human Resources Manager, Deputy City Manager, Deputy Development Services Director, City Engineer, Deputy Public Works Services Director and similar Classifications as they may be added or amended over time shall be considered Management Employees in the Miscellaneous category. Typical Employees in the Classification of Police Lieutenant, Fire Battalion Chief, Deputy Fire Chief, Police Captain, and similar Classifications as they may be added or amended over time shall be considered Management Employees in the Safety category.

"Miscellaneous Employees" shall mean those employees who are not involved in law enforcement, fire suppression, the protection of public safety, or employed in a position designated by law as local safety.

"Part-Time Unrepresented Employees" shall mean a part-time employee who is at-will and not deemed an Executive Management, Management, Unrepresented Confidential, or Unrepresented Employee. Typical Employees in the Classification of Library Aide I/II, Activity Leader I/II, Laborer, Police Cadet, Administrative Intern, Camp Manager, Fire Prevention Aide, Recreation Specialist, Volunteer Services Coordinator, Reserve Police Officer I/II and similar classifications as they may be added or amended over time shall be considered part-time unrepresented. This excludes the positions of Law Enforcement Recruit and Firefighter Recruit.

"Recognized Employee Organization" means an Employee organization which has been formally acknowledged by the City as the Employee organization that represents Employees in designated classifications in an appropriate representation unit.

"Safety Employees" shall mean those employees who are involved in law enforcement, fire suppression, the protection of public safety, or who are employed in a position designated by law as local safety.

"Salary Advancement" shall mean an increase in salary from current step to a higher step within the same salary range based upon performance and continuous service in the same class.

"Unrepresented Confidential Employee" shall mean any benefitted Employee (receiving CalPERS and a benefit allowance) that is not an Executive or Management Employee, is not represented by a recognized Employee organization, and typically handles confidential matters as a course of their job duties. Classifications in this group include Executive Assistant assigned to the City Manager's Office, Human Resources Technician, and similar Classifications as they may be added or amended over time (referred to as Confidential herein).

"Unrepresented Employee" shall mean any Employee that is not an Executive or Management Employee and is not represented by a recognized Employee organization. This includes the positions of Law Enforcement Recruit and Firefighter Recruit.

SECTION 3. COMPENSATION

A. BASE SALARIES AND ONE-TIME BONUS

The base salaries of Safety and Miscellaneous Executive Management, Safety and Miscellaneous Management, and Unrepresented Confidential Employees covered by this resolution will be increased as follows: Retroactive increases will be given only to those employees on City payroll as of the date of adoption of this resolution.

- Effective the beginning of the pay period containing July 1, 2024: 7%
- Effective the beginning of the pay period containing July 1, 2025: 6%
- Effective the beginning of the pay period containing July 1, 2026: 5%

In addition, it is the intent to adjust salary ranges to allow at least a 10% increase when promoting into higher Classifications. The base salary increases for all Classifications covered by this resolution, including any applicable adjustments, have been incorporated into the salary schedules as set forth in Exhibit A and incorporated herein.

Employees covered by this resolution will receive a one-time Non-PERSable bonus paid through City payroll upon the adoption of this resolution. The collective amount of $114,300 will be distributed evenly to Employees covered by this resolution as of date of adoption.

B. BILINGUAL PAY

The City will offer bilingual pay to Management and Confidential Employees. The total number of positions authorized for bilingual pay at any time is at the discretion of the Employee's Department Director. To qualify, an Employee must pass the test developed or utilized by the City for languages specified by the City. An employee designated to receive bilingual pay shall receive $75 per pay period for Mandarin and $40 per pay period for all other languages.

SECTION 4. SALARY STEP ADVANCEMENT

A. The advancement through the salary steps shall be based upon performance and continuous service in the same classification. The percentage between steps is approximately 2.5%. Employees will advance in their rates of compensation two

steps (approximately 5.0%) on their anniversary dates. The following schedule is an example of merit increases when an Employee begins employment at step A in a new classification not previously held by the Employee:

A Step to C Step: 6 months

All other Steps: 12 months

Employees starting service at Step A in a new classification, whether newly hired or promoted, will be eligible for a step increase consideration at 6 months of service in their new classification. If a step increase is granted at 6 months, the next step increase consideration will be 12 months from this date and annually thereafter. Employees starting service at any other salary step in a new classification, whether newly hired or promoted, will be eligible for a step increase consideration at 12 months of service in their new classification and annually thereafter.

For Department Directors reporting directly to the City Manager, the advancement through the salary steps shall be based on performance without regard to the continuous service time requirements cited above. The rate of advancement shall be from 0% to 7.5%, or no movement to a maximum of three steps. Pursuant to the City Charter Section 809, evaluation of the Library and Museum Services Director shall be by the Library Board; however, the City Manager shall provide input into the process.

B. Salary step advancements may be withheld or delayed by the appointing authority if an Employee's performance does not merit such advancement.

C. With the approval of the City Manager, an Employee may be hired at any step within the salary range applicable to the position.

D. The City Manager shall have the authority to advance an Employee's salary step within that Employee's salary range when the purpose is to correct an existing inequity or give recognition to exceptional performance.

E. Upon adoption of this Resolution and until June 30, 2027, unless extended by the City Council, the City Manager shall have discretionary authority to allow an annual performance bonus up to 3% of an Employee's annual salary to full-time Employees covered by this resolution who receive a Meritorious or Superior evaluation. Receiving a Meritorious or Superior evaluation is not a guarantee of receiving a bonus, only a minimum standard for qualification. It shall be the City Manager's sole authority to determine whether to allow a bonus and at what amount. The performance bonus shall be subject to the availability of funds as determined by the City.

SECTION 5. PROMOTIONAL STEP ADVANCEMENT

A. When an Employee is promoted, their pay shall advance to the lowest salary step in the new classification range such that it will provide a 5% increase in compensation, or two steps. If the lowest salary in the new classification is the top step, the Employee's pay will be advanced to the top step, even if it provides less than a 5%, or two step, increase.

B. When an Employee is promoted to a higher classification, the date of the promotion shall be used in determining the date of the future step increases. Future step increases for promotions will follow Section 4. "Salary Step Advancement".

SECTION 6. OVERTIME

A. When necessary to perform essential work, a Department Director may require Management and Unrepresented Employees to work at any time other than during regular working hours until such work is accomplished. Management and Executive Management Employees are generally considered positions that are exempt from standard overtime rules. Job specifications for each Classification shall clearly state whether the position is considered exempt. Employees that are not exempt from standard overtime rules and are required to work hours which cause the Employee to be in a work status in excess of 40 hours in a designated workweek shall be paid at the rate of time and one-half the Employee's regular rate of pay. The Department Director may permit an Employee to accumulate compensatory time in lieu of paid overtime; however, the Employee shall not be permitted to accumulate more than 100 hours of compensatory time at any time.

B. Fire Battalion Chiefs working in excess of a 56-hour workweek shall receive overtime at straight time for operational assignments as defined by the Fire Chief and are eligible for Management Leave. A Fire Battalion Chief assigned to a strike team and working in excess of a 56-hour workweek will receive overtime at 1.5 times the hourly rate. No other Management Employees are eligible to receive any form of overtime compensation for additional hours worked, except as stated in Section 8.

C. A Deputy Fire Chief who works in excess of a 40-hour workweek for purposes of strike team backfill or while deployed on a strike team assignment will receive overtime at 1.5 times the hourly rate when authorized by the Fire Chief.

SECTION 7. RETIREMENT

A. EMPLOYEES HIRED BEFORE JULY 1, 2011

The City contracts with the State of California Public Employees Retirement System (CalPERS) for the classifications contained in this Resolution. The plan shall include the following options:

1. Miscellaneous Employees - 2.5% @ 55 retirement formula (Government Code §21354.4); Public Safety Employees - 3% @ 50 retirement formula (Government Code §21362.2).

2. Single highest year final compensation (Government Code §20042).

3. Post Retirement Survivor Continuance.

4. Credit for Unused Sick Leave (Government Code §20965).

5. 1959 Survivors Benefit for which each Employee contributes $0.93 per pay period.

6. Third level 1959 Survivors Benefit allowance (Government Code §21573).

7. Military service credit as public service option (Government Code §21024). The Employee is responsible for paying for this benefit.

8. As permitted by CalPERS, Employees may elect to purchase service credit by remitting payment to CalPERS via payroll deductions. If the Employee elects this option, the City will allow Employees to elect those payments as pre-tax payroll deductions for service purchases.

9. Special compensation items shall be reported to CalPERS in accordance with applicable law.

10. Employees shall make contributions to offset a portion of the City's costs related to CalPERS retirement benefits. The Employee cost-sharing will be accomplished through pre-tax deductions in the manner contemplated by Government Code §20516(f). It is recognized that the IRS has yet to take a position on the pre-tax status of deductions made under §20516(f) and in the event that, subsequent to the effective date of this provision, the IRS determines that such deductions do not qualify for pre-tax status, Employees will be notified and the provisions set forth herein will be reviewed by the City Manager and City Council. The cost sharing arrangement will be implemented as follows:

    a. Miscellaneous Employees: Employees will pay 7% of PERSable compensation to CalPERS retirement via payroll deduction toward the City's Employer Contribution to CalPERS and said amount will be allocated to the employer's account.

    b. Public Safety Employees: Employees will continue to pay 9% of PERSable compensation for CalPERS retirement via payroll deduction toward the City's Employer Contribution to CalPERS and said amount will be allocated to the employer's account. Employees will also continue

to contribute an additional 3% cost for CalPERS retirement, for a total of 12%.

11. In addition to the foregoing cost sharing payments, Miscellaneous Employees shall continue to pay 1% of the member contribution to CalPERS.

12. The City shall continue to pay the cost of the Employees' member contribution (EPMC) to CalPERS in the amount of 7% for Miscellaneous Employees and 9% for Public Safety Employees and shall continue to report that as additional compensation pursuant to §20636(c)(4) of the Government Code. Further, said amount will be allocated to the Employee's retirement account.

13. Pre-Retirement Option 2W Death Benefit (Government Code §21548): Pursuant to §20516(f) (Employee Sharing Cost of Additional Benefits), Employees will split the cost of this benefit with the City through pre-tax deductions in the manner contemplated by §20516(f) of the Government Code. It is recognized that the IRS has yet to take a position on the pre-tax status of deductions made under §20516(f) and in the event that, subsequent to the effective date of this provision, the IRS determines that such deductions do not qualify for pre-tax status, Employees will be notified and this provision shall be reviewed by the City Manager and City Council. Employees shall pay for one-half of the cost of this optional benefit, which was determined to be a total of 0.276% for Miscellaneous and 0.220% for Public Safety Employees. The cost-sharing arrangement will be implemented as follows:

    a. Miscellaneous Employees: Employees will pay 0.138% of PERSable compensation to CalPERS retirement via payroll deduction; and the City will pay 0.138% of PERSable compensation to CalPERS retirement.

    b. Public Safety Employees: Employees will pay 0.110% of PERSable compensation to CalPERS retirement via payroll deduction; and the City will pay 0.110% of PERSable compensation to CalPERS retirement.

B. EMPLOYEES HIRED ON OR AFTER OCTOBER 9, 2011, OTHER THAN NEW CALPERS MEMBERS HIRED AFTER JANUARY 1, 2013

The City contracts with the State of California Public Employees Retirement System (CalPERS) for the classifications contained in this Resolution. The plan shall include the following options:

1. Miscellaneous Employees - 2.0% @ 60 retirement formula (Government Code §21363.1); Public Safety Employees - 3% @ 55 retirement formula (Government Code §21363.1).

2. 3-year average final compensation period (Government Code §20037).

3. Post Retirement Survivor Continuance.

4. Credit for Unused Sick Leave (Government Code §20965).

5. 1959 Survivors Benefit for which each Employee contributes $0.93 per pay period.

6. Third level 1959 Survivors Benefit allowance (Government Code §21573).

7. Military service credit as public service option (Government Code §21024). The Employee is responsible for paying for this benefit.

8. As permitted by CalPERS, Employees may elect to purchase service credit by remitting payment to CalPERS via payroll deductions. If the Employee elects this option, the City will allow Employees to elect those payments as pre-tax payroll deductions for service purchases.

9. Special compensation items shall be reported to CalPERS in accordance with applicable law.

10. Miscellaneous Employees will pay the full 7% member contribution to CalPERS via payroll deduction.

11. Public Safety Employees will continue to pay 9% of PERSable compensation for CalPERS retirement via payroll deduction toward the City's Employer Contribution to CalPERS and said amount will be allocated to the employer's account. Employees will also continue to contribute an additional 3% cost for CalPERS retirement, for a total of 12%.

12. The Pre-Retirement Option 2W Death Benefit (Government Code §21548). Pursuant to §20516(f) (Employee Sharing Cost of Additional Benefits), Employees shall split the cost of this benefit with the City through pre-tax deductions in the manner contemplated by §20516(f) of the Government Code. It is recognized that the IRS has yet to take a position on the pre-tax status of deductions made under §20516(f) and in the event that, subsequent to the effective date of this provision, the IRS determines that such deductions do not qualify for pre-tax status, the Employees will be notified and this provision shall be reviewed by the City Manager and City Council. Employees shall pay for one-half of the cost of this optional benefit which was determined to be a total of 0.276% for Miscellaneous and 0.220% for Public Safety. The cost-sharing arrangement will be implemented as follows:

    a. Miscellaneous Employees: Employees will pay 0.138% of PERSable compensation to CalPERS retirement via payroll deduction; and the City will pay 0.138% of PERSable compensation to CalPERS retirement.

b. Public Safety Employees: Employees will pay 0.110% of PERSable compensation to CalPERS retirement via payroll deduction; and the City will pay 0.110% of PERSable compensation to CalPERS retirement.

C. NEW CALPERS MEMBERS HIRED ON OR AFTER JANUARY 1, 2013

The City contracts with the State of California Public Employees Retirement System (CalPERS) for the classifications contained in this Resolution. The plan shall include the following options:

1. Miscellaneous Employees - 2.0% @ 62 retirement formula (Government Code §7522.20); Public Safety Employees – 2.7% at age 57 retirement formula (Government Code §7522.25(d)).

2. 3-year average final compensation period (Government Code §20037).

3. Post Retirement Survivor Continuance.

4. Credit for Unused Sick Leave (Government Code §20965).

5. 1959 Survivors Benefit for which each Employee contributes $0.93 per pay period.

6. Third level 1959 Survivors Benefit allowance (Government Code §21573).

7. Military service credit as public service option (Government Code §21024). The Employee is responsible for paying for this benefit.

8. As permitted by CalPERS, Employees may elect to purchase service credit by remitting payment to CalPERS via payroll deductions. If the Employee elects this option, the City will allow Employees to elect those payments as pre-tax payroll deductions for service purchases.

9. Special compensation items shall be reported to CalPERS in accordance with applicable law.

10. Miscellaneous Employees will pay 50% of the normal cost, as determined by CalPERS, for member contributions to CalPERS on a pre-tax basis via payroll deduction (Government Code §7522.30).

11. Public Safety Employees will pay 50% of the normal cost, as determined by CalPERS, for member contributions to CalPERS on a pre-tax basis via payroll deduction (Government Code §7522.30).

12. The Pre-Retirement Option 2W Death Benefit (Government Code §21548). Pursuant to §20516(f) (Employee Sharing Cost of Additional Benefits),

Employees shall split the cost of this benefit with the City through pre-tax deductions in the manner contemplated by §20516(f) of the Government Code. It is recognized that the IRS has yet to take a position on the pre-tax status of deductions made under §20516(f) and in the event that, subsequent to the effective date of this provision, the IRS determines that such deductions do not qualify for pre-tax status, Employees will be notified and this provision shall be reviewed by the City Manager and City Council. Employees shall pay for one-half of the cost of this optional benefit which was determined to be a total of 0.276% for Miscellaneous and 0.220% for Public Safety. The cost-sharing arrangement will be implemented as follows:

a. Miscellaneous Employees: Employees will pay 0.138% of PERSable compensation to CalPERS retirement via payroll deduction; and the City will pay 0.138% of PERSable compensation to CalPERS retirement.

b. Public Safety Employees: Employees will pay 0.110% of PERSable compensation to CalPERS retirement via payroll deduction; and the City will pay 0.110% of PERSable compensation to CalPERS retirement.

D. DEFERRED COMPENSATION

City Council, Executive, and Management Employees shall have access to the City's established 457 Deferred Compensation Program and the IRC 401(a) defined contribution plan. All administration costs associated with the 401(a) plan shall be paid by the City.

Effective the first pay period following Council adoption of this Resolution, the City will match each Executive and Management employee's contribution to the employee's 457 Deferred Compensation Account up to $300 per month. It is understood that contributions are made on a per pay period basis, 24 times per year.

SECTION 8. SPECIAL ASSIGNMENT PAY

Employees in the classifications of Police Captain and Police Lieutenant assigned to outside reimbursable special details (as approved by the City Manager), including but not limited to race-track traffic control duties, shall be compensated at 6 hours of straight time at the rate of a top step Police Sergeant with an Advanced Post Certificate and Special Assignment Pay (currently 5%).

SECTION 9. LONGEVITY PAY

Effective the beginning of the pay period containing July 1, 2024, a Longevity Pay benefit will be provided to Executive, Management, and Confidential Employees based on the following formula:

Completed Years of Continuous Service	Amount Per Pay Period (Executive and Management)	Amount Per Pay Period (Confidential Employees)
5-9 Years:	$50.00	$50.00
10-14 Years:	$138.46	$76.00
15-19 Years:	$276.92	$100.00
20+ Years:	$369.23	$230.77

The Longevity Pay benefit is effective the pay period an Employee reaches 5, 10, 15 or 20 years of continuous employment with the City.

SECTION 10. ACTING PAY

A Management or Confidential Employee who is required, in writing, to work more than 5 working days in a higher classification, which is vacant due to sick leave, family medical leave, injury leave, vacation leave, termination, retirement, or for any other reason as approved by the City Manager, shall receive the following acting pay retroactive to the first day of the assignment:

1. 5% above their current rate of pay or A step of the higher classification, whichever is higher; or any step within the classification as approved by the City Manager; or

2. Should such percentage exceed the top step of the range for the higher classification, the Employee shall receive compensation at the top step of the higher classification.

3. Nothing contained herein shall apply to an Employee who is being trained by the City to qualify for a higher classification or who temporarily assumes some of the duties of a higher position.

If an acting assignment exceeds or is expected to exceed 30 calendar days, the acting Employee will receive the fringe benefits of said position for the duration of the assignment as applicable and as determined by the City Manager.

SECTION 11. TUITION ADVANCEMENT/REIMBURSEMENT

Employees shall be eligible for tuition advancement or reimbursement who have completed at least one probationary period in the Classified Service, or one year of continuous service if employment is “at-will,” subject to the conditions below.

To qualify for tuition advancement/reimbursement, a Tuition Advancement/ Reimbursement Form must be submitted and pre-approved by the Employee’s Department Director and Human Resources Director, before the course(s) begin.

Tuition advancement or reimbursement shall only be for the first degree in each education level that an employee seeks to obtain, and shall only be for "job-related" courses, specialized training, or degree programs that are directly related to the Employee's position as determined by the City Manager or designee. The City Manager or their designee may grant approval for tuition advancement or reimbursement if they determine that a second degree in any education level is both beneficial and job-related.

The Tuition Advancement/Reimbursement Program will operate on a fiscal year basis (July 1 through June 30) and shall be subject to the availability of funds as determined by the City. The maximum advancement or reimbursement amount shall be $4,126 for undergraduate courses and $5,062 for graduate courses per fiscal year. Eligible fees include tuition, on campus parking fees, and textbooks. All other fees are subject to approval by the City Manager. School supplies are not reimbursable.

All course work must be completed while employed by the City of Arcadia with a passing grade of "C" or equivalent when numerical score or pass/fail grade is given. If the Employee either does not receive a “C” or better or for any reason does not finish the class, the advance is due and payable.

Any Employee who voluntarily retires or terminates employment or is terminated for disciplinary cause within one year from the completion of a class or classes shall refund all tuition paid under this provision for those specific classes unless they were required to attend by the appointing power. An Employee who separates employment and who received tuition advancement and did not complete a class or classes within 1 year from the advancement, shall refund all tuition advanced and be subject to the provisions outlined in the Advanced Tuition Participation and Advancement Agreement. Employees who retire on a Disability or Industrial Disability Retirement or are laid off shall not be required to refund tuition fees under this provision.

The City reserves the right to investigate any school and approve or disapprove it for advancement or reimbursement if such action appears warranted. Courses must be taken at an accredited education institution, which is defined as any college or university which has been accredited by a recognized government or professional accrediting body (as determined by the City). Additionally, the City reserves the right to deny any course(s), specialized training, or degree programs determined by the City Manager to be non-job related.

SECTION 12. UNIFORMS

A. Effective July 1, 2024, and at the beginning of each fiscal year, Employees in the classification of Police Chief, Police Captain, and Police Lieutenant shall receive $1,000 for the purchase of safety equipment. $647 shall be reported to CalPERS as special compensation for Uniform Allowance. This amount shall be prorated if hired or promoted after the start of the fiscal year.

B. At the beginning of the fiscal year, employees in the classification of Fire Chief, Deputy Fire Chief, and Battalion Chief shall have a uniform allowance of $655 reported annually to CalPERS as special compensation. This amount shall be prorated if hired or promoted after the start of the fiscal year.

C. For the duration of the Resolution, uniforms shall be provided to those employee Management Employees currently receiving uniforms under the same conditions specified in their respective Department Policies. The City shall continue to report an amount up to $170.56 per year to CalPERS as special compensation for Uniform Allowance to the extent permitted by law.

"New Members" as defined under the Public Employees' Pension Reform Act of 2013 will not have the value of the uniforms reported as special compensation.

SECTION 13. AUTO ALLOWANCE

Subject to the City Manager's sole discretion, Executive Management Employees may receive either a City provided vehicle or an auto allowance of up to $350 per month, depending on duties and requirements of the position. Any benefits provided under this section are considered taxable per IRS Code. See IRS Publication 463, Travel, Entertainment, Gift, and Car Expenses for more information concerning taxation of this benefit.

SECTION 14. MILEAGE REIMBURSEMENT

Mileage is reimbursed for travel in connection with City business and shall be paid in accordance with the prevailing IRS rate. Prior approval must be obtained from the immediate supervisor or Department Director. If travel is required frequently during a month, reimbursement shall be made once per month. Completed mileage forms shall be submitted to the Department Director consistent with the applicable administrative policy. Except as expressly authorized by the City Manager, Employees receiving an Auto Allowance described in Section 13 will not qualify for mileage reimbursements described herein.

SECTION 15. BENEFIT ALLOWANCE FOR HEALTH, DENTAL, AND VISION

A. CONTRIBUTION FOR EMPLOYEES HIRED BEFORE OCTOBER 1, 2024

The City provides City Council, Executive, Management and Confidential Employees, as well as Law Enforcement Recruits and Firefighter Recruits the Section 125 Cafeteria Plan contributions as follows:

1. CalPERS Health Program: The City will contribute the minimum employer contribution required pursuant to Government Code §22892(b) of the Public Employees' Medical and Hospital Care Act ("**PEMHCA Minimum**") per month

per Employee for health insurance. The PEMHCA minimum is included within the City's contribution.

2. Dental Insurance: Mandatory enrollment: The City will contribute the Employee only cost for Delta Care USA insurance per month ("Dental Contribution") toward one of two dental plans. Additional coverage may be purchased through the Optional Benefits allocation. The Dental Contribution is included in the monthly benefit allowance.

3. Vision Insurance: The City shall provide each Employee with a vision plan, with the City paying the premium. The vision plan will be Vision Service Plan, Option B. The City will pay the premium up to the cost of the family plan.

4. Optional Benefits: For employees hired before October 1, 2024, subject to the PEMHCA minimum and mandatory dental insurance enrollment premium as specified in above paragraphs 1 and 2, the City shall contribute the remaining amount of Employee's benefit allowance through a contribution to an Internal Revenue Code §125 Cafeteria Plan as follows, effective July 1, 2024:

Health/Dental/Vision Benefit Allowance (per month)

	Employee Only	Employee +1	Family
City Council & Miscellaneous Executive Management	$1,504.00	$1,550.00	$2,150.00
Public Safety Executive Management	$1,548.50	$1,550.00	$2,150.00
Public Safety Management	$1,445.50	$1,550.00	$2,150.00
Miscellaneous Management	$1,402.00	$1,550.00	$2,150.00
Unrepresented Confidential Employees	$1,072.00	$1,400.00	$1,800.00
Law Enforcement Recruits & Firefighter Recruits	$ 620.00	$700.00	$900.00

a. If the premium cost of the health plan exceeds the City contribution, the Employee shall pay through payroll deduction the difference between the monthly premium and the amount contributed by the City.

b. The Employee's exercise of the option to use the difference toward dependent health coverage or the deferred compensation plan is subject to the conditions controlling enrollment periods and eligibility established by the respective plans or carriers.

c. Dependent enrollment will require proof of eligibility for dependent status including social security number, marriage, birth, and/or adoption certificates.

B. CONTRIBUTION FOR EMPLOYEES HIRED ON OR AFTER OCTOBER 1, 2024

The City provides City Council, Executive, Management and Confidential Employees, as well as Law Enforcement Recruits and Firefighter Recruits the Section 125 Cafeteria Plan contributions as follows:

1. CalPERS Health Program: The City will contribute the minimum employer contribution required pursuant to Government Code §22892(b) of the Public Employees' Medical and Hospital Care Act ("**PEMHCA Minimum**") per month per Employee for health insurance. The PEMHCA minimum is included within the City's contribution.

2. Dental Insurance: Mandatory enrollment: The City will contribute the Employee only cost for Delta Care USA insurance per month ("Dental Contribution") toward one of two dental plans. Additional coverage may be purchased through the Optional Benefits allocation. The Dental Contribution is included in the monthly benefit allowance.

3. The City shall provide each Employee with a vision plan, with the City paying the premium. The vision plan will be Vision Service Plan, Option B. The City will pay the premium up to the cost of the family plan.

4. Optional Benefits: For employees hired on or after October 1, 2024, subject to the PEMHCA minimum and mandatory dental insurance enrollment premium as specified in above paragraphs 1 and 2, the City shall contribute the remaining amount of Employee's benefit allowance through a contribution to an Internal Revenue Code §125 Cafeteria Plan as follows, effective October 1, 2024:

Health/Dental/Vision Benefit Allowance (per month)

	Employee Only	Employee +1	Family
City Council, Miscellaneous & Safety Executives, Miscellaneous and Safety Management	$ 866	$ 1,550	$2,150
Unrepresented Confidential Employees	$866	$1,400	$1,800
Law Enforcement Recruits & Firefighter Recruits	$ 620	$ 700	$ 900

a. If the premium cost of the health plan exceeds the City contribution, the Employee shall pay through payroll deduction the difference between the monthly premium and the amount contributed by the City.

b. Dependent enrollment will require proof of eligibility for dependent status including social security number, marriage, birth, and adoption certificates.

C. **CASH IN LIEU OF COVERAGE OR CASH FOR EXCESS CONTRIBUTIONS**

1. **Excess Contributions for Employees Hired Before July 1, 2021.** If the City's contribution, up the maximum amount shown below, exceeds the cost of the employee's elected coverage (e.g. Employee Only, Employee +1, Family), the difference shall be contributed as taxable income.

City Council & Miscellaneous Executive Management	$1,504.00
Public Safety Executive Management	$1,548.50
Public Safety Management	$1,445.50
Miscellaneous Management	$1,402.00
Unrepresented Confidential Employees	$1,072.00
Law Enforcement Recruits	$ 620.00

a. Those employees hired before July 1, 2021, who receive cash as taxable income will have the amount capped to the amount they were receiving as of July 1, 2021, and then reduced to an amount that will allow the City-wide Total Medical Plan Payment to be less than 20%. The amount of the reduction will not be greater than 19.51% of the amount received as of July 1, 2021. This amount will result in the employee's new capped cash-in-lieu.

b. Those employees hired before July 1, 2021, who qualify to receive cash as taxable income and who subsequently reduce their cash-in-lieu amount through a qualifying change, shall be subject to the new cash-in-lieu cap based on their elected reduced amount, and will forfeit their previous cash-in-lieu cap.

c. Employees hired before July 1, 2021, who did not take cash-in-lieu as of July 1, 2021, for any unused portion of the City's contribution toward benefits shall no longer be eligible for cash-in-lieu.

2. **Cash In Lieu of City Coverage for Employees Hired Before July 1, 2021.** Employees are required to carry one of the City's designated medical plans unless they opt out. Employees hired before July 1, 2021 may receive cash-in-lieu for opting out of the City's designated medical plans, up to the maximum amounts listed in Section 15.C.1. above, during the annual open enrollment period by signing a written waiver each year, that attests that the employee and each member of the employee's Tax Family (i.e. all individuals for whom the employee expects to claim a personal exemption deduction for the upcoming tax year) each has alternative minimum essential coverage (other than coverage in the individual market and other than individual coverage through Covered California) for the upcoming tax year. If Employees provide the executed written waiver and documentation confirming that they are enrolled in an alternative group health plan that satisfies the above at open enrollment or within 30 days after the start of the plan year, they will be entitled to the maximum allotted cash referenced in Section 15.C.1. above, and subject to the limitations enumerated in Section 15.C.1.a-c to be taken as taxable income.

SECTION 16. LIFE INSURANCE

A. Effective as soon as practical with the insurance carrier, the City shall provide the City Council with Group Term Life and Accidental Death and Dismemberment (AD&D) insurance in the amount of $75,000.

B. Effective as soon as practical with the insurance carrier, Executive and Management Employees shall be provided Group Term Life and AD&D insurance equal to their annual salary rounded to the nearest (next highest) one thousand dollars, plus an additional $75,000 Term Life and AD&D policy.

C. Effective as soon as practical with the insurance carrier, the City shall provide Confidential and Unrepresented Employees with Group Term Life and AD&D insurance in the amount of $75,000.

D. An optional Employee-paid Group Term Life insurance policy shall be offered to all full-time Executive, Management, Confidential, and Unrepresented Employees.

SECTION 17. LONG TERM DISABILITY INSURANCE

A. The City shall provide Executive, Management, and Confidential Employees with Group Long Term Disability (LTD) Insurance.

B. An optional Employee-paid Group LTD "buy-up benefit" shall also be offered to Executive, Management, and Confidential Employees.

C. Executive and Management Employees will receive 0.5% of their annual salary that may be used to buy additional LTD insurance from the City's provider to

achieve up to $10,000 per month maximum benefits coverage. If the Employee does not desire additional LTD insurance or there is a portion of the 0.5% remaining, the Employee may take this amount as additional compensation.

SECTION 18. RETIREE HEALTH INSURANCE

A. EMPLOYEES HIRED BEFORE JULY 1, 2011

Program Description for Employees Retiring On or After January 1, 2012

For Employees hired before July 1, 2011, and retiring from the City on or after January 1, 2012, the City will provide a Premium Payment for the purpose of purchasing health coverage offered through CalPERS for the Tier II Retiree and their spouse in an amount not to exceed the monthly premium applicable to the coverage level for the retiree (i.e., One-Party or Two-Party) as shown in the chart below.

	Non-Public Safety Classifications	Public Safety Executive and Management
One-Party (Retiree Only)	$ 505.63*	$ 605.63*
Two-Party (Retiree + Spouse)	$ 1,011.26*	$ 1,111.26*

** These amounts include the PEMHCA Minimum. The PEMHCA Minimum is paid directly to CalPERS, not to the eligible retiree.*

Program Description for Employees Retiring On or After January 1, 2025

For Employees hired before July 1, 2011, and retiring from the City on or after January 1, 2025, the City will provide a Premium Payment for the purpose of purchasing health coverage offered through CalPERS for the Retiree and their spouse in an amount not to exceed the monthly premium applicable to the coverage level for the retiree (i.e., One-Party or Two-Party) as shown below. The amounts shown below include the PEMHCA Minimum. The PEMHCA Minimum is paid directly to CalPERS, not to the eligible retiree.

- One-Party (Retiree Only): $866
- Two-Party (Retiree + Spouse): $1,550

Premium Payment

The total applicable Premium Payment shall be payable in the following form: (1) Public Employees' Medical and Hospital Care Act ("PEMHCA") Minimum contribution payable directly to CalPERS, and (2) a reimbursement to the Retiree equal to the difference between the cost of the plan in which the Retiree enrolls, subject to the caps above based on retirement date, and the PEMHCA Minimum contribution ("**Reimbursement**"). If a retiree enrolls in a more expensive plan, they will be responsible for payment of any premium in excess of the capped amount.

As specified below, the Reimbursement shall cease for the Retiree upon eligibility for Medicare coverage, and the Reimbursement shall cease for the spouse upon eligibility for Medicare coverage, or after 15 years, whichever occurs first.

Eligibility Requirements

Retirees must be "eligible retirees" in order to receive the benefits described in this subsection. Eligible retirees must meet the following requirements:

1. **Executive Management Employees** who retire from the City on a service, disability, or industrial disability retirement must have a minimum of 15 years of public service, of which at least 5 continuous years of service are with the City of Arcadia.

2. **Management and Confidential Employees** who retire on a service, disability, or industrial disability retirement must have a minimum of 1,000 hours of accumulated sick leave at the date of retirement, except for 56-Hour Fire Safety Management Employees, who shall have a minimum of 1,500 hours.

   A Management or Confidential Employee who has fewer than the required accumulated sick leave at the date of retirement may become eligible for the retiree health benefit by paying the City an amount equal to the Employee's daily pay rate at the time of retirement times the number of hours needed to meet the 1,000 or 1,500 hours of accumulated sick leave requirement with the following restrictions:

   a. The Employee must have reached age 55 (50 for Fire Safety Management). This requirement is not applicable if the Employee is retiring due to disability or industrial disability retirement; and

   b. The Employee must have worked full-time continuously for the City of Arcadia for a minimum of 15 years; and

   c. The Employee would be limited to purchasing a maximum of 350 hours of sick leave (525 hours for 56-Hour Fire Safety Management) provided, however, upon verification of information from a qualified medical provider that an Employee has substantially depleted the Employee's sick leave accrual due to an absence or absences caused by a serious illness or injury suffered by the Employee or a family dependent living in the Employee's household, this purchase limitation of 350 hours will be excused.

3. **All retirees**, and if applicable, the retiree's spouse, must be enrolled in CalPERS retiree medical and maintain eligibility to continue in the CalPERS

Health Program as stipulated by CalPERS in order to receive the City's Premium Payment. However, in the event a retiree or spouse is eligible for CalPERS retiree medical, but is unable to secure such coverage because there are no CalPERS plans available in their place of residence, the retiree may receive the City's Reimbursement, provided the retiree submits sufficient proof to the City that they have obtained alternative coverage and have made the necessary premium payments. The retiree shall also notify the City immediately if such alternative coverage is cancelled or otherwise ceases. The retiree shall solely be responsible for obtaining and maintaining such alternative coverage.

4. **Termination of Eligibility:** An eligible retiree shall cease to be eligible for the City's Reimbursement upon becoming eligible for Medicare coverage. The retiree's spouse shall become ineligible for the City's Reimbursement upon becoming eligible for Medicare coverage or after 15 years, whichever occurs first. Accordingly, the City's Reimbursement will cease upon becoming ineligible.

B. EMPLOYEES HIRED ON OR AFTER JULY 1, 2011

For Employees hired on or after July 1, 2011, that retire from the City and who remain enrolled in a CalPERS health plan after retirement, the City will pay no more than the PEMHCA Minimum contribution, payable directly to CalPERS, and shall not be reimbursed or otherwise receive payment from the City for health insurance premiums in excess of the PEMHCA Minimum contribution.

SECTION 19. PHYSICAL EXAMINATIONS – MANAGEMENT

Miscellaneous Executive and Management Employees have the option to receive a biannual comprehensive physical medical examination at no cost to the Employee. Public Safety Executive Management and Management Employees have the option to receive the physical annually, at no cost to the Employee. The City shall establish the terms and conditions of the physical examination.

SECTION 20. LEAVES OF ABSENCE

A. Miscellaneous Leaves of Absence

Upon the written request of an Employee stating the reasons therefore, the appointing power with the approval of the City Manager shall have power to grant leaves of absence with or without pay, subject to the following restrictions:

1. Length. Leave of absence with or without pay may be granted for a period not to exceed 1 year with the exception that military leaves may be granted for the duration of a war or national emergency or as required by the Military and Veteran's Code.

2. Reason. A leave of absence may be granted, provided the Employee meets all other requirements set forth in this rule, who desires to attend school or college or to enter training to improve the quality of their service, who enters military service of the United States, who is temporarily incapacitated by illness, or who presents some other reasons equally satisfactory.

3. Right to Return. The granting of a leave of absence without pay confers upon the Employee the right to return to their classification before or at the expiration of their leave of absence. Therefore, a leave of absence shall be granted only to an Employee who intends to return to their classification with the City. An Employee who fails to report for work at the end of an approved leave will be deemed to have voluntarily resigned.

4. Service Record. A request for leave of absence will not be considered unless the Employee presenting the request has a satisfactory service record.

5. An Employee granted a leave of absence may be required by the appointing power or the City Manager to obtain and present a fitness for duty certification from a health care provider that the Employee is able to resume work. Failure to provide such certification will result in denial of restoration.

6. The granting of a leave of absence of 30 days or less, with or without pay, shall not constitute an interruption of service within the meaning of this subsection. The granting of a leave of absence with or without pay of more than 30 days shall constitute an interruption of service unless, in the action granting such leave of absence, it is provided that such leave of absence shall not constitute an interruption of service.

7. The City shall continue to provide health, dental, life, and disability insurance for an Employee granted a leave of absence for up to 30 calendar days. It shall be the responsibility of the Employee who wishes to continue any insurance coverage beyond the 30 calendar days to notify Human Resources of their intent to continue coverage and remit the full monthly premium for any coverage to the Administrative Services Department. However, if an Employee has accrued leaves and uses a minimum of 40 hours of leave per pay period, the City will continue normal health insurance contributions. The aforementioned leaves must be permissible with the specific use requirements of such leave.

B. Family Care and Medical Leaves

Upon the written request of an Employee, the City shall grant any and all Family Care and Medical Leaves as required by law.

SECTION 21. VACATION ACCRUAL RATE

A. Miscellaneous and Safety Executive Management Employees, with the exception of temporary appointments, shall accumulate vacation for continuous years of fulltime service with the City of Arcadia, beginning with the first full pay period of employment, as shown below.

Continuous Years of Service	Hours Per Pay Period
Through completion of the 4th year:	4.616
Beginning of the 5th year through completion of the 9th year:	5.231
Beginning of the 10th year through completion of the 14th year:	6.770
Beginning of the 15th year and beyond:	7.692

Additionally, Miscellaneous and Safety Executive Management Employees shall accumulate vacation at the rate of 7.692 hours per pay period after they have served 20 years in paid public service with all public agencies including at the City of Arcadia and any other public service organization where they were employed, subject to the written approval of the City Manager.

B. Miscellaneous Management and Confidential Employees, with the exception of temporary appointments, shall accumulate vacation for continuous years of fulltime service with the City of Arcadia, beginning with the first full pay period of employment, as shown below.

Continuous Years of Service	Hours Per Pay Period
Through completion of the 4th year:	3.077
Beginning of the 5th year through completion of the 9th year:	4.616
Beginning of the 10th year through completion of the 14th year:	5.231
Beginning of the 15th year and beyond:	6.154

C. Battalion Chiefs in the Fire Department on a 24-hour shift shall accumulate vacation for continuous years of fulltime service with the City of Arcadia, beginning with the first full pay period of employment, as shown below.

Continuous Years of Service	Hours Per Pay Period
Through completion of the 9th year:	6.924
Beginning of the 10th year through completion of the 14th year:	10.154
Beginning of the 15th year and beyond:	11.076

D. Law Enforcement Recruits and Firefighter Recruits shall not accrue vacation leave.

E. The City Manager may approve a higher vacation accrual rate based on total public agency work experience for new hires covered by this resolution.

SECTION 22. VACATION LEAVE

A. **Accrual Cap:** Effective the beginning of the pay period following Council adoption of this Resolution, the Employee's vacation accrual shall be allowed to accumulate as shown below. Once an Employee has accumulated the maximum amount, no more vacation will be accrued by the Employee until the Employee's accrual has been reduced below the maximum amount.

Employee Class	Accrual Cap (Maximum)
Executive Management Employees, and the classifications of Police Captain, Police Lieutenant, and Deputy Fire Chief	400 hours
All Other Management Employees and Confidential Employees	0-4 years of service: 240 hours 5-9 years of service: 240 hours 10-14 years of service: 300 hours 15+ years of service: 400 hours

When through work circumstances and needs of the job, an Employee has been unable to utilize vacation time and this has not been a pattern or practice for that Employee, the City Manager for good cause may approve excess accumulated vacation carried forward into the next fiscal/calendar year.

B. **Sell Back:** Effective for the calendar year 2025 and every year thereafter, by December 31 (beginning in 2024) of each year, employees who wish to sell back vacation time must make an irrevocable election to cash out up to the total vacation hours that will be earned in the following calendar year, as shown below.

Employee Class	Sell Back Hours Per Calendar Year
Miscellaneous and Safety Executive Management Employees	Up to: 1-4 Yrs: 120 5-9 Yrs: 136 10-14 Yrs: 176 15+ Yrs: 200
Miscellaneous Management Employees and Confidential Employees	Up to: 0-4 Yrs: 80 5-9 Yrs: 120 10-14 Yrs: 136

	15+ Yrs: 160
Police Safety Management Employees, Deputy Fire Chief, and Fire Battalion Chief (40-Hour Workweek)	Up to: 0-9 Yrs: 120 10-14 Yrs: 176 15+ Yrs: 200
Fire Battalion Chief (56-hour workweek)	Up to: 0-9 Yrs: 180 10-14 Yrs: 264 15+ Yrs: 288

SECTION 23. SICK LEAVE FOR EXECUTIVE, MANAGEMENT, AND CONFIDENTIAL EMPLOYEES

A. Executive, Management, and Confidential Employees, with the exception of temporary appointments, assigned to a 40-hour workweek, shall accrue sick leave beginning with the first full pay period of employment on the basis of 3.693 hours for each pay period of service completed with the City or 1 hour for every 30 hours worked, whichever is greater. The maximum accrual per year is 96 hours. Management Employees assigned to a 56-hour workweek, with the exception of temporary appointments, shall accrue sick leave beginning with the first full pay period of employment on the basis of 5.54 hours for each pay period of service completed with the City or 1 hour for every 30 hours worked, whichever is greater. The maximum accrual per year is 144 hours.

B. Paid sick leave will carry over each year of employment. Executive and Management Employees shall be allowed unlimited accumulation of sick leave. Confidential Employees may accumulate up to a maximum of 1,500 hours.

C. Except as provided hereinafter, sick leave means authorized absence from duty of an employee who is temporarily disabled and unable to work due to one of the following:

1. Diagnosis, care, or treatment of an existing health condition of, or preventative care for, an employee
2. Diagnosis, care, or treatment of an existing health condition of, or preventative care for, an employee's family member, which includes parent (biological, adoptive, foster parent, step parent, legal guardian, or a person who stood loco parentis when employee was a child), child (biological, adoptive, foster child, step child, legal ward, or a child to whom the employee stands loco parentis regardless of age or dependency status), spouse, registered domestic partner, parent-in-law, sibling, grandchild, or grandparent
3. For an employee who is a victim of domestic violence, sexual assault, or stalking for the purposes described in Labor Code sections 230(c) and 230.1 (a); and/or,

4. An employee may designate one additional person per 12-month period at the time the employee requests sick leave.

An employee will make a reasonable effort to schedule medical appointments during non-working hours.

D. If paid sick leave is taken for the diagnosis, care, or treatment of an existing health condition of, or preventive care of an employee or an employee's family member, the City Manager or designee may require an employee to provide medical certification or evidence of the reason for a sick leave absence that occurs after the employee has used the first 40 hours or five (5) days, whichever is greater depending on the employee's regular scheduled workday, of paid sick leave in a year of employment. The City Manager or designee may require a medical examination by a physician after the employee has used the first 40 hours or 5 days, whichever is greater depending on the employee's regular scheduled workday, of paid sick leave in a year of employment if the medical examination is job related and consistent with business necessity.

For leave pertaining to an employee who is a victim of domestic violence, sexual assault, or stalking, the City Manager or designee may request certification for unscheduled absences beginning on the first day of paid sick leave.

E. Kin Care Leave: In addition to the prescribed purposes of paid sick leave in Section c. an employee may use up to one-half of their annual accrual of sick leave to care for and attend to a family member who is ill. Every effort shall be made to schedule medical appointments for an ill family member during non-working hours. Family members for purposes of Kin Care leave shall include parent (biological, adoptive, foster parent, step parent, or legal guardian), child (biological, adoptive, foster child, step child, legal ward, a child of a registered domestic partner, or a child to whom the employee stands loco parentis regardless of age or dependency), spouse, or registered domestic partner, and an employee may designate one additional person per 12-month period at the time the employee requests sick leave.

F. In case of absence due to illness, if the paid sick leave is foreseeable, the Employee shall notify their Department Director within reasonable advance notice. If the paid sick leave is unforeseeable, the employee shall provide notice of the need for the leave as soon as possible. The minimum increment of use of paid sick leave shall be 30 minutes.

G. The appointing power and City Manager may discipline an employee if sick leave is used for an inappropriate purpose.

H. If an employee separates from employment with the City and is rehired within one year from separation, up to 80 hours or 10 days, whichever is greater depending

on the employee's regular scheduled workday, of accrued and unused sick leave will be reinstated.

I. Upon separation from the City of Arcadia, an employee who works in their final pay period, shall receive credit for that pay period's sick leave accrual based on the following:

Management Employees assigned to a 40-hour workweek

0 to 29 hours:	No accrual
30 to 59 hours:	1 hour
60 to 80 hours:	3.693 hours

Management Employees assigned to a 56-hour workweek

0 to 24 hours:	No accrual
25 to 55 hours:	2 hours
56 and above:	5.54 hours

Unused Sick Leave:

Unused sick leave is not cashed out upon termination, resignation, retirement, or other separation from employment. Unused sick leave may be converted to retirement service credits, as may be permitted under applicable retirement system laws and regulations.

Employees hired before July 1, 2024, who retire with the City of Arcadia may convert any unused sick leave up to the maximum sick leave accumulation specified in Section 23.B. above.

Employees hired on or after July 1, 2024, who retire with the City of Arcadia may convert any unused sick leave up to 1,000 hours into retirement service credits.

J. Upon appointment, the City Manager may grant Department Directors a bank of sick leave, not to exceed 96 hours. This bank will be pro-rated for newly appointed Department Directors using five years as the maximum employment period and using 20% for each full year of employment. For example, a newly appointed Department Director that has been employed by the City for two years would be eligible for 40% of the 96 hours (rounded up to the next whole number).

SECTION 24. BEREAVEMENT LEAVE

Death In Family. At the time of death, or where death appears imminent, in the immediate family, an Employee, with the exception of temporary appointments, may be granted a leave of absence with pay, upon approval of the appointing power and the City Manager.

Immediate family is defined as the spouse, the Employee or Employee's spouse's mother or stepmother, father or stepfather, brother or sister, child or stepchild, grandparents, grandchildren, domestic partner, or any relative of the Employee or Employee's spouse residing in the same household. Such leave, up to 4 working days at one time [or 6 working days if travel outside of the following Counties is required: Imperial, Kern, Los Angeles, Orange, Riverside, San Bernardino, San Diego, Santa Barbara, San Luis Obispo, and Ventura], shall not be charged against sick or other leave. If more than the maximum days of Bereavement Leave provided in this Section is granted at one time, that amount over the limit shall be charged against sick or other leave. For Employees assigned to 24 hours shifts, a "day" means 12 hours or 1/2 shift. In accordance with Assembly Bill 1949, employees will be entitled to take up to five (5) days of unpaid bereavement leave for spouse, child, parent, sibling, grandparent, grandchild, domestic partner, or parent-in-law. The 5 days is not an additional number. However, due to overlap with the existing Fringe Benefits Resolution's bereavement leave definition, employees may use a combination of leave balances and paid bereavement leave specified in this paragraph.

Reproductive Loss. In accordance with Senate Bill 848, employees who have worked for the City for at least 30 days and have suffered a reproductive loss event will be entitled to take up to five (5) days of unpaid protected leave. A reproductive loss event is defined as the day or, for a multi-day event, the final day of a failed adoption, failed surrogacy, miscarriage, stillbirth or an unsuccessful assisted reproduction. The 5 days must be taken within three months of the event. Employees may use a combination of leave balances and paid bereavement leave specified in the paragraph above.

SECTION 25. MANAGEMENT LEAVE

Executive and Management Employees shall be provided between 10 and 80 hours of Management Leave per fiscal year on a pro-rata basis as determined by the City Manager. This determination shall be based upon work circumstances, needs of the position, and frequency of required attendance at after-hour meetings and conferences. Such leave time is not accumulable. When through work circumstances and needs of the job, an Employee has been unable to utilize Management Leave and this has not been a pattern or practice for that Employee, the City Manager, for good cause, may approve excess accumulated Management Leave carried forward in the next fiscal year. Otherwise, any unused Management Leave hours shall automatically be cashed out to the Employee at the end of each Fiscal Year.

SECTION 26. WORKERS' COMPENSATION

In those instances where an Executive, Management, or Confidential Employee is injured on duty and the injury is so recognized by the Workers' Compensation Act, the City of Arcadia, or the Workers' Compensation Appeal Board, such Employee shall be paid a combination of Workers' Compensation benefits and salary which will result in payment to the Employee of a sum equal to gross base salary. This sum will be paid for such time as the Employee is absent from duty because of such injury up to a maximum of one year

for Executive and Management and 10 months for Confidential Employees from and after the date of such injury. Lost time due to an injury on duty shall not be charged against an Employee's accumulated sick leave.

SECTION 27. JURY LEAVE

When an Employee is called or required to serve as a juror, attendance shall be deemed a leave of absence with full pay for up to 10 days per year. All days in excess of 10 days will not be compensated. The Employee shall remit to the City all fees received except mileage. For Employees assigned to an alternate workweek, pay for jury duty shall not be provided on regularly scheduled days off. The Employee shall be entitled to keep the fee paid for scheduled days off. Employees on Jury Service shall provide documentation that verifies attendance. If, after reporting for Jury Service, it is determined that the Employee's services are not required and the Employee is dismissed for the day, then the Employee, time permitting, is required to return to the job. Employees who cannot verify Jury Service attendance and Employees who do not return to work shall be subject to disciplinary action.

SECTION 28. COURT WITNESS LEAVE

An Employee who is subpoenaed or required to appear in court as a witness shall be deemed to be on leave of absence. With approval of the appointing power and City Manager, an Employee may be granted leave with pay during their required absence. The Employee shall remit to the City fees received except mileage. A paid leave of absence shall not be granted for time spent in Court on personal cases.

SECTION 29. MILITARY LEAVE

Any employee who is a member of the reserve corps of the Armed Forces of the United States or of the National Guard or the Naval Militia is entitled to a temporary military leave of absence as provided by applicable Federal Law and California State Law.

SECTION 30. LEAVE DONATIONS – INJURY/ILLNESS/DISABILITY

A. Upon verification of information from a medical authority that an Employee or an Employee's family dependent living within their household, or the Employee's minor child, has been stricken by a serious/catastrophic illness or injury, and upon verification that the Employee is in danger of having their accumulated paid leave time depleted, an Employee may request, and the appointing power and City Manager may determine that an Employee is eligible to receive donations of accumulated vacation/compensatory time.

B. Upon determination that an Employee is eligible, a notice shall be distributed to all Employees advising that accumulated vacation leave or compensatory time hours may be donated to the eligible Employee.

C. The minimum number of hours that may be donated by an Employee is 1 hour. The maximum donation by the Employee is 80 hours. Only full-hour increments of leave time are transferable. Donation of time is limited to accrued vacation or compensatory time, and does not include accrued sick leave, holidays, or any other accumulated leave.

D. The Employee to whom the vacation/compensatory time is donated will be credited at the salary rate of the recipient, not the donor. Donated hours shall be converted to the dollar rate of the donor then transferred to hours at the recipient's rate.

E. The donation of leave hours is irreversible. However, should the person receiving the donation not use all donated leave for the catastrophic illness/injury, the donor will not be charged for any unused hours.

F. An Employee may not donate leave hours which would reduce their own total accrued leave balance of vacation, compensatory time, sick leave, and management leave to less than 160 hours.

G. If any Employee is caring for a family dependent living within their household, or the Employee's minor child, their time away from work on donated leave shall not exceed 12 weeks in a 12 month period. A 12 month period is defined as a rolling period measured backward from the date leave is taken and continuous with each additional leave day taken.

SECTION 31. LEAVE DEDUCTIONS

Executive, Management, and Confidential Employees shall be deducted leave time (either sick, vacation, floating holiday, or management leave as appropriate) for absences from work for periods of less than a day (a full daily shift).

SECTION 32. HOLIDAYS

A. Executive, Management, and Confidential Employees other than Fire Safety Management Employees shall be allowed 8 hours (unless otherwise stated) of full pay for the following holidays:

New Year's Day	January 1
Martin Luther King Jr. Day	The third Monday in January
President's Day	The third Monday in February
Memorial Day	The last Monday in May
Independence Day	July 4
Labor Day	The first Monday in September
Veteran's Day	November 11
Thanksgiving Day	The fourth Thursday in November
Day after Thanksgiving Day	The Friday following the fourth

	Thursday in November
Christmas Eve	December 24
Christmas Day	December 25
New Year's Eve	December 31
Floating Holiday	In lieu of Admission Day
Floating Holiday	(not assigned to a specific holiday)

Every day appointed by the City Council for a public fast, thanksgiving, or holiday.

B. Whenever New Year's Day (January 1) Independence Day (July 4), Veteran's Day (November 11), Christmas Eve (December 24), Christmas Day (December 25), or New Year's Eve (December 31) falls on a Saturday or Sunday, the Friday preceding or the Monday following, respectively, shall be designated as the holiday.

C. Floating holidays are to be scheduled by the Employee in the same manner as vacation leave and do not carry over into subsequent fiscal years. Failure to timely schedule the days off shall result in their loss.

D. Full-time Employees in the Executive, Management, and Confidential unit employed on July 1 of the fiscal year shall conditionally accrue 8 hours of floating holiday for the aforementioned Holidays. If the Employee uses floating holiday leave and separates from City employment before the date upon which the floating holiday is designated (Admission Day), said floating holiday leave shall be repaid to the City through payroll deduction or deducted from the Employee's vacation leave bank. Employees hired after the beginning of the fiscal year shall accrue floating holidays only if the Employee is employed before the date on which the floating holiday is based (Admission Day). As an example, an Employee hired on July 15, would receive a floating holiday for Admission Day for that fiscal year. However, if that same Employee was hired on March 15, the Employee would not receive any floating holiday benefit for that fiscal year.

E. A non-exempt Employee required to work or attend a class or function on any holiday allowed by this Section shall be paid for the holiday, and in addition, shall be compensated in accordance with the Fair Labor Standards Act (FLSA) applicable overtime rules in calculating regular rate of pay. The regular rate of pay calculation includes Longevity Pay. A holiday allowed by this Section occurring during any leave of absence shall be added to the number of working days' leave of absence to which such Employee is entitled.

F. Executive Management, and Confidential Employees assigned to an alternate workweek may use accrued vacation time, accrued compensatory time, floating holiday time, or unpaid leave to make up the difference between the provided

hours of holiday pay and the actual number of regularly scheduled working hours for a designated holiday.

G. Executive, Management, and Confidential Employees who are assigned to an alternate work schedule shall receive 1 extra hour of holiday for any holiday that falls on a scheduled workday of 9 hours or more. For example, if a holiday falls on a day that an Employee is scheduled to work 9 hours, the Employee shall receive 9 hours of holiday pay.

H. Management Employees assigned to the Fire Department and working a 56-hour workweek shall be limited to allow the following 12 hour holidays:

New Year's Day	Labor Day
Martin Luther King Jr. Day	Admission Day
President's Day	Columbus Day
Cesar Chavez Day	Thanksgiving Day
Independence Day	The Day After Thanksgiving
Labor Day	Christmas

In lieu of time off, the position of Battalion Chief working a 56-hour workweek shall receive 144 hours of regular rate of pay.

I. The positions of Police Captain and Police Lieutenant have the option of receiving up to 17 hours of floating holiday pay in cash in lieu of taking the time off.

SECTION 33. SEVERANCE PAY

A. An Employee, with the exception of temporary appointments and Department Directors, whose position is abolished or vacated by a reduction in workload or lack of funds, and has at least 1 year of consecutive full-time service with the City shall receive, upon termination, severance pay. Severance pay shall be a lump sum payment equal to $1/5^{th}$ of an Employee's previous month's salary times the number of years of consecutive service, not to exceed 10 years of service. Additionally, the City shall: 1) contract with a mental health carrier to provide transitional counseling services to affected Employees for up to 3 months; and 2) contract with a displacement service provider to provide professional guidance and assistance for the laid off Employee in their employment search for up to 3 months. The displaced Employee shall also receive one full month of paid health insurance (at the Employee's current coverage) in addition to any coverage remaining in the month of layoff.

B. A Department Director whose position is abolished or vacated by a reduction in workload or lack of funds, or who is involuntarily removed from their position and has at least 1 year of consecutive full-time service with the City may receive, upon termination, severance pay. Severance pay as authorized by the City Manager, shall be a lump sum payment, and can be any amount up to 6 months' salary. The

displaced Employee shall also receive paid health insurance (at the Employee's current coverage) in addition to any coverage remaining in the month of layoff or termination. The amount of paid health insurance coverage shall be equal to the length of the severance pay that was granted under this paragraph. At the discretion of the City Council, the severance pay and continuation of health benefits may be increased for an additional period of time.

SECTION 34. WORKDAY SCHEDULES

A workday shall be defined as an 8-hour period for all City Employees, with the exception that Fire Employees assigned to 24-hour shift; a day means a 12-hour period. A workday may be defined differently if an Employee is assigned to an alternative work schedule. An Employee who changes between an 8-hour and a 12-hour day shall have leave hours recalculated on the basis of the number of hours worked.

SECTION 35. Y-RATING – MANAGEMENT EMPLOYEES

Y-Rating occurs when a position is reclassified to a lower salary range and where an incumbent Employee continues to hold their current salary until the "Y-rating" process brings the Employee's salary to the top step of the new salary range for that position. Y-rating shall not be permissible for Executive Management Employees.

If a Y-Rated salary of an Employee is greater than 7.5% higher than the top step of a newly-established salary range, then the Y-Rated salary shall be reduced by up to 5% the first pay period in January, and up to 5% the first pay period in July, until the range of the Y-Rated salary is 7.5% greater than the top step of the new salary range. The Y-Rated salary range of an Employee that is 7.5% or less greater than the top step of the newly-established salary range shall not receive any adjustment until such time that the top step of the new salary range is greater than the Y-Rated salary range.

SECTION 36. SICK LEAVE FOR PART TIME UNREPRESENTED EMPLOYEES, INCLUDING LAW ENFORCEMENT RECRUITS AND FIREFIGHTER RECRUITS

A. Part-Time Unrepresented Employees, including Law Enforcement Recruits and Firefighter Recruits, shall accrue sick leave beginning with the first full pay period of employment on the basis of 1 hour for every 30 hours worked. The maximum accrual per year is 80 hours.

   Paid sick leave will carry over each year of employment however an employee may only accumulate up to a maximum of 80 hours or 10 days, whichever is greater depending on the employee's regular scheduled workday, of sick leave with pay.

B. If an employee separates from employment and is rehired within one year from separation, up to 80 hours or 10 days, whichever is greater depending on the

employee's regular scheduled workday, of accrued and unused sick leave will be reinstated.

C. A waiting period of 90 days is required before an employee may be eligible to use paid sick leave. An employee who is rehired within one year from their date of separation, and who worked at least 90 days in the initial employment with the City may immediately use reinstated sick leave. An employee who had not worked 90 days in the initial employment with the City must work the remaining amount of the 90 day qualifying period to be able to use accrued sick leave with pay.

D. If paid sick leave is taken for the diagnosis, care, or treatment of an existing health condition of, or preventive care of an employee or an employee's family member, the City Manager or designee may require an employee to provide medical certification or evidence of the reason for a sick leave absence that occurs after the employee has used the first 40 hours or 5 days, whichever is greater depending on the employee's regular scheduled workday, of paid sick leave in a year of employment. The City Manager or designee may require a medical examination by a physician after the employee has used the first 40 hours or 5 days, whichever is greater depending on the employee's regular scheduled workday, of paid sick leave in a year of employment if the medical examination is job related and consistent with business necessity

For leave pertaining to an employee who is a victim of domestic violence, sexual assault, or stalking, the City Manager or designee may request certification for unscheduled absences beginning on the first day of paid sick leave.

E. Sick leave means paid authorized absence from duty of an Employee who is temporarily disabled and unable to work due to one of the following:

1. Diagnosis, care, or treatment of an existing health condition of, or preventative care for, an employee
2. Diagnosis, care, or treatment of an existing health condition of, or preventative care for, an employee's family member, which includes parent (biological, adoptive, foster parent, step parent, legal guardian, or a person who stood loco parentis when employee was a child), child (biological, adoptive, foster child, step child, legal ward, or a child to whom the employee stands loco parentis regardless of age or dependency status), spouse, registered domestic partner, parent-in-law, sibling, grandchild, or grandparent
3. For an employee who is a victim of domestic violence, sexual assault, or stalking for the purposes described in Labor Code sections 230(c) and 230.1 (a); and/or,
4. An employee may designate one additional person per 12-month period at the time the employee requested sick leave.

An employee will make a reasonable effort to schedule medical appointments during non-working hours.

F. Kin Care Leave: In addition to the prescribed purposes of paid sick leave in Section d. an employee may use up to one-half of his/her annual accrual of sick leave to care for and attend to a family member who is ill. Every effort shall be made to schedule medical appointments for an ill family member during non-working hours. Family members for purposes of Kin Care leave shall include parent (biological, adoptive, foster parent, step parent, or legal guardian), child (biological, adoptive, foster child, step child, legal ward, a child of a registered domestic partner, or a child to whom the employee stands loco parentis regardless of age or dependency), spouse, or registered domestic partner, and an employee may designate one additional person per 12-month period at the time the employee requested sick leave.

G. In case of absence due to illness, if the paid sick leave is foreseeable, the Employee shall notify their supervisor within reasonable advance notice. If the paid sick leave is unforeseeable, the employee shall provide notice of the need for the leave as soon as possible. The minimum increment of use of paid sick leave shall be 30 minutes. Employee's use of sick leave will be limited to 40 hours per year.

H. The appointing power and City Manager may discipline an employee if sick leave is used for an inappropriate purpose.

I. Upon separation from the City of Arcadia, an employee who works in their final pay period, shall receive credit for that pay period's sick leave accrual based on the following:

0 to 29 hours:	No accrual
30 to 59 hours:	1 hour
60 to 80 hours:	2 hours

Unused sick leave is not cashed out upon termination, resignation, retirement, or other separation from employment.

SECTION 37. FRINGE BENEFITS – ELIGIBILITY

The City Council, Executive, Management, Confidential Employees, and Unrepresented benefitted Employees, as defined in Section 2 (including only those Employees who at minimum receive CalPERS Retirement Benefits and Health Insurance contributions) not represented by a recognized Employee organization, with the exception of temporary appointments, shall be entitled to receive the benefits provided by the City of Arcadia as specified in the Resolution adopting said benefits.

Part-Time Unrepresented Employees as defined in Section 2 shall be entitled to receive the sick leave benefits as provided in Section 36.

SECTION 38. AMENDMENTS

Any modifications or amendments to the terms of this Resolution shall be implemented by a City Council approved Resolution directing inclusion of the modification or amendment as part of this Resolution.

EXHIBIT A
CITY OF ARCADIA MONTHLY SALARY RANGE
JULY 1, 2024 - JUNE 30, 2025

EXECUTIVE MANAGEMENT

Title	Step A	Step B	Step C	Step D	Step E	Step F	Step G	Step H	Step I	Step J
Administrative Services Director	$ 14,947	$ 15,319	$ 15,705	$ 16,097	$ 16,500	$ 16,911	$ 17,333	$ 17,766	$ 18,215	$ 18,667
Assistant City Manager/ Development Services Director	$ 18,844	$ 19,315	$ 19,798	$ 20,293	$ 20,801	$ 21,321	$ 21,854	$ 22,400	$ 22,960	$ 23,534
Director of Library & Museum Services	$ 14,947	$ 15,319	$ 15,705	$ 16,097	$ 16,500	$ 16,911	$ 17,333	$ 17,766	$ 18,215	$ 18,667
Director of Recreation & Community Services	$ 14,947	$ 15,319	$ 15,705	$ 16,097	$ 16,500	$ 16,911	$ 17,333	$ 17,766	$ 18,215	$ 18,667
Human Resources Director	$ 14,947	$ 15,319	$ 15,705	$ 16,097	$ 16,500	$ 16,911	$ 17,333	$ 17,766	$ 18,215	$ 18,667
Public Works Services Director	$ 15,202	$ 15,582	$ 15,972	$ 16,371	$ 16,780	$ 17,200	$ 17,630	$ 18,071	$ 18,522	$ 18,985

SAFETY EXECUTIVE MANAGEMENT

Fire Chief	$ 18,804	$ 19,275	$ 19,756	$ 20,250	$ 20,757	$ 21,275	$ 21,807	$ 22,353	$ 22,911	$ 23,484
Police Chief	$ 18,804	$ 19,275	$ 19,756	$ 20,250	$ 20,757	$ 21,275	$ 21,807	$ 22,353	$ 22,911	$ 23,484

Salaries are effective the beginning of the pay period containing July 1, 2024

EXHIBIT A
CITY OF ARCADIA MONTHLY SALARY RANGE
JULY 1, 2025 - JUNE 30, 2026

EXECUTIVE MANAGEMENT

Title	Step A	Step B	Step C	Step D	Step E	Step F	Step G	Step H	Step I	Step J
Administrative Services Director	$ 15,844	$ 16,238	$ 16,647	$ 17,063	$ 17,490	$ 17,926	$ 18,373	$ 18,832	$ 19,308	$ 19,787
Assistant City Manager/ Development Services Director	$ 19,968	$ 20,467	$ 20,979	$ 21,503	$ 22,041	$ 22,592	$ 23,156	$ 23,735	$ 24,329	$ 24,937
Director of Library & Museum Services	$ 15,844	$ 16,238	$ 16,647	$ 17,063	$ 17,490	$ 17,926	$ 18,373	$ 18,832	$ 19,308	$ 19,787
Director of Recreation & Community Services	$ 15,844	$ 16,238	$ 16,647	$ 17,063	$ 17,490	$ 17,926	$ 18,373	$ 18,832	$ 19,308	$ 19,787
Human Resources Director	$ 15,844	$ 16,238	$ 16,647	$ 17,063	$ 17,490	$ 17,926	$ 18,373	$ 18,832	$ 19,308	$ 19,787
Public Works Services Director	$ 16,114	$ 16,517	$ 16,930	$ 17,353	$ 17,787	$ 18,232	$ 18,688	$ 19,155	$ 19,634	$ 20,125

SAFETY EXECUTIVE MANAGEMENT

Fire Chief	$ 19,933	$ 20,431	$ 20,942	$ 21,465	$ 22,002	$ 22,552	$ 23,116	$ 23,694	$ 24,286	$ 24,893
Police Chief	$ 19,933	$ 20,431	$ 20,942	$ 21,465	$ 22,002	$ 22,552	$ 23,116	$ 23,694	$ 24,286	$ 24,893

Salaries are effective the beginning of the pay period containing July 1, 2025

EXHIBIT A
CITY OF ARCADIA MONTHLY SALARY RANGE
JULY 1, 2026 - JUNE 30, 2027

EXECUTIVE MANAGEMENT

Title	Step A	Step B	Step C	Step D	Step E	Step F	Step G	Step H	Step I	Step J
Administrative Services Director	$ 16,636	$ 17,050	$ 17,479	$ 17,916	$ 18,365	$ 18,822	$ 19,292	$ 19,774	$ 20,273	$ 20,776
Assistant City Manager/ Development Services Director	$ 20,974	$ 21,499	$ 22,036	$ 22,587	$ 23,152	$ 23,730	$ 24,324	$ 24,932	$ 25,555	$ 26,194
Director of Library & Museum Services	$ 16,636	$ 17,050	$ 17,479	$ 17,916	$ 18,365	$ 18,822	$ 19,292	$ 19,774	$ 20,273	$ 20,776
Director of Recreation & Community Services	$ 16,636	$ 17,050	$ 17,479	$ 17,916	$ 18,365	$ 18,822	$ 19,292	$ 19,774	$ 20,273	$ 20,776
Human Resources Director	$ 16,636	$ 17,050	$ 17,479	$ 17,916	$ 18,365	$ 18,822	$ 19,292	$ 19,774	$ 20,273	$ 20,776
Public Works Services Director	$ 16,920	$ 17,343	$ 17,777	$ 18,221	$ 18,676	$ 19,144	$ 19,622	$ 20,113	$ 20,616	$ 21,131

SAFETY EXECUTIVE MANAGEMENT

Fire Chief	$ 20,930	$ 21,453	$ 21,989	$ 22,538	$ 23,102	$ 23,680	$ 24,272	$ 24,879	$ 25,500	$ 26,138
Police Chief	$ 20,930	$ 21,453	$ 21,989	$ 22,538	$ 23,102	$ 23,680	$ 24,272	$ 24,879	$ 25,500	$ 26,138

Salaries are effective the beginning of the pay period containing July 1, 2026

EXHIBIT A
CITY OF ARCADIA MONTHLY SALARY RANGE
JULY 1, 2024 - JUNE 30, 2025
MANAGEMENT

Title	Step A	Step B	Step C	Step D	Step E	Step F	Step G	Step H	Step I	Step J
Accountant	$ 6,616	$ 6,787	$ 6,951	$ 7,123	$ 7,304	$ 7,487	$ 7,673	$ 7,868	$ 8,062	$ 8,264
Accounting Supervisor	$ 8,899	$ 9,123	$ 9,352	$ 9,583	$ 9,824	$ 10,072	$ 10,321	$ 10,579	$ 10,844	$ 11,115
Assistant to the City Manager	$ 9,583	$ 9,824	$ 10,072	$ 10,321	$ 10,579	$ 10,844	$ 11,115	$ 11,394	$ 11,678	$ 11,969
Building Official	$ 11,930	$ 12,229	$ 12,534	$ 12,848	$ 13,169	$ 13,498	$ 13,836	$ 14,182	$ 14,536	$ 14,900
Buyer	$ 5,996	$ 6,145	$ 6,298	$ 6,457	$ 6,616	$ 6,787	$ 6,951	$ 7,123	$ 7,304	$ 7,487
City Clerk	$ 8,469	$ 8,682	$ 8,899	$ 9,123	$ 9,352	$ 9,583	$ 9,824	$ 10,072	$ 10,321	$ 10,579
City Engineer	$ 11,930	$ 12,229	$ 12,534	$ 12,848	$ 13,169	$ 13,498	$ 13,836	$ 14,182	$ 14,536	$ 14,900
Communication and Engagement Officer	$ 8,264	$ 8,469	$ 8,682	$ 8,899	$ 9,123	$ 9,352	$ 9,583	$ 9,824	$ 10,072	$ 10,321
Crime Analyst/Investigative Support Specialist	$ 7,487	$ 7,673	$ 7,868	$ 8,062	$ 8,264	$ 8,469	$ 8,682	$ 8,899	$ 9,123	$ 9,352
Deputy City Manager	$ 11,969	$ 12,270	$ 12,576	$ 12,891	$ 13,212	$ 13,545	$ 13,882	$ 14,231	$ 14,584	$ 14,947
Deputy Development Services Director	$ 13,123	$ 13,452	$ 13,788	$ 14,133	$ 14,486	$ 14,848	$ 15,219	$ 15,600	$ 15,990	$ 16,389
Deputy Director of Recreation and Community Services	$ 11,930	$ 12,229	$ 12,534	$ 12,848	$ 13,169	$ 13,498	$ 13,836	$ 14,182	$ 14,536	$ 14,900
Deputy Public Works Services Director	$ 12,535	$ 12,848	$ 13,169	$ 13,498	$ 13,836	$ 14,182	$ 14,536	$ 14,900	$ 15,272	$ 15,654
Economic Development Manager	$ 10,579	$ 10,844	$ 11,115	$ 11,394	$ 11,678	$ 11,969	$ 12,270	$ 12,576	$ 12,891	$ 13,212
Environmental Services Manager	$ 8,264	$ 8,469	$ 8,682	$ 8,899	$ 9,123	$ 9,352	$ 9,583	$ 9,824	$ 10,072	$ 10,321
Financial Services Manager/Treasurer	$ 11,678	$ 11,969	$ 12,270	$ 12,576	$ 12,891	$ 13,212	$ 13,545	$ 13,882	$ 14,231	$ 14,584
Fire Marshal	$ 10,072	$ 10,321	$ 10,579	$ 10,844	$ 11,115	$ 11,394	$ 11,678	$ 11,969	$ 12,270	$ 12,576
General Services Superintendent	$ 9,583	$ 9,824	$ 10,072	$ 10,321	$ 10,579	$ 10,844	$ 11,115	$ 11,394	$ 11,678	$ 11,969
Human Resources Administrator	$ 11,678	$ 11,969	$ 12,270	$ 12,576	$ 12,891	$ 13,212	$ 13,545	$ 13,882	$ 14,231	$ 14,584
Human Resources Analyst	$ 7,304	$ 7,487	$ 7,673	$ 7,868	$ 8,062	$ 8,264	$ 8,469	$ 8,682	$ 8,899	$ 9,123
Human Resources Manager	$ 9,583	$ 9,824	$ 10,072	$ 10,321	$ 10,579	$ 10,844	$ 11,115	$ 11,394	$ 11,678	$ 11,969
Information Technology Manager	$ 9,824	$ 10,072	$ 10,321	$ 10,579	$ 10,844	$ 11,115	$ 11,394	$ 11,678	$ 11,969	$ 12,270
Library Services Manager	$ 9,583	$ 9,824	$ 10,072	$ 10,321	$ 10,579	$ 10,844	$ 11,115	$ 11,394	$ 11,678	$ 11,969
Management Aide	$ 5,848	$ 5,996	$ 6,145	$ 6,298	$ 6,457	$ 6,616	$ 6,787	$ 6,951	$ 7,123	$ 7,304
Management Analyst	$ 7,487	$ 7,673	$ 7,868	$ 8,062	$ 8,264	$ 8,469	$ 8,682	$ 8,899	$ 9,123	$ 9,352
Planning Services Manager	$ 9,583	$ 9,824	$ 10,072	$ 10,321	$ 10,579	$ 10,844	$ 11,115	$ 11,394	$ 11,678	$ 11,969
Police Records Manager	$ 8,264	$ 8,469	$ 8,682	$ 8,899	$ 9,123	$ 9,352	$ 9,583	$ 9,824	$ 10,072	$ 10,321
Principal Civil Engineer	$ 10,844	$ 11,115	$ 11,394	$ 11,678	$ 11,969	$ 12,270	$ 12,576	$ 12,891	$ 13,212	$ 13,545
Project Manager	$ 9,352	$ 9,583	$ 9,824	$ 10,072	$ 10,321	$ 10,579	$ 10,844	$ 11,115	$ 11,394	$ 11,678
Purchasing Officer	$ 6,787	$ 6,951	$ 7,123	$ 7,304	$ 7,487	$ 7,673	$ 7,868	$ 8,062	$ 8,264	$ 8,469
Recreation Supervisor	$ 6,616	$ 6,787	$ 6,951	$ 7,123	$ 7,304	$ 7,487	$ 7,673	$ 7,868	$ 8,062	$ 8,264
Senior Accountant	$ 7,673	$ 7,868	$ 8,062	$ 8,264	$ 8,469	$ 8,682	$ 8,899	$ 9,123	$ 9,352	$ 9,583
Senior Human Resources Analyst	$ 8,264	$ 8,469	$ 8,682	$ 8,899	$ 9,123	$ 9,352	$ 9,583	$ 9,824	$ 10,072	$ 10,321
Senior Management Analyst	$ 8,264	$ 8,469	$ 8,682	$ 8,899	$ 9,123	$ 9,352	$ 9,583	$ 9,824	$ 10,072	$ 10,321
Streets Superintendent	$ 9,583	$ 9,824	$ 10,072	$ 10,321	$ 10,579	$ 10,844	$ 11,115	$ 11,394	$ 11,678	$ 11,969
Transportation Services Manager	$ 8,264	$ 8,469	$ 8,682	$ 8,899	$ 9,123	$ 9,352	$ 9,583	$ 9,824	$ 10,072	$ 10,321
Utilities Manager	$ 11,394	$ 11,678	$ 11,969	$ 12,270	$ 12,576	$ 12,891	$ 13,212	$ 13,545	$ 13,882	$ 14,231

Salaries are effective the beginning of the pay period containing July 1, 2024

EXHIBIT A
CITY OF ARCADIA MONTHLY SALARY RANGE
JULY 1, 2025 - JUNE 30, 2026
MANAGEMENT

Title	Step A	Step B	Step C	Step D	Step E	Step F	Step G	Step H	Step I	Step J
Accountant	$ 7,013	$ 7,194	$ 7,368	$ 7,550	$ 7,742	$ 7,936	$ 8,133	$ 8,340	$ 8,546	$ 8,760
Accounting Supervisor	$ 9,433	$ 9,670	$ 9,913	$ 10,158	$ 10,413	$ 10,676	$ 10,940	$ 11,214	$ 11,495	$ 11,782
Assistant to the City Manager	$ 10,158	$ 10,413	$ 10,676	$ 10,940	$ 11,214	$ 11,495	$ 11,782	$ 12,078	$ 12,379	$ 12,687
Building Official	$ 12,646	$ 12,962	$ 13,287	$ 13,619	$ 13,959	$ 14,308	$ 14,666	$ 15,032	$ 15,408	$ 15,793
Buyer	$ 6,356	$ 6,514	$ 6,676	$ 6,844	$ 7,013	$ 7,194	$ 7,368	$ 7,550	$ 7,742	$ 7,936
City Clerk	$ 8,977	$ 9,203	$ 9,433	$ 9,670	$ 9,913	$ 10,158	$ 10,413	$ 10,676	$ 10,940	$ 11,214
City Engineer	$ 12,646	$ 12,962	$ 13,287	$ 13,619	$ 13,959	$ 14,308	$ 14,666	$ 15,032	$ 15,408	$ 15,793
Communication and Engagement Officer	$ 8,760	$ 8,977	$ 9,203	$ 9,433	$ 9,670	$ 9,913	$ 10,158	$ 10,413	$ 10,676	$ 10,940
Crime Analyst/Investigative Support Specialist	$ 7,936	$ 8,133	$ 8,340	$ 8,546	$ 8,760	$ 8,977	$ 9,203	$ 9,433	$ 9,670	$ 9,913
Deputy City Manager	$ 12,687	$ 13,006	$ 13,331	$ 13,664	$ 14,005	$ 14,358	$ 14,715	$ 15,085	$ 15,459	$ 15,844
Deputy Development Services Director	$ 13,911	$ 14,259	$ 14,615	$ 14,981	$ 15,355	$ 15,739	$ 16,132	$ 16,536	$ 16,949	$ 17,373
Deputy Director of Recreation and Community Services	$ 12,646	$ 12,962	$ 13,287	$ 13,619	$ 13,959	$ 14,308	$ 14,666	$ 15,032	$ 15,408	$ 15,793
Deputy Public Works Services Director	$ 13,287	$ 13,619	$ 13,959	$ 14,308	$ 14,666	$ 15,033	$ 15,409	$ 15,794	$ 16,189	$ 16,593
Economic Development Manager	$ 11,214	$ 11,495	$ 11,782	$ 12,078	$ 12,379	$ 12,687	$ 13,006	$ 13,331	$ 13,664	$ 14,005
Environmental Services Manager	$ 8,760	$ 8,977	$ 9,203	$ 9,433	$ 9,670	$ 9,913	$ 10,158	$ 10,413	$ 10,676	$ 10,940
Financial Services Manager/Treasurer	$ 12,379	$ 12,687	$ 13,006	$ 13,331	$ 13,664	$ 14,005	$ 14,358	$ 14,715	$ 15,085	$ 15,459
Fire Marshal	$ 10,676	$ 10,940	$ 11,214	$ 11,495	$ 11,782	$ 12,078	$ 12,379	$ 12,687	$ 13,006	$ 13,331
General Services Superintendent	$ 10,158	$ 10,413	$ 10,676	$ 10,940	$ 11,214	$ 11,495	$ 11,782	$ 12,078	$ 12,379	$ 12,687
Human Resources Administrator	$ 12,379	$ 12,687	$ 13,006	$ 13,331	$ 13,664	$ 14,005	$ 14,358	$ 14,715	$ 15,085	$ 15,459
Human Resources Analyst	$ 7,742	$ 7,936	$ 8,133	$ 8,340	$ 8,546	$ 8,760	$ 8,977	$ 9,203	$ 9,433	$ 9,670
Human Resources Manager	$ 10,158	$ 10,413	$ 10,676	$ 10,940	$ 11,214	$ 11,495	$ 11,782	$ 12,078	$ 12,379	$ 12,687
Information Technology Manager	$ 10,413	$ 10,676	$ 10,940	$ 11,214	$ 11,495	$ 11,782	$ 12,078	$ 12,379	$ 12,687	$ 13,006
Library Services Manager	$ 10,158	$ 10,413	$ 10,676	$ 10,940	$ 11,214	$ 11,495	$ 11,782	$ 12,078	$ 12,379	$ 12,687
Management Aide	$ 6,199	$ 6,356	$ 6,514	$ 6,676	$ 6,844	$ 7,013	$ 7,194	$ 7,368	$ 7,550	$ 7,742
Management Analyst	$ 7,936	$ 8,133	$ 8,340	$ 8,546	$ 8,760	$ 8,977	$ 9,203	$ 9,433	$ 9,670	$ 9,913
Planning Services Manager	$ 10,158	$ 10,413	$ 10,676	$ 10,940	$ 11,214	$ 11,495	$ 11,782	$ 12,078	$ 12,379	$ 12,687
Police Records Manager	$ 8,760	$ 8,977	$ 9,203	$ 9,433	$ 9,670	$ 9,913	$ 10,158	$ 10,413	$ 10,676	$ 10,940
Principal Civil Engineer	$ 11,495	$ 11,782	$ 12,078	$ 12,379	$ 12,687	$ 13,006	$ 13,331	$ 13,664	$ 14,005	$ 14,358
Project Manager	$ 9,913	$ 10,158	$ 10,413	$ 10,676	$ 10,940	$ 11,214	$ 11,495	$ 11,782	$ 12,078	$ 12,379
Purchasing Officer	$ 7,194	$ 7,368	$ 7,550	$ 7,742	$ 7,936	$ 8,133	$ 8,340	$ 8,546	$ 8,760	$ 8,977
Recreation Supervisor	$ 7,013	$ 7,194	$ 7,368	$ 7,550	$ 7,742	$ 7,936	$ 8,133	$ 8,340	$ 8,546	$ 8,760
Senior Accountant	$ 8,133	$ 8,340	$ 8,546	$ 8,760	$ 8,977	$ 9,203	$ 9,433	$ 9,670	$ 9,913	$ 10,158
Senior Human Resources Analyst	$ 8,760	$ 8,977	$ 9,203	$ 9,433	$ 9,670	$ 9,913	$ 10,158	$ 10,413	$ 10,676	$ 10,940
Senior Management Analyst	$ 8,760	$ 8,977	$ 9,203	$ 9,433	$ 9,670	$ 9,913	$ 10,158	$ 10,413	$ 10,676	$ 10,940
Streets Superintendent	$ 10,158	$ 10,413	$ 10,676	$ 10,940	$ 11,214	$ 11,495	$ 11,782	$ 12,078	$ 12,379	$ 12,687
Transportation Services Manager	$ 8,760	$ 8,977	$ 9,203	$ 9,433	$ 9,670	$ 9,913	$ 10,158	$ 10,413	$ 10,676	$ 10,940
Utilities Manager	$ 12,078	$ 12,379	$ 12,687	$ 13,006	$ 13,331	$ 13,664	$ 14,005	$ 14,358	$ 14,715	$ 15,085

Salaries are effective the beginning of the pay period containing July 1, 2025

EXHIBIT A
CITY OF ARCADIA MONTHLY SALARY RANGE
JULY 1, 2026 - JUNE 30, 2027
MANAGEMENT

Title	Step A	Step B	Step C	Step D	Step E	Step F	Step G	Step H	Step I	Step J
Accountant	$ 7,364	$ 7,554	$ 7,736	$ 7,928	$ 8,129	$ 8,333	$ 8,540	$ 8,757	$ 8,973	$ 9,198
Accounting Supervisor	$ 9,905	$ 10,154	$ 10,409	$ 10,666	$ 10,934	$ 11,210	$ 11,487	$ 11,774	$ 12,069	$ 12,371
Assistant to the City Manager	$ 10,666	$ 10,934	$ 11,210	$ 11,487	$ 11,774	$ 12,069	$ 12,371	$ 12,682	$ 12,998	$ 13,322
Building Official	$ 13,279	$ 13,611	$ 13,951	$ 14,300	$ 14,657	$ 15,024	$ 15,399	$ 15,784	$ 16,179	$ 16,583
Buyer	$ 6,674	$ 6,839	$ 7,010	$ 7,187	$ 7,364	$ 7,554	$ 7,736	$ 7,928	$ 8,129	$ 8,333
City Clerk	$ 9,426	$ 9,663	$ 9,905	$ 10,154	$ 10,409	$ 10,666	$ 10,934	$ 11,210	$ 11,487	$ 11,774
City Engineer	$ 13,279	$ 13,611	$ 13,951	$ 14,300	$ 14,657	$ 15,024	$ 15,399	$ 15,784	$ 16,179	$ 16,583
Communication and Engagement Officer	$ 9,198	$ 9,426	$ 9,663	$ 9,905	$ 10,154	$ 10,409	$ 10,666	$ 10,934	$ 11,210	$ 11,487
Crime Analyst/Investigative Support Specialist	$ 8,333	$ 8,540	$ 8,757	$ 8,973	$ 9,198	$ 9,426	$ 9,663	$ 9,905	$ 10,154	$ 10,409
Deputy City Manager	$ 13,322	$ 13,657	$ 13,997	$ 14,348	$ 14,705	$ 15,076	$ 15,451	$ 15,839	$ 16,232	$ 16,636
Deputy Development Services Director	$ 14,606	$ 14,972	$ 15,346	$ 15,730	$ 16,123	$ 16,526	$ 16,939	$ 17,362	$ 17,797	$ 18,241
Deputy Director of Recreation and Community Services	$ 13,279	$ 13,611	$ 13,951	$ 14,300	$ 14,657	$ 15,024	$ 15,399	$ 15,784	$ 16,179	$ 16,583
Deputy Public Works Services Director	$ 13,951	$ 14,300	$ 14,657	$ 15,024	$ 15,399	$ 15,784	$ 16,179	$ 16,583	$ 16,998	$ 17,423
Economic Development Manager	$ 11,774	$ 12,069	$ 12,371	$ 12,682	$ 12,998	$ 13,322	$ 13,657	$ 13,997	$ 14,348	$ 14,705
Environmental Services Manager	$ 9,198	$ 9,426	$ 9,663	$ 9,905	$ 10,154	$ 10,409	$ 10,666	$ 10,934	$ 11,210	$ 11,487
Financial Services Manager/Treasurer	$ 12,998	$ 13,322	$ 13,657	$ 13,997	$ 14,348	$ 14,705	$ 15,076	$ 15,451	$ 15,839	$ 16,232
Fire Marshal	$ 11,210	$ 11,487	$ 11,774	$ 12,069	$ 12,371	$ 12,682	$ 12,998	$ 13,322	$ 13,657	$ 13,997
General Services Superintendent	$ 10,666	$ 10,934	$ 11,210	$ 11,487	$ 11,774	$ 12,069	$ 12,371	$ 12,682	$ 12,998	$ 13,322
Human Resources Administrator	$ 12,998	$ 13,322	$ 13,657	$ 13,997	$ 14,348	$ 14,705	$ 15,076	$ 15,451	$ 15,839	$ 16,232
Human Resources Analyst	$ 8,129	$ 8,333	$ 8,540	$ 8,757	$ 8,973	$ 9,198	$ 9,426	$ 9,663	$ 9,905	$ 10,154
Human Resources Manager	$ 10,666	$ 10,934	$ 11,210	$ 11,487	$ 11,774	$ 12,069	$ 12,371	$ 12,682	$ 12,998	$ 13,322
Information Technology Manager	$ 10,934	$ 11,210	$ 11,487	$ 11,774	$ 12,069	$ 12,371	$ 12,682	$ 12,998	$ 13,322	$ 13,657
Library Services Manager	$ 10,666	$ 10,934	$ 11,210	$ 11,487	$ 11,774	$ 12,069	$ 12,371	$ 12,682	$ 12,998	$ 13,322
Management Aide	$ 6,509	$ 6,674	$ 6,839	$ 7,010	$ 7,187	$ 7,364	$ 7,554	$ 7,736	$ 7,928	$ 8,129
Management Analyst	$ 8,333	$ 8,540	$ 8,757	$ 8,973	$ 9,198	$ 9,426	$ 9,663	$ 9,905	$ 10,154	$ 10,409
Planning Services Manager	$ 10,666	$ 10,934	$ 11,210	$ 11,487	$ 11,774	$ 12,069	$ 12,371	$ 12,682	$ 12,998	$ 13,322
Police Records Manager	$ 9,198	$ 9,426	$ 9,663	$ 9,905	$ 10,154	$ 10,409	$ 10,666	$ 10,934	$ 11,210	$ 11,487
Principal Civil Engineer	$ 12,069	$ 12,371	$ 12,682	$ 12,998	$ 13,322	$ 13,657	$ 13,997	$ 14,348	$ 14,705	$ 15,076
Project Manager	$ 10,409	$ 10,666	$ 10,934	$ 11,210	$ 11,487	$ 11,774	$ 12,069	$ 12,371	$ 12,682	$ 12,998
Purchasing Officer	$ 7,554	$ 7,736	$ 7,928	$ 8,129	$ 8,333	$ 8,540	$ 8,757	$ 8,973	$ 9,198	$ 9,426
Recreation Supervisor	$ 7,364	$ 7,554	$ 7,736	$ 7,928	$ 8,129	$ 8,333	$ 8,540	$ 8,757	$ 8,973	$ 9,198
Senior Accountant	$ 8,540	$ 8,757	$ 8,973	$ 9,198	$ 9,426	$ 9,663	$ 9,905	$ 10,154	$ 10,409	$ 10,666
Senior Human Resources Analyst	$ 9,198	$ 9,426	$ 9,663	$ 9,905	$ 10,154	$ 10,409	$ 10,666	$ 10,934	$ 11,210	$ 11,487
Senior Management Analyst	$ 9,198	$ 9,426	$ 9,663	$ 9,905	$ 10,154	$ 10,409	$ 10,666	$ 10,934	$ 11,210	$ 11,487
Streets Superintendent	$ 10,666	$ 10,934	$ 11,210	$ 11,487	$ 11,774	$ 12,069	$ 12,371	$ 12,682	$ 12,998	$ 13,322
Transportation Services Manager	$ 9,198	$ 9,426	$ 9,663	$ 9,905	$ 10,154	$ 10,409	$ 10,666	$ 10,934	$ 11,210	$ 11,487
Utilities Manager	$ 12,682	$ 12,998	$ 13,322	$ 13,657	$ 13,997	$ 14,348	$ 14,705	$ 15,076	$ 15,451	$ 15,839

Salaries are effective the beginning of the pay period containing July 1, 2026

EXHIBIT A
CITY OF ARCADIA MONTHLY SALARY RANGE
JULY 1, 2024 - JUNE 30, 2025
SAFETY MANAGEMENT

Title	Step A	Step B	Step C	Step D	Step E	Step F	Step G	Step H	Step I	Step J
Fire Battalion Chief **Police Lieutenant**	$ 15,541	$ 15,929	$ 16,328	$ 16,736	$ 17,154	$ 17,583	$ 18,023	$ 18,473	$ 18,935	$ 19,408
Deputy Fire Chief **Police Captain**	$ 17,095	$ 17,522	$ 17,960	$ 18,409	$ 18,870	$ 19,341	$ 19,825	$ 20,321	$ 20,829	$ 21,349

Salaries are effective the beginning of the pay period containing July 1, 2024

EXHIBIT A
CITY OF ARCADIA MONTHLY SALARY RANGE
JULY 1, 2025 - JUNE 30, 2026
SAFETY MANAGEMENT

Title	Step A	Step B	Step C	Step D	Step E	Step F	Step G	Step H	Step I	Step J
Fire Battalion Chief **Police Lieutenant**	$ 16,473	$ 16,885	$ 17,307	$ 17,740	$ 18,183	$ 18,638	$ 19,104	$ 19,582	$ 20,071	$ 20,573
Deputy Fire Chief **Police Captain**	$ 18,121	$ 18,574	$ 19,038	$ 19,514	$ 20,002	$ 20,502	$ 21,014	$ 21,540	$ 22,078	$ 22,630

Salaries are effective the beginning of the pay period containing July 1, 2025

EXHIBIT A
CITY OF ARCADIA MONTHLY SALARY RANGE
JULY 1, 2026 - JUNE 30, 2027
SAFETY MANAGEMENT

Title	Step A	Step B	Step C	Step D	Step E	Step F	Step G	Step H	Step I	Step J
Fire Battalion Chief **Police Lieutenant**	$ 17,297	$ 17,729	$ 18,173	$ 18,627	$ 19,093	$ 19,570	$ 20,059	$ 20,561	$ 21,075	$ 21,602
Deputy Fire Chief **Police Captain**	$ 19,027	$ 19,502	$ 19,990	$ 20,490	$ 21,002	$ 21,527	$ 22,065	$ 22,617	$ 23,182	$ 23,762

Salaries are effective the beginning of the pay period containing July 1, 2026

EXHIBIT A
CITY OF ARCADIA MONTHLY SALARY RANGE
JULY 1, 2024 - JUNE 30, 2025
UNREPRESENTED

Title	Step A	Step B	Step C	Step D	Step E	Step F	Step G	Step H	Step I	Step J
Executive Assistant	$ 6,282	$ 6,437	$ 6,599	$ 6,761	$ 6,931	$ 7,105	$ 7,283	$ 7,465	$ 7,651	$ 7,843
Human Resources Technician	$ 5,414	$ 5,551	$ 5,692	$ 5,831	$ 5,979	$ 6,127	$ 6,282	$ 6,436	$ 6,598	$ 6,761

Salaries are effective the beginning of the pay period containing July 1, 2024

EXHIBIT A
CITY OF ARCADIA MONTHLY SALARY RANGE
JULY 1, 2025 - JUNE 30, 2026
UNREPRESENTED

Title	Step A	Step B	Step C	Step D	Step E	Step F	Step G	Step H	Step I	Step J
Executive Assistant	$ 6,659	$ 6,823	$ 6,994	$ 7,167	$ 7,347	$ 7,532	$ 7,720	$ 7,913	$ 8,110	$ 8,314
Human Resources Technician	$ 5,739	$ 5,884	$ 6,034	$ 6,180	$ 6,337	$ 6,494	$ 6,659	$ 6,823	$ 6,994	$ 7,167

Salaries are effective the beginning of the pay period containing July 1, 2025

EXHIBIT A
CITY OF ARCADIA MONTHLY SALARY RANGE
JULY 1, 2026 - JUNE 30, 2027
UNREPRESENTED

Title	Step A	Step B	Step C	Step D	Step E	Step F	Step G	Step H	Step I	Step J
Executive Assistant	$ 6,992	$ 7,164	$ 7,344	$ 7,525	$ 7,714	$ 7,908	$ 8,106	$ 8,309	$ 8,515	$ 8,730
Human Resources Technician	$ 6,026	$ 6,179	$ 6,335	$ 6,490	$ 6,654	$ 6,819	$ 6,992	$ 7,164	$ 7,343	$ 7,526

Salaries are effective the beginning of the pay period containing July 1, 2026

CITY OF ARCADIA

HUMAN RESOURCES ASSISTANT / SENIOR HUMAN RESOURCES ASSISTANT

DEFINITION

Under general supervision, to perform a variety of highly responsible, specialized, technical/clerical, secretarial, or administrative duties in support of the Human Resources Department, including Employee Benefits, Classification and Compensation, Employee Relations, Performance Management, Recruitment and Selection, Workers' Compensation, and Risk Management; to provide word processing and data entry support; to assist in planning, organizing, and coordinating support activities, operations, and functions; to perform responsible, confidential and complex administrative and secretarial duties; and to provide information and assistance to staff and the general public.

DISTINGUISHING CHARACTERISTICS

Human Resources Assistant – Positions at this level perform specialized clerical tasks pertaining to personnel and/or risk management programs. The Human Resources Assistant performs the full range of duties as assigned, working independently and exercising judgement and initiative. Positions at this level receive only occasional instruction or assistance as new or unusual situations arise and are fully aware of the operating procedures and policies of the work unit.

Senior Human Resources Assistant – Positions at this level are distinguished from the Human Resources Assistant by maintaining more experience at the Human Resources Assistant level and by the performance of the full range of duties as assigned, using independent judgement and personal initiative. Positions in this class series are flexibly staffed and positions at the Senior Human Resources Assistant level may be filled by advancement from the Human Resources Assistant level with four years of increasingly responsible administrative, secretarial, administrative assistant, office management, or related experience, and meet the flexible staffing procedurals in the Personnel Rules & Regulations. When filled from the outside, the employee is required to have prior related experience, which allows the employee to meet the qualification standards for the Senior Human Resources Assistant level.

SUPERVISION EXERCISED

Does not exercise direct/formal supervision over lower level staff.

EXAMPLES OF IMPORTANT AND ESSENTIAL DUTIES

Provide administrative and clerical assistance in all functional areas of Human Resources and serve as a resource for employees and the public related to Employee Benefits, Classification

and Compensation, Employee Relations, Performance Management, Recruitment and Selection, Workers' Compensation, and Risk Management.

Ensure and maintain confidentiality and discretion of information related to Human Resources, including personnel files, personnel actions, records, and other such items.

Serve as primary contact for internal and external customers, both in person and by phone, regarding department and program policies, procedures, objectives, and functions; answer questions and provide information where judgment, knowledge and interpretations are utilized, especially in the proper handling of confidential information or files; resolve complaints; refer customers to appropriate source as necessary.

Perform a wide variety of clerical work including maintaining records, verifying accuracy of information, and recording information.

Provide information and forms to staff and the public; collect and process appropriate information; apply departmental and program policies and procedures in determining completeness of applications, records and files.

Type, proofread and word process a variety of documents including general correspondence, agendas, reports, newsletters, and memoranda.

Assist in the development of forms, worksheets, and record keeping systems for the collection, dissemination, and maintenance of information.

Receive, open, review, sort, date stamp, and distribute office mail; review correspondence directed to assigned staff; prepare written responses as directed.

Maintain detailed calendar of department activities; arrange interviews, appointments, schedules, conferences, travel arrangements, and itineraries.

Take and transcribe minutes at regular and special meetings and designated committees; prepare meeting packets for distribution; represent the assigned department in meetings and groups as assigned.

Maintain and account for limited office funds including petty cash fund.

Interpret regulations, policies, and procedures; make decisions involving independent judgment and requiring specialized knowledge of technical practices and precedents; analyze situations and make appropriate decisions without immediate supervision.

Collect and compile material for review and analysis; provide recommendations for changes in programs, policy, or procedures to improve efficiency and cost effectiveness of operations; coordinate consultation, information exchange, and necessary clearances and/or approvals.

Participate and assist in the administration of the Human Resources Department; supervise, organize, and manage all activities associated with the office; recommend procedural changes affecting support activities; recommend improvements in workflow, procedures, and use of equipment and forms.

Relieve Human Resources staff of a variety of administrative details, including during employer/employee matters and labor negotiations; independently respond to routine letters and general correspondence; compose and prepare letters, memoranda, and reports pertaining to standard policies.

Assist in the preparation and monitoring of assigned budgets including to secure purchase orders, process invoices, monitor account balances, perform account transfers, compile annual budget requests, recommending expenditure requests for designated accounts, and monitoring approved budget accounts; as assigned, review the financial condition of assigned programs and recommend and initiate corrective action to ensure financial integrity.

Organize the flow of communication in an efficient and effective manner with City staff, news media, the general public, businesses, and other agencies.

Collect, compile, and analyze information from various sources on a variety of specialized topics related to Human Resources; write reports which present and interpret data, identify alternatives and make and justify recommendations.

Assist in a variety of department and program operations; coordinate, supervise, monitor, and participate in special projects, assignments and activities as assigned; maintain control files on matters in progress and expedite their completion; serve on committees as assigned.

Perform responsible and difficult Human Resources administrative work involving the use of independent judgment and personal initiative; perform varied and responsible duties to assist in the processing and completion of administrative operations for assigned staff.

Initiate and maintain a variety of files and records for information related to Human Resources and programs including financial, budget, personnel, operational and administrative records; maintain and update resource materials.

Operate office machines and equipment including word processors, printers, copiers, calculators, and fax machines; routinely use a full range of word processing and spreadsheet computer software applications.

Order, receive, inventory, store, and distribute supplies, forms, and related items; prepare purchase orders; contact vendors and suppliers as needed; maintain related records.

Attend and participate in staff meetings and related activities; attend workshops, conferences, and classes to increase professional knowledge.

OTHER JOB RELATED DUTIES

Perform related duties and responsibilities as assigned.

JOB RELATED AND ESSENTIAL QUALIFICATIONS

Human Resources Assistant

Knowledge of:

Standard office procedures, methods and computer equipment.

English usage, spelling, vocabulary, grammar and punctuation.

Principles and procedures of record keeping.

Basic word processing methods, techniques and programs.

Basic mathematical principles.

Numerical, alphabetical, and subject matter filing systems.

Principles and practices used in dealing with the public.

Principles and practices of basic fiscal, statistical, and administrative data collection and report preparation.

Modern office procedures, methods, and equipment including computer equipment and applicable software programs.

Principles and practices of business letter writing.

Word processing methods, techniques, and programs including spreadsheet and data base applications.

Practices used in minute taking and preparation.

Ability to:

Learn, interpret, and apply pertinent Federal, State, and local laws, codes, and regulations including administrative and departmental policies and procedures.

Learn the procedures and functions of assigned position.

Work under supervision within a well-defined framework of standard policies and procedures.

Perform general clerical work including maintaining appropriate files and compiling information for reports.

Understand the organization and operation of the assigned department, outside agencies, and the City necessary to assume assigned responsibilities.

Respond to questions from the public and City personnel regarding policies and procedures.

Plan and organize work to meet schedules and timelines.

Understand and follow oral and written instructions.

Communicate clearly and concisely, both orally and in writing.

Establish, maintain and foster positive and harmonious working relationships with those contacted in the course of work.

Work under limited supervision within a broad framework of standard policies and procedures.

Use independent judgment, initiative, and good human relations and problem solving skills in the application and follow through on decisions.

Work cooperatively with other departments, City officials and outside agencies.

Perform responsible and difficult administrative and secretarial work involving the use of independent judgment and personal initiative.

Analyze situations carefully and adopt effective courses of action.

Maintain confidential data and information.

Independently prepare correspondence, memoranda, and minutes of meetings.

Compile, tabulate, and analyze data and information and prepare summaries and reports.

Exercise good judgment, flexibility, creativity, and sensitivity in response to changing situations and needs.

Minimum Qualifications:

Any combination of education and/or experience that provides the required knowledge, skills, and abilities to perform the essential job duties of the position is qualifying. The incumbent will possess the most desirable combination of training, skills, and experience, as demonstrated in past and current employment history. A typical example includes:

Experience:

Three years of increasingly responsible clerical, administrative, secretarial, or related experience.

Training:

Equivalent to the completion of the twelfth grade supplemented by specialized course work in office practices, management, or business administration.

Special Requirements:
Essential duties require the following physical skills and work environment:

Ability to work in a standard office environment.

Senior Human Resources Assistant

In addition to the qualifications for Human Resources Assistant:

Knowledge of:

Office management principles.

Principles and practices of budget development and administration.

Organizational and management practices as applied to the analysis and evaluation of programs, policies and operational needs.

Skill to:

Type at a speed of 60 words per minute and enter data at a speed necessary for successful job performance.

Transcribe recorded minutes.

Ability to:

Research, compile, analyze, interpret and prepare a variety of fiscal, statistical and administrative reports.

Independently interpret a variety of complex policies and procedures.

Develop operating procedures to implement programs and policies.

Read, understand, apply, and explain technical policies and procedural requirements.

Minimum Qualifications:
Any combination of education and/or experience that provides the required knowledge, skills, and abilities to perform the essential job duties of the position is qualifying. The incumbent will possess the most desirable combination of training, skills, and experience, as demonstrated in past and current employment history. A typical example includes:

Experience:

Four years of increasingly responsible clerical, secretarial, administrative assistant, office management, or related experience.

Training:

Equivalent to the completion of the twelfth grade supplemented by specialized training and course work in accounting, management, business administration, office practices, or a related field.

Special Requirements:
Essential duties require the following physical skills and work environment:

Ability to work in a standard office environment.

Effective Date: December 2025

CITY OF ARCADIA

STAFF REPORT

DEVELOPMENT SERVICES DEPARTMENT

DATE: December 16, 2025

TO: Honorable Mayor and City Council

FROM: Jason Kruckeberg, Development Services Director/Assistant City Manager
Kevin Merrill, City Engineer

SUBJECT: MEMORANDUM OF UNDERSTANDING WITH THE CITY OF TEMPLE CITY REGARDING THE SHARING OF COSTS AND RESPONSIBILITIES FOR THE FLAHERTY STORM DRAIN IMPROVEMENTS
CEQA: Exempt
Recommendation: Approve

SUMMARY

In July 2024, a major storm event caused localized flooding along Flaherty Street in Temple City. An investigation of a storm drain mainline that connects Flaherty Street to Baldwin Avenue in Arcadia revealed that the flood damage was caused by tree roots. The storm drain mainline is in both Arcadia and Temple City jurisdictions. Temple City drafted a Memorandum of Understanding ("MOU"), establishing a 50/50 cost-sharing agreement that also outlined roles for project administration, permitting, and final reimbursement. Temple City approved the MOU at its City Council Meeting held on November 5, 2025.

It is recommended that the City Council approve and authorize the City Manager to execute the MOU with Temple City regarding the sharing of costs and responsibilities for the Flaherty Storm Drain. It is expected that the project will cost $72,000, with Arcadia being responsible for $36,000 of the total expense.

BACKGROUND

In July 2024, a major storm event caused localized flooding along Flaherty Street in

Temple City. Following the flood, Temple City conducted an inspection of the storm drain mainline that connects Flaherty Street to Baldwin Avenue in Arcadia. The findings of their inspection revealed that the mainline had been damaged by tree roots, which caused the flooding. The City Engineers for both cities met and determined that repair of the storm drain is in the best interest of the City of Arcadia and City of Temple City, and that each City should share equally in the cost. It was determined that Temple City will be the party to enter into and manage a contract to perform the necessary mainline repairs. The City of Arcadia will be responsible for contracting with a qualified arborist to inspect the trees and provide recommendations within Arcadia's jurisdiction.

The City of Temple City obtained an estimate from a contractor in the amount of $72,000 to perform root removal, storm drain repair, and related work; the draft MOU was prepared to reflect cost sharing of this amount. Temple City approved the MOU at its City Council Meeting held on November 5, 2025 (see Attachment No. 1, which includes the Temple City Staff Report and the Draft MOU).

DISCUSSION

Under the MOU, both cities acknowledge the shared benefit of restoring the drainage system to full functionality and agree to equally share all costs related to inspection, root pruning or tree removal, and structural repair of the damaged pipe. Temple City will act as the lead agency for the project, administering the construction contract and coordinating communication between jurisdictions. Arcadia will provide arborist support to evaluate root conditions and determine appropriate pruning or removal methods to ensure the long-term stability of the repaired section. Each city will issue the required permits within its jurisdiction and will waive any associated permit or inspection fees to expedite the project.

Upon completion of the work and acceptance by both cities, Temple City will issue an invoice to Arcadia for half of the final project cost, minus half the cost of the retained arborist's bill. The total estimated cost for the repair is $72,000, with the final amount to be verified once the damaged section, arborist review, and surrounding tree roots are fully exposed during construction. The MOU provides a clear framework for project execution, cost accountability, and mutual indemnification between both cities.

ENVIRONMENTAL ANALYSIS

This project is categorically exempt per Section 15301 (Existing Facilities), 15302 (Replacement or Reconstruction), 15303 (New Construction or Conversion of Small Structures), and 15304 (Minor Alterations to Land) of the California Environmental Quality Act ("CEQA"), as repair and maintenance of an existing storm drain structure.

FISCAL IMPACT

The project was budgeted in the Fiscal Year 2025-26 Capital Improvement Program, under the Arterial Streets Miscellaneous Minor Repairs Project. The Project has a total budget of $125,000. Temple City received an initial estimated cost of $72,000 and both cities agree to share project costs equally. There are sufficient funds to cover the City of Arcadia's cost of $36,000, share of arborist costs, and any potential change orders.

RECOMMENDATION

It is recommended that the City Council find the project categorically exempt pursuant to the requirements of the California Environmental Quality Act ("CEQA"); and approve and authorize the City Manager to execute the Memorandum of Understanding with the City of Temple City regarding the sharing of costs and responsibilities for the Flaherty Storm Drain improvements.

Approved:

Dominic Lazzaretto
City Manager

Attachment No. 1: City of Temple City Staff Report – November 5, 2025

AGENDA
ITEM 7.D.

COMMUNITY DEVELOPMENT DEPARTMENT

MEMORANDUM

DATE: November 5, 2025

TO: The Honorable City Council

FROM: Bryan Cook, City Manager
By: Michael Lloyd, PE, Senior Engineer
Adam Talbot, Associate Engineer

SUBJECT: **APPROVAL OF A MEMORANDUM OF UNDERSTANDING (MOU) BETWEEN THE CITY OF TEMPLE CITY AND THE CITY OF ARCADIA REGARDING THE FLAHERTY STORM DRAIN**

RECOMMENDATION:

The City Council is requested to:

1. Approve the Memorandum of Understanding (MOU) (Attachment "A") between the City of Temple City and the City of Arcadia regarding the repair and maintenance of the Flaherty Storm Drain; and

2. Authorize the City Manager to execute the MOU on behalf of the City.

BACKGROUND:

1. In July 2024, a major storm event caused localized street flooding along Flaherty Street in Temple City. A storm drain culvert exists at approximately 9898 Flaherty Street with a storm drain located within an easement that connects to the mainline storm drain located at Baldwin Avenue. A video inspection conducted after the storm event confirmed that the Flaherty Storm Drain, which extends from Temple City into the City of Arcadia, had been damaged by tree roots originating from trees at 2301 Baldwin Avenue. The intrusion significantly restricts the storm drain's capacity and contributes to on-street flooding.

2. Following the inspection, the City of Temple City obtained a contractor's estimate of $72,000 to perform root removal, storm drain repair, and related work. City staff from both jurisdictions determined that the project serves a mutual benefit and that each City should share the cost equally.

3. To formalize the cooperative repair effort and define respective responsibilities, both Cities prepared and reviewed the attached MOU, which establishes a 50/50 cost-sharing agreement and outlines roles for project administration, permitting, and final reimbursement.

ANALYSIS:

The attached MOU outlines the cooperative arrangement between the City of Temple City and the City of Arcadia to repair the Flaherty Storm Drain, which has been compromised by tree root intrusion. Under the agreement, both Cities acknowledge the shared benefit of restoring the drainage system to full functionality and agree to equally share all costs related to inspection, root pruning or tree removal, and structural repair of the damaged pipe.

Temple City will act as the lead agency for the project, administering the construction contract and coordinating communication between both jurisdictions. The City of Arcadia will provide arborist support to evaluate root conditions and determine appropriate pruning or removal methods to ensure the long-term stability of the repaired section. Each City will issue required permits within its jurisdiction and will waive any associated permit or inspection fees to expedite the project.

Upon completion of the work and acceptance by both Cities, Temple City will issue an invoice to Arcadia for fifty percent (50%) of the final project cost. Arcadia will remit payment within thirty (30) days of receipt. The total estimated cost for the repair is $72,000, with the final amount to be verified once the damaged section and surrounding tree roots are fully exposed during construction. The MOU provides a clear framework for project execution, cost accountability, and mutual indemnification between both Cities.

CITY STRATEGIC GOALS:

Approval of this MOU supports the City’s Strategic Goals of sustainable infrastructure and public safety, by addressing localized flooding risks and ensuring reliable operation of the City’s storm drainage system.

FISCAL IMPACT:

The City’s share of project costs, will be a total of 50% of the final repair cost, currently estimated at $36,000. The cost for this work will be covered under the FY 2024-25 Pavement Rehabilitation (P25-01) project budget as a change order.

There is no impact to the General Fund.

ATTACHMENT:

A. Attachment A – Memorandum of Understanding between the City of Temple City and the City of Arcadia regarding the Flaherty Storm Drain

MEMORANDUM OF UNDERSTANDING BY AND BETWEEN THE CITY OF ARCADIA AND THE CITY OF TEMPLE CITY REGARDING THE FLAHERTY STORM DRAIN

This Memorandum of Understanding ("MOU") is entered into this ___ day of_____, 2025 ("Date of Agreement"), by and between the City of Temple City, a California municipal corporation ("Temple City"), and the City of Arcadia, a California municipal corporation ("Arcadia"). Temple City and Arcadia may individually be referred to as a "Party" or "City" and collectively referred to as "Parties" or "Cities."

RECITALS

WHEREAS, a storm event on or about July of 2024 resulted in on-street flooding as well as localized flooding outside the street right of way near the property at 9898 Flaherty Street (APN 5385-024-029) in the City of Temple City; and

WHEREAS, a public storm drain system exists from Flaherty Street in the City of Temple City and terminates into a storm drain system located in Baldwin Avenue in the City of Arcadia (Flaherty Storm Drain); and

WHEREAS, the Flaherty Storm Drain is located within public easements as shown in **Exhibit A**. The public easements cross APNs 5385-024-029 and 5385-024-006; and

WHEREAS, the City of Temple City conducted a video inspection of the condition of the Flaherty Storm Drain and found that tree roots from trees located at 2301 Baldwin Avenue (APN 5385-024-007) within the City of Arcadia had damaged the storm drain such that the capacity has been severely restricted causing street flooding on Flaherty Street in the City of Temple City; and

WHEREAS, the City of Temple City has received a quote from a Contractor to make repairs to the damaged section of the Flaherty Storm Drain (Project); and

WHEREAS, the Parties have a common interest in completing this Project to avoid any future damages due to the current state of the Flaherty Storm Drain; and

WHEREAS, nothing in this MOU establishes any precedent for any other project, agreement, or arrangement that may exist now or in the future between the Parties or between the Parties and other entities.

NOW, THEREFORE, in consideration of the recitals set forth above, which are incorporated by this reference, and the mutual covenants and undertakings set forth herein, the mutual receipt and sufficiency of which is hereby acknowledged, the Parties hereto agree as follows:

1. PURPOSE

1.1 The purpose of this MOU is to document the mutual understanding and intent of the Cities of Arcadia and Temple City regarding the proposed Project. The Parties agree to cooperate by providing needed staff support and resources and communicating with each other in a timely and diligent manner to effectively implement this MOU.

1.2 This MOU is intended as a binding statement of intent to cooperate on a cost sharing basis.

2. TERM OF MOU

2.1 This MOU shall continue from the Date of Agreement, which shall be the date the last authorized Party has signed this MOU and shall remain in full force and effect until the Project has been completed and accepted by both Cities and invoices have been paid in full.

2.2 This MOU may be terminated, without cause, by either party upon thirty (30) days written notice to the representatives listed in Section 6.

2.3 The Parties agree to conduct their respective review and approvals in a diligent manner.

3. COST SHARING

3.1 The City of Temple City has received a quote from a Contractor to make repairs to the Flaherty Storm Drain in the amount of $72,000. The Final Cost of the Project shall be determined once the existing damaged storm drain is removed, and the adjacent tree roots can be inspected. Work shall be performed by a Contractor under contract with the City of Temple City.

3.2 The Parties agree that the Project has equal value to each City. Furthermore, the Parties agree that each City shall contribute 50 percent of the cost to inspect tree roots, any root pruning and/or tree removal, and repair the Flaherty Storm Drain.

3.3 The Parties agree that permits for work in the public right-of-way shall be issued by the jurisdiction in which the public right-of-way is located and in accordance to that jurisdiction's standard of review and application process. The Parties agree to require the Contractor to name Arcadia as an additional insured, and to indemnify Arcadia, to the same extent that the Contractor will insure and indemnify Temple City and its officials, employees, and agents.

3.4 Fees for permits and inspections shall be waived based on each Party's schedule of fees. Permits shall be issued in a timely manner, and inspections shall be performed as requested by the Contractor.

3.5 The City of Arcadia shall provide an Arborist to inspect tree roots as necessary and make recommendations on root pruning and/or tree removal in order to complete the Project.

3.6 The Parties agree to bear its own costs in implementing the actions set forth in the MOU.

3.7 Upon acceptance of completion of the Project by both Cities, the City of Temple City shall send an invoice to the City of Arcadia for their cost share. The City of Arcadia upon review and approval of the invoice shall pay to the City of Temple City the invoice amount within 30 calendar days of the invoice date.

4. CEQA REVIEW

The Parties agree and acknowledge that the Project described in this Memorandum of Understanding is exempt from the provisions of the California Environmental Quality Act ("CEQA") pursuant to Sections 15301 (Existing Facilities), 15302 (Replacement or Reconstruction), 15303 (New Construction or Conversion of Small Structures), and 15304 (Minor Alterations to Land) of the CEQA Guidelines. Each Party, acting in its independent capacity, has determined that the Project falls within these categorical exemptions, as the work involves the repair, replacement, reconstruction, and minor alterations to existing public storm drain facilities within established easements. The Parties further agree that no unusual circumstances exist that would create a reasonable possibility of a significant environmental effect, and therefore no further environmental review is required.

5. TERMINATION

This MOU will terminate upon mutual written consent of the Parties, or if the Project has been accepted as complete by both Cities and all invoices have been paid in full. This MOU may be terminated, without cause, by either Party upon thirty (30) days written notice to the Party representative(s) listed in Section 6. The other Party must provide written notice of acceptance of termination within ten (10) days of receipt.

6. NOTICE

6.1 All notices shall be given in writing. For any action related to this MOU, each City shall be sent notices at the following addresses:

To Arcadia:

City of Arcadia
City Manager
240 West Huntington Drive
Arcadia, CA 91066

To Temple City: City of Temple City
City Manager
9701 Las Tunas Drive
Temple City, CA 91780

7. INSURANCE

Each Party represents and agrees that they are self-insured. Either Party may purchase commercial insurance to cover its exposure hereunder, in whole or in part, and shall name the other as additionally insured.

8. INDEMNIFICATION

8.1 Nothing in this MOU shall be deemed to create rights or obligations for third parties not signatories to this MOU except as specifically stated herein.

8.2 The Parties shall defend, indemnify and hold harmless each other and from and against any and all liability, loss, expense (including reasonable attorneys' fees) or claims for injury or damage arising out of the performance of this MOU or arising from or connected to the approval process or relating to the Project, but only in proportion to and to the extent such liability, loss, expense, attorneys' fees, or claims for injury or damages are caused by or the result of the negligent or intentional acts or omissions of the other Party, their respective City Council, Planning Commission and officers, agents or employees.

9. DEFAULT

Neither Party will be in breach of this MOU where the breach is capable of being cured, or until written notice of the breach is received from the non-breaching Party. The Party charged with breach will have fifteen (15) calendar days from the date of receiving such notice in which to cure the breach or otherwise respond. If the circumstances leading to the charge that the MOU was breached have not been cured or explained to the satisfaction of the other Party within fifteen (15) days from the date on which the breaching Party received notice of breach, the non-breaching Party may terminate this MOU. Notice shall be given in the manner set forth in Section 6.

10. GOVERNING LAW

This MOU shall be governed by the laws of the State of California.

11. AMENDMENTS

Any amendment or modification to this MOU will be effective only if it is signed in writing by all Parties.

12. AUTHORITY

The Parties represent and warrant that this MOU has been duly authorized by their respective governing boards and executed by a duly authorized representative thereof.

13. COUNTERPARTS

This MOU may be executed in any number of counterparts (including by fax, pdf, or other electronic means), each of which shall be deemed an original, but all of which shall constitute one and the same instrument.

[SIGNATURES ON FOLLOWING PAGE]

IN WITNESS WHEREOF, the Parties have entered into this Memorandum of Understanding as of the Effective Date.

City of Arcadia

Date:_____

_____
Dominic Lazzaretto, City Manager

ATTEST:

_____
Linda Rodriguez, City Clerk

APPROVED AS TO FORM:

_____
Michael J. Maurer, City Attorney

CITY OF TEMPLE CITY

Date:_____

_____
Bryan Cook, City Manager

ATTEST:

_____
Peggy Kuo, City Clerk

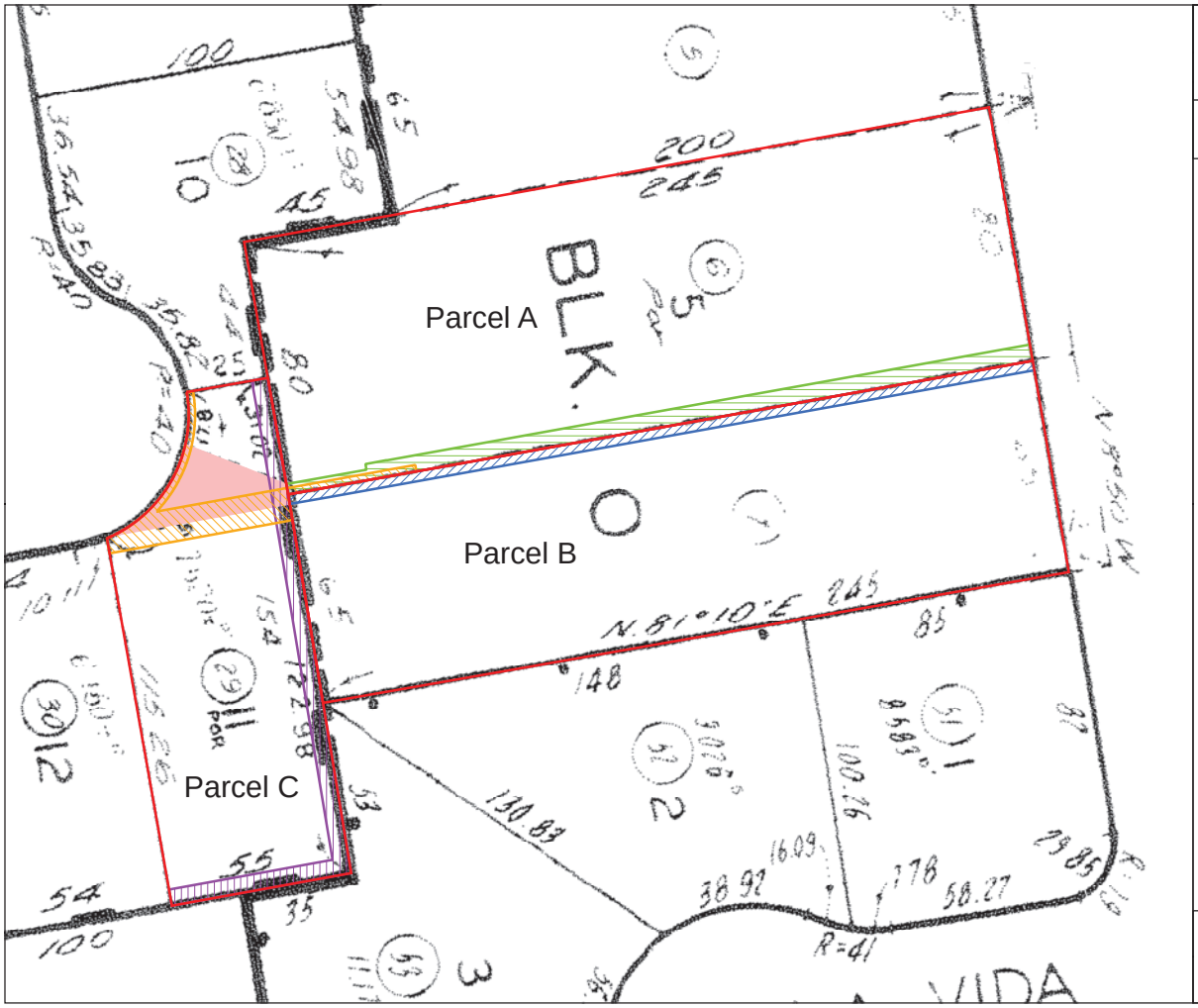
APPROVED AS TO FORM:

_____
Greg Murphy, City Attorney

EXHIBIT “A”

Storm Drain Easement Map

APNs: 5385-024-006 and 5385-024-029



First American Title Insurance Company

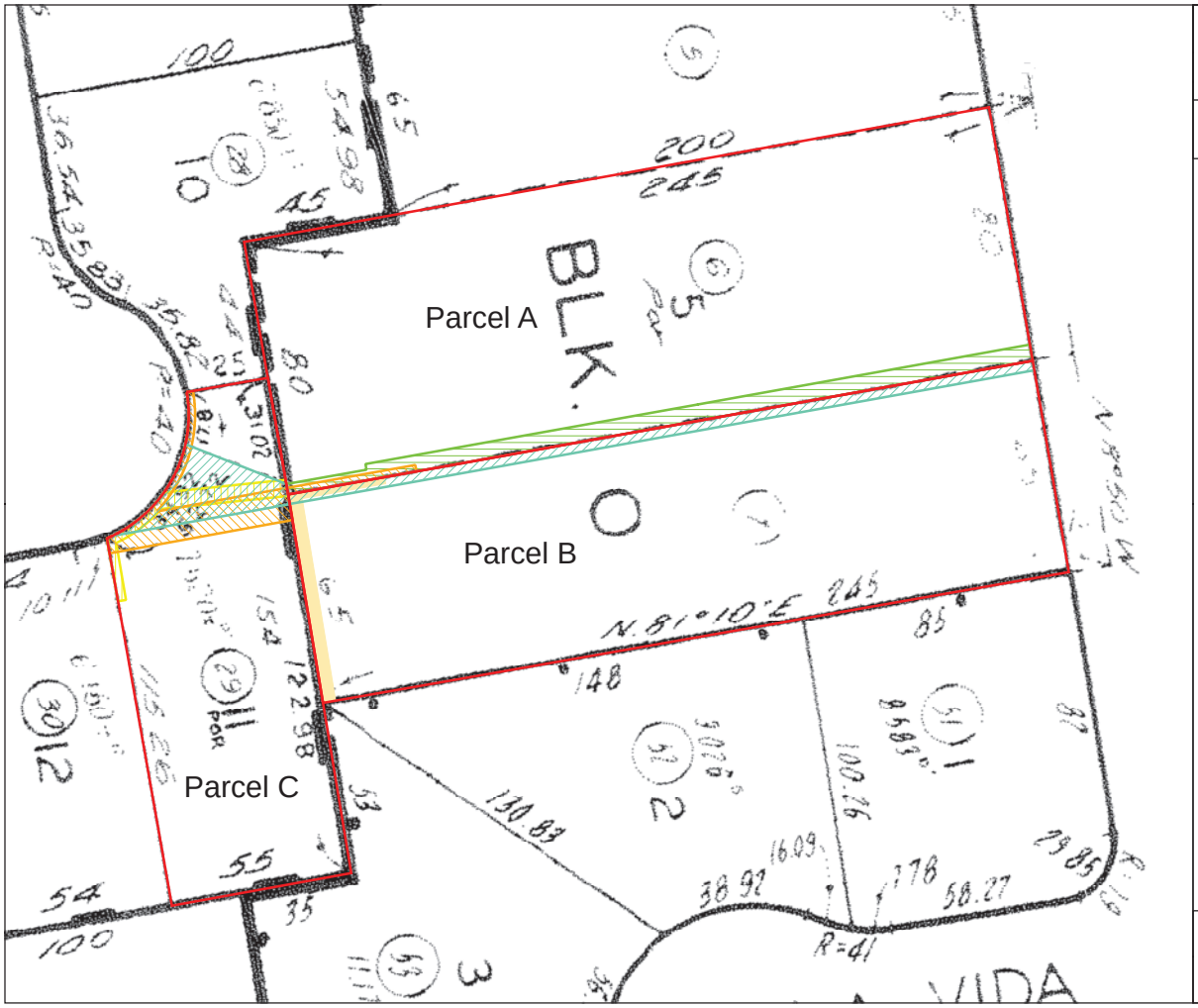
File No.: 1265899
Location: Los Angeles County, CA

Legend

- Parcel A
- Parcel B
- Parcel C
- Bk3035 Pg192 (Rights Of Way To Repair And Maintain Pipes For Conducting Water - Not Plottable)
- Bk39333 Pg84 (Sanitary Sewers)
- Bk39583 Pg50 (Public Utilities)
- 03/20/1952 Bk38518 Pg10 (Undisclosed Purpose)
- Bk5603 Pg6 (Right Of Way - Not Plottable)
- 05/21/1952 Bk38985 Pg346 (Water Main And Necessary Equipment)
- Tract Map #18002 Bk441 Pg38 (Storm Drain)

NOT TO SCALE

This map may or may not be an accurate description or identification of the land and is not intended nor may be it relied upon as a survey of the land depicted hereon. This map is solely intended to provide orientation as to the general location of the parcel or parcels depicted herein. First American Title Company, its subsidiaries and affiliates, expressly disclaim any and all liability for all loss or damage which may result from reliance or use of this map.



First American Title Insurance Company

File No.: 1265899
Location: Los Angeles County, CA

Legend

- Parcel A
- Parcel B
- Parcel C
- Tract Map #18002 Bk441 Pg38 (Sanitary Sewer)
- 08/11/1952 #2665 (Utilities)
- 08/28/1952 #2598 (Utilities)
- 12/31/1952 Bk40638 Pg332 (Construct, Maintain, Operate And Use A Storm Drain)
- 06/24/1968 #3041 (Public Utilities)
- 08/02/1977 #837777 (Ingress, Egress - Not Plottable)
- 08/09/2024 #20240536942 (Distribution Of Natural Gas, With The Reasonable Right Of Ingress And Egress To The Facilities - Not Plottable)

NOT TO SCALE

This map may or may not be an accurate description or identification of the land and is not intended nor may be it relied upon as a survey of the land depicted hereon. This map is solely intended to provide orientation as to the general location of the parcel or parcels depicted herein. First American Title Company, its subsidiaries and affiliates, expressly disclaim any and all liability for all loss or damage which may result from reliance or use of this map.

CITY OF ARCADIA

STAFF REPORT

DEVELOPMENT SERVICES DEPARTMENT

DATE: December 16, 2025

TO: Honorable Mayor and City Council

FROM: Jason Kruckeberg, Assistant City Manager/Development Services Director
Kevin Merrill, City Engineer
By: Alana Johnson, Transportation Services Manager

SUBJECT: PROFESSIONAL SERVICES AGREEMENT WITH EVAN BROOKS ASSOCIATES, INC. FOR INTERIM TRANSPORTATION SERVICES SUPPORT, IN AN AMOUNT NOT TO EXCEED $77,200
CEQA: Not a Project
Recommendation: Approve

SUMMARY

The Development Services Department's Transportation Services Division is responsible for planning, managing, and administering the City's public transportation and mobility programs, including oversight of Arcadia Transit operations, service contracts, regulatory compliance, reporting, customer service, and coordination with regional agencies. As the Division is staffed by one full-time position, the Transportation Services Manager, temporary coverage is required to maintain operational continuity during the Manager's anticipated leave, from January through June 2026.

To address this need, the City issued a Request for Proposals ("RFP") on November 3, 2025, for interim transportation support services. One proposal was received from Evan Brooks Associates, Inc. ("EBA"), who would serve as the prime consultant, with Mobility Advancement Group ("MAG") providing support as a subcontractor to EBA. It is recommended that the City Council approve and authorize the City Manager to execute a Professional Services Agreement with EBA, in an amount not to exceed $77,200 in transit funds, to provide interim transportation services support for the Development Services Department.

BACKGROUND

The Transportation Services Division within the Development Services Department oversees the City's public transportation system, Arcadia Transit and its operations, service contracts, transit reporting, regulatory compliance, customer service, and coordination with regional partners. The Division also administers South Coast Air Quality Management District ("SCAQMD") funds, manages the City's Rideshare Program, and works closely with the Engineering Division on transportation-related projects. The Division consists of a single position – the Transportation Services Manager – who is responsible for all operational and strategic activities. This position reports directly to the City Engineer and the Assistant City Manager/Development Services Director.

DISCUSSION

To maintain essential transportation programs and services, it is critical to establish interim coverage during the Transportation Services Manager's anticipated leave from January through June 2026. Because the Transportation Services Division consists of a single position, temporary management coverage is necessary to maintain operational continuity and compliance with local, state, and federal transit requirements during this period.

The interim assignment will provide oversight and administrative support for the Division, including Arcadia Transit operations, service contract management, transit reporting, budget and invoice monitoring, and responses to customer inquiries and service issues. Coordination with regional and interagency partners is also an integral part of the work that will be needed. Services will be delivered under a not-to-exceed, time-and-materials contract from January through June 2026. The contract will also allow for an extension of services based on operational needs and will follow a hybrid schedule, with some part-time in-office presence. The consultant will represent the City at meetings such as the Metro Bus Operations Subcommittee ("BOS") monthly meetings, regular virtual check-in meetings with the contracted transit operator, and other departmental or interagency meetings. Responsibilities will include tracking follow-up items and maintaining clear communication with key City staff.

Additional duties include submitting required Measure M quarterly reports to Metro and coordinating with external agencies, such as the Federal Transit Administration

("FTA"), State Controller's Office ("SCO"), and SCAQMD on annual filings. To ensure continuity, the consultant will meet with the Transportation Services Manager in early January 2026 to onboard, review procedures, ongoing projects, and expectations. Beginning in June or July 2026, debriefing meetings will occur to summarize accomplishments and conduct a smooth transition upon the Manager's return.

In addition to the base scope, the RFP allowed proposers to include optional "special projects" as supplemental work. These initiatives stem from the City's Transit Assessment project and represent important follow-through actions needed to support its recommendations and implementation. Although not required for the interim assignment, the tasks are strategically significant and may include supporting Metro Transit Access Pass ("TAP") fare payment system integration, RFP development for Arcadia Transit's rebranding and outreach effort, and providing planning and coordination for potential route changes. Collectively, these projects help advance key service improvements, strengthen rider experience, and prepare for longer-term system enhancements identified through the assessment.

In accordance with City Council Resolution No. 7483, a Notice Inviting Proposals ("NIP") was issued on November 3, 2025, and the RFP was sent to five consulting firms. The package was subsequently shared more broadly by several firms and with the Metro-led Board of Supervisors, comprised of 17 transit agencies and operators. The City received one proposal from EBA, which identified MAG as a supporting partner and subcontractor. Given the nature of the requested work and limited timeframe, multiple proposals were not expected.

The RFP evaluation committee reviewed the proposal based on established criteria, including relevant experience and qualifications, understanding of the scope of work, ability to deliver services, and project approach. The committee determined that EBA met the RFP requirements and demonstrated a comprehensive understanding of the project scope and expectations. EBA's approach was thoughtful and detail-oriented, reflecting a proven track record on similar projects statewide, as well as a collaborative approach and commitment to working closely with the City. The firm has successfully partnered with the City on prior projects and worked for other cities in the region with similar transportation needs, further supporting their familiarity with local priorities and expectations.

Evan Brooks Associates, Inc. is a California-based planning consulting firm with nearly two decades of experience with staff augmentation, funds acquisition/management, transportation planning, and outreach. Mobility Advancement Group has more than 25 years of experience assisting public transit authorities with similar contracts and special project management. The Professional Services Agreement will be executed with EBA as the prime consultant, with MAG serving in a supportive capacity as a subcontractor to EBA. The two firms have worked together on several regional transit efforts and will function as a single, accountable extension of staff for interim coverage.

After selecting EBA, the City engaged in negotiations to refine the cost proposal to maximize value. EBA's original cost proposal submission totaled $118,770, consisting of $80,033 for the base scope of work and $38,737 for optional special projects. Through negotiation, EBA provided a revised proposal of $77,200, which modestly reduced hours for select tasks while consolidating optional special projects into the base scope.

ENVIRONMENTAL ANALYSIS

The proposed action does not constitute a project under the California Environmental Quality Act ("CEQA"), per section 15061(b)(3), as it can be seen with certainty that it will have no impact on the environment.

FISCAL IMPACT

The contract amount will not exceed $77,200, which will be primarily funded through the City's Transit Administration Fund, comprised of various transit sources such as Proposition A and C funds. Furthermore, since the negotiated scope now incorporates the optional special tasks, these activities qualify for coverage through other transit funding sources. This provides the City with greater flexibility in allocating transit dollars, significantly reducing the likelihood of having to draw from the General Fund to pay for these services. Based on current budget availability, it is anticipated that funds within the Transit Administration Fund will be able to support these costs.

RECOMMENDATION

It is recommended that the City Council determine this action does not constitute a project under the California Environmental Quality Act ("CEQA"); and approve and authorize the City Manager to execute a Professional Services Agreement with Evan Brooks Associates, Inc. in an amount not to exceed $77,200, using transit funding, to provide interim transportation services support for the Development Services Department.

Approved:

Dominic Lazzaretto
City Manager

Attachment No. 1: Proposed Professional Services Agreement

CITY OF ARCADIA
PROFESSIONAL SERVICES AGREEMENT REGARDING
INTERIM TRANSPORTATION SERVICES MANAGER COVERAGE

This Agreement is made and entered into as of _____, 20____ by and between the City of Arcadia, a municipal corporation organized and operating under the laws of the State of California with its principal place of business at 240 West Huntington Drive, Arcadia, California 91066 ("City"), and **Evan Brooks Associates, Inc.,** a **Corporation** with its principal place of business at **301 East Colorado Boulevard, Suite 524, Pasadena, CA 91101** (hereinafter referred to as "Consultant"). City and Consultant are sometimes individually referred to as "Party" and collectively as "Parties" in this Agreement.

RECITALS

A. City is a public agency of the State of California and is in need of professional services for the following project:

Interim Transportation Services Manager Coverage
(hereinafter referred to as "the Project").

B. Consultant is duly licensed and has the necessary qualifications to provide such services.

C. The Parties desire by this Agreement to establish the terms for City to retain Consultant to provide the services described herein.

AGREEMENT

NOW, THEREFORE, IT IS AGREED AS FOLLOWS:

1. Services.

Consultant shall provide the City with the services described in the Scope of Services attached hereto as Exhibit "A."

2. Compensation.

a. Subject to paragraph 2(b) below, the City shall pay for such services in accordance with the Schedule of Charges set forth in Exhibit "B."

b. In no event shall the total amount paid for services rendered by Consultant under this Agreement exceed the sum of **Seventy-Seven Thousand, Two-Hundred Dollars and No Cents ($77,200)**. This amount is to cover all printing and related costs, and the City will not pay any additional fees for printing expenses. Periodic payments shall be made within 30 days of receipt of an invoice which includes a detailed description of the work performed. Payments to Consultant for work performed will be made on a monthly billing basis.

3. Additional Work.

If changes in the work seem merited by Consultant or the City, and informal consultations with the other party indicate that a change is warranted, it shall be processed in the following manner: a letter outlining the changes shall be forwarded to the City by Consultant with a

statement of estimated changes in fee or time schedule. An amendment to this Agreement shall be prepared by the City and executed by both Parties before performance of such services, or the City will not be required to pay for the changes in the scope of work. Such amendment shall not render ineffective or invalidate unaffected portions of this Agreement.

4. Maintenance of Records.

Books, documents, papers, accounting records, and other evidence pertaining to costs incurred shall be maintained by Consultant and made available at all reasonable times during the contract period and for four (4) years from the date of final payment under the contract for inspection by City.

5. Term.

The term of this Agreement shall be from **January 1, 2026,** to **June 30, 2026,** unless earlier terminated as provided herein. The Parties may, by mutual, written consent, extend the term of this Agreement if necessary to complete the Project. Consultant shall perform its services in a prompt and timely manner within the term of this Agreement and shall commence performance upon receipt of written notice from the City to proceed ("Notice to Proceed"). The Notice to Proceed shall set forth the date of commencement of work.

6. Delays in Performance.

a. Neither City nor Consultant shall be considered in default of this Agreement for delays in performance caused by circumstances beyond the reasonable control of the non-performing party. For purposes of this Agreement, such circumstances include but are not limited to, abnormal weather conditions; floods; earthquakes; fire; epidemics; war; riots and other civil disturbances; strikes, lockouts, work slowdowns, and other labor disturbances; sabotage or judicial restraint.

b. Should such circumstances occur, the non-performing party shall, within a reasonable time of being prevented from performing, give written notice to the other party describing the circumstances preventing continued performance and the efforts being made to resume performance of this Agreement.

7. Compliance with Law.

a. Consultant shall comply with all applicable laws, ordinances, codes and regulations of the federal, state and local government, including Cal/OSHA requirements.

b. If required, Consultant shall assist the City, as requested, in obtaining and maintaining all permits required of Consultant by federal, state and local regulatory agencies.

c. If applicable, Consultant is responsible for all costs of clean up and/ or removal of hazardous and toxic substances spilled as a result of his or her services or operations performed under this Agreement.

8. Standard of Care

Consultant's services will be performed in accordance with generally accepted professional practices and principles and in a manner consistent with the level of care and skill ordinarily exercised by members of the profession currently practicing under similar conditions.

9. Assignment and Subconsultant

Consultant shall not assign, sublet, or transfer this Agreement or any rights under or interest in this Agreement without the written consent of the City, which may be withheld for any reason. Any attempt to so assign or so transfer without such consent shall be void and without legal effect and shall constitute grounds for termination. Subcontracts, if any, shall contain a provision making them subject to all provisions stipulated in this Agreement. Nothing contained herein shall prevent Consultant from employing independent associates, and subconsultants as Consultant may deem appropriate to assist in the performance of services hereunder.

10. Independent Contractor

Consultant is retained as an independent contractor and is not an employee of City. No employee or agent of Consultant shall become an employee of City. The work to be performed shall be in accordance with the work described in this Agreement, subject to such directions and amendments from City as herein provided.

11. Insurance. Consultant shall not commence work for the City until it has provided evidence satisfactory to the City it has secured all insurance required under this section. In addition, Consultant shall not allow any subcontractor to commence work on any subcontract until it has secured all insurance required under this section.

a. Commercial General Liability

(i) The Consultant shall take out and maintain, during the performance of all work under this Agreement, in amounts not less than specified herein, Commercial General Liability Insurance, in a form and with insurance companies acceptable to the City.

(ii) Coverage for Commercial General Liability insurance shall be at least as broad as the following:

(1) Insurance Services Office Commercial General Liability coverage (Occurrence Form CG 00 01) or exact equivalent.

(iii) Commercial General Liability Insurance must include coverage for the following:

(1) Bodily Injury and Property Damage
(2) Personal Injury/Advertising Injury
(3) Premises/Operations Liability
(4) Products/Completed Operations Liability
(5) Aggregate Limits that Apply per Project
(6) Explosion, Collapse and Underground (UCX) exclusion deleted
(7) Contractual Liability with respect to this Agreement
(8) Property Damage

(9) Independent Consultants Coverage

(iv) The policy shall contain no endorsements or provisions limiting coverage for (1) contractual liability; (2) cross liability exclusion for claims or suits by one insured against another; (3) products/completed operations liability; or (4) contain any other exclusion contrary to the Agreement.

(v) The policy shall give City, its officials, officers, employees, agents and City designated volunteers additional insured status using ISO endorsement forms CG 20 10 10 01 and 20 37 10 01, or endorsements providing the exact same coverage.

(vi) The general liability program may utilize either deductibles or provide coverage excess of a self-insured retention, subject to written approval by the City, and provided that such deductibles shall not apply to the City as an additional insured.

b. Automobile Liability

(i) At all times during the performance of the work under this Agreement, the Consultant shall maintain Automobile Liability Insurance for bodily injury and property damage including coverage for owned, non-owned and hired vehicles, in a form and with insurance companies acceptable to the City.

(ii) Coverage for automobile liability insurance shall be at least as broad as Insurance Services Office Form Number CA 00 01 covering automobile liability (Coverage Symbol 1, any auto).

(iii) The policy shall give City, its officials, officers, employees, agents and City designated volunteers additional insured status.

(iv) Subject to written approval by the City, the automobile liability program may utilize deductibles, provided that such deductibles shall not apply to the City as an additional insured, but not a self-insured retention.

c. Workers' Compensation/Employer's Liability

(i) Consultant certifies that he/she is aware of the provisions of Section 3700 of the California Labor Code which requires every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that code, and he/she will comply with such provisions before commencing work under this Agreement.

(ii) To the extent Consultant has employees at any time during the term of this Agreement, at all times during the performance of the work under this Agreement, the Consultant shall maintain full compensation insurance for all persons employed directly by him/her to carry out the work contemplated under this Agreement, all in accordance with the "Workers' Compensation and Insurance Act," Division IV of the Labor Code of the State of California and any acts amendatory thereof, and Employer's Liability Coverage in amounts indicated herein. Consultant shall require all subconsultants to obtain and maintain, for the period required by this Agreement, workers' compensation coverage of the same type and limits as specified in this section.

d. Professional Liability (Errors and Omissions)

At all times during the performance of the work under this Agreement the Consultant shall maintain professional liability or Errors and Omissions insurance appropriate to its profession, in a form and with insurance companies acceptable to the City and in an amount indicated herein. This insurance shall be endorsed to include contractual liability applicable to this Agreement and shall be written on a policy form coverage specifically designed to protect against acts, errors or omissions of the Consultant. "Covered Professional Services" as designated in the policy must specifically include work performed under this Agreement. The policy must "pay on behalf of" the insured and must include a provision establishing the insurer's duty to defend.

e. Minimum Policy Limits Required

(i) The following insurance limits are required for the Agreement:

	Combined Single Limit
Commercial General Liability	$1,000,000 per occurrence/ $2,000,000 aggregate for bodily injury, personal injury, and property damage
Automobile Liability	$1,000,000 per occurrence for bodily injury and property damage
Employer's Liability	$1,000,000 per occurrence
Professional Liability	$1,000,000 per claim and aggregate (errors and omissions)

(ii) Defense costs shall be payable in addition to the limits.

(iii) Requirements of specific coverage or limits contained in this section are not intended as a limitation on coverage, limits, or other requirement, or a waiver of any coverage normally provided by any insurance. Any available coverage shall be provided to the parties required to be named as Additional Insured pursuant to this Agreement.

f. Evidence Required

Prior to execution of the Agreement, the Consultant shall file with the City evidence of insurance from an insurer or insurers certifying to the coverage of all insurance required herein. Such evidence shall include original copies of the ISO CG 00 01 (or insurer's equivalent) signed by the insurer's representative and Certificate of Insurance (Acord Form 25-S or equivalent), together with required endorsements. All evidence of insurance shall be signed by a properly authorized officer, agent, or qualified representative of the insurer and shall certify the names of the insured, any additional insureds, where appropriate, the type and amount of the insurance, the location and operations to which the insurance applies, and the expiration date of such insurance.

g. Policy Provisions Required

(i) Consultant shall provide the City at least thirty (30) days prior written notice of cancellation of any policy required by this Agreement, except that the Consultant shall provide at least ten (10) days prior written notice of cancellation of any such policy due to non-payment of premium. If any of the required coverage is cancelled or expires during the term

of this Agreement, the Consultant shall deliver renewal certificate(s) including the General Liability Additional Insured Endorsement to the City at least ten (10) days prior to the effective date of cancellation or expiration.

(ii) The Commercial General Liability Policy and Automobile Policy shall each contain a provision stating that Consultant's policy is primary insurance and that any insurance, self-insurance or other coverage maintained by the City or any named insureds shall not be called upon to contribute to any loss.

(iii) The retroactive date (if any) of each policy is to be no later than the effective date of this Agreement. Consultant shall maintain such coverage continuously for a period of at least three years after the completion of the work under this Agreement. Consultant shall purchase a one (1) year extended reporting period A) if the retroactive date is advanced past the effective date of this Agreement; B) if the policy is cancelled or not renewed; or C) if the policy is replaced by another claims-made policy with a retroactive date subsequent to the effective date of this Agreement.

(iv) All required insurance coverages, except for the professional liability coverage, shall contain or be endorsed to waiver of subrogation in favor of the City, its officials, officers, employees, agents, and volunteers or shall specifically allow Consultant or others providing insurance evidence in compliance with these specifications to waive their right of recovery prior to a loss. Consultant hereby waives its own right of recovery against City, and shall require similar written express waivers and insurance clauses from each of its subconsultants.

(v) The limits set forth herein shall apply separately to each insured against whom claims are made or suits are brought, except with respect to the limits of liability. Further the limits set forth herein shall not be construed to relieve the Consultant from liability in excess of such coverage, nor shall it limit the Consultant's indemnification obligations to the City and shall not preclude the City from taking such other actions available to the City under other provisions of the Agreement or law.

h. Qualifying Insurers

(i) All policies required shall be issued by acceptable insurance companies, as determined by the City, which satisfy the following minimum requirements:

(1) Each such policy shall be from a company or companies with a current A.M. Best's rating of no less than A:VII and admitted to transact in the business of insurance in the State of California, or otherwise allowed to place insurance through surplus line brokers under applicable provisions of the California Insurance Code or any federal law.

i. Additional Insurance Provisions

(i) The foregoing requirements as to the types and limits of insurance coverage to be maintained by Consultant, and any approval of said insurance by the City, is not intended to and shall not in any manner limit or qualify the liabilities and obligations otherwise assumed by the Consultant pursuant to this Agreement, including but not limited to, the provisions concerning indemnification.

(ii) If at any time during the life of the Agreement, any policy of insurance required under this Agreement does not comply with these specifications or is canceled and not replaced, City has the right but not the duty to obtain the insurance it deems necessary and any premium paid by City will be promptly reimbursed by Consultant or City will withhold amounts sufficient to pay premium from Consultant payments. In the alternative, City may cancel this Agreement.

(iii) The City may require the Consultant to provide complete copies of all insurance policies in effect for the duration of the Project.

(iv) Neither the City nor any of its officials, officers, employees, agents or volunteers shall be personally responsible for any liability arising under or by virtue of this Agreement.

j. Subconsultant Insurance Requirements. Consultant shall not allow any subcontractors or subconsultants to commence work on any subcontract until they have provided evidence satisfactory to the City that they have secured all insurance required under this section. Policies of commercial general liability insurance provided by such subcontractors or subconsultants shall be endorsed to name the City as an additional insured using ISO form CG 20 38 04 13 or an endorsement providing the exact same coverage. If requested by Consultant, City may approve different scopes or minimum limits of insurance for particular subcontractors or subconsultants.

12. Indemnification.

a. To the fullest extent permitted by law, Consultant shall defend (with counsel of City's choosing), indemnify and hold the City, its officials, officers, employees, volunteers, and agents free and harmless from any and all claims, demands, causes of action, costs, expenses, liability, loss, damage or injury of any kind, in law or equity, to property or persons, including wrongful death, in any manner arising out of, pertaining to, or incident to any acts, errors or omissions, or willful misconduct of Consultant, its officials, officers, employees, subcontractors, consultants or agents in connection with the performance of the Consultant's services, the Project or this Agreement, including without limitation the payment of all damages, expert witness fees and attorney's fees and other related costs and expenses. Consultant's obligation to indemnify shall not be restricted to insurance proceeds, if any, received by Consultant, the City, its officials, officers, employees, agents, or volunteers.

b. To the extent required by Civil Code section 2782.8, which is fully incorporated herein, Consultant's obligations under the above indemnity shall be limited to claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the Consultant, but shall not otherwise be reduced. If Consultant's obligations to defend, indemnify, and/or hold harmless arise out of Consultant's performance of "design professional services" (as that term is defined under Civil Code section 2782.8), then upon Consultant obtaining a final adjudication that liability under a claim is caused by the comparative active negligence or willful misconduct of the City, Consultant's obligations shall be reduced in proportion to the established comparative liability of the City and shall not exceed the Consultant's proportionate percentage of fault.

13. California Labor Code Requirements.

a. Consultant is aware of the requirements of California Labor Code Sections 1720 et seq. and 1770 et seq., which require the payment of prevailing wage rates and the performance of other requirements on certain "public works" and "maintenance" projects ("Prevailing Wage Laws"). If the services are being performed as part of an applicable "public works" or "maintenance" project, as defined by the Prevailing Wage Laws, and if the total compensation is $15,000 or more for maintenance or $25,000 or more for construction, alteration, demolition, installation, or repair, Consultant agrees to fully comply with such Prevailing Wage Laws. Consultant shall defend, indemnify and hold the City, its officials, officers, employees and agents free and harmless from any claims, liabilities, costs, penalties or interest arising out of any failure or alleged failure to comply with the Prevailing Wage Laws. It shall be mandatory upon the Consultant and all subconsultants to comply with all California Labor Code provisions, which include but are not limited to prevailing wages (Labor Code Sections 1771, 1774 and 1775), employment of apprentices (Labor Code Section 1777.5), certified payroll records (Labor Code Sections 1771.4 and 1776), hours of labor (Labor Code Sections 1813 and 1815) and debarment of contractors and subcontractors (Labor Code Section 1777.1).

b. If the services are being performed as part of an applicable "public works" or "maintenance" project and if the total compensation is $15,000 or more for maintenance or $25,000 or more for construction, alteration, demolition, installation, or repair, then pursuant to Labor Code Sections 1725.5 and 1771.1, the Consultant and all subconsultants performing such services must be registered with the Department of Industrial Relations. Consultant shall maintain registration for the duration of the Project and require the same of any subconsultants, as applicable. This Project may also be subject to compliance monitoring and enforcement by the Department of Industrial Relations. It shall be Consultant's sole responsibility to comply with all applicable registration and labor compliance requirements.

c. This Agreement may also be subject to compliance monitoring and enforcement by the Department of Industrial Relations. It shall be Consultant's sole responsibility to comply with all applicable registration and labor compliance requirements. Any stop orders issued by the Department of Industrial Relations against Consultant or any subcontractor that affect Consultant's performance of services, including any delay, shall be Consultant's sole responsibility. Any delay arising out of or resulting from such stop orders shall be considered Consultant caused delay and shall not be compensable by the City. Consultant shall defend, indemnify and hold the City, its officials, officers, employees and agents free and harmless from any claim or liability arising out of stop orders issued by the Department of Industrial Relations against Consultant or any subcontractor.

14. Verification of Employment Eligibility.

By executing this Agreement, Consultant verifies that it fully complies with all requirements and restrictions of state and federal law respecting the employment of undocumented aliens, including, but not limited to, the Immigration Reform and Control Act of 1986, as may be amended from time to time, and shall require all subconsultants and sub-subconsultants to comply with the same.

15. Laws and Venue.

This Agreement shall be interpreted in accordance with the laws of the State of California. If any action is brought to interpret or enforce any term of this Agreement, the action shall be brought in a state or federal court situated in the County of Los Angeles, State of California.

16. Termination or Abandonment

a. City has the right to terminate or abandon any portion or all of the work under this Agreement by giving ten (10) calendar days written notice to Consultant. In such event, City shall be immediately given title and possession to all original field notes, drawings and specifications, written reports and other documents produced or developed for that portion of the work completed and/or being abandoned. City shall pay Consultant the reasonable value of services rendered for any portion of the work completed prior to termination. If said termination occurs prior to completion of any task for the Project for which a payment request has not been received, the charge for services performed during such task shall be the reasonable value of such services, based on an amount mutually agreed to by City and Consultant of the portion of such task completed but not paid prior to said termination. City shall not be liable for any costs other than the charges or portions thereof which are specified herein. Consultant shall not be entitled to payment for unperformed services, and shall not be entitled to damages or compensation for termination of work.

b. Consultant may terminate its obligation to provide further services under this Agreement upon thirty (30) calendar days' written notice to City only in the event of substantial failure by City to perform in accordance with the terms of this Agreement through no fault of Consultant.

17. Documents. Except as otherwise provided in "Termination or Abandonment," above, all original field notes, written reports, Drawings and Specifications and other documents, produced or developed for the Project shall, upon payment in full for the services described in this Agreement, be furnished to and become the property of the City.

18. Organization

Consultant shall assign **Hal Suetsugu** as Project Manager. The Project Manager shall not be removed from the Project or reassigned without the prior written consent of the City.

19. Limitation of Agreement.

This Agreement is limited to and includes only the work included in the Project described above.

20. Notice

Any notice or instrument required to be given or delivered by this Agreement may be given or delivered by depositing the same in any United States Post Office, certified mail, return receipt requested, postage prepaid, addressed to:

CITY:	CONSULTANT:
City of Arcadia	Evan Brooks Associates, Inc.
240 West Huntington Drive	301 East Colorado Boulevard, Suite 524
Arcadia, CA 91066	Pasadena, CA 91101
Attn: Alana Johnson, Transportation Services Manager, and Kevin Merrill, City Engineer	Attn: Hal Suetsugu

and shall be effective upon receipt thereof.

21. Third Party Rights

Nothing in this Agreement shall be construed to give any rights or benefits to anyone other than the City and the Consultant.

22. Equal Opportunity Employment.

Consultant represents that it is an equal opportunity employer and that it shall not discriminate against any employee or applicant for employment because of race, religion, color, national origin, ancestry, sex, age or other interests protected by the State or Federal Constitutions. Such non-discrimination shall include, but not be limited to, all activities related to initial employment, upgrading, demotion, transfer, recruitment or recruitment advertising, layoff or termination.

23. Entire Agreement

This Agreement, with its exhibits, represents the entire understanding of City and Consultant as to those matters contained herein, and supersedes and cancels any prior or contemporaneous oral or written understanding, promises or representations with respect to those matters covered hereunder. Each party acknowledges that no representations, inducements, promises or agreements have been made by any person which are not incorporated herein, and that any other agreements shall be void. This Agreement may not be modified or altered except in writing signed by both Parties hereto. This is an integrated Agreement.

24. Severability

The unenforceability, invalidity or illegality of any provision(s) of this Agreement shall not render the provisions unenforceable, invalid or illegal.

25. Successors and Assigns

This Agreement shall be binding upon and shall inure to the benefit of the successors in interest, executors, administrators and assigns of each party to this Agreement. However, Consultant shall not assign or transfer by operation of law or otherwise any or all of its rights, burdens, duties or obligations without the prior written consent of City. Any attempted assignment without such consent shall be invalid and void.

26. Non-Waiver

None of the provisions of this Agreement shall be considered waived by either party, unless such waiver is specifically specified in writing.

27. Time of Essence

Time is of the essence for each and every provision of this Agreement.

28. City's Right to Employ Other Consultants

City reserves its right to employ other consultants, including engineers, in connection with this Project or other projects.

29. Prohibited Interests

Consultant maintains and warrants that it has not employed nor retained any company or person, other than a bona fide employee working solely for Consultant, to solicit or secure this Agreement. Further, Consultant warrants that it has not paid nor has it agreed to pay any company or person, other than a bona fide employee working solely for Consultant, any fee, commission, percentage, brokerage fee, gift or other consideration contingent upon or resulting from the award or making of this Agreement. For breach or violation of this warranty, City shall have the right to rescind this Agreement without liability. For the term of this Agreement, no director, official, officer or employee of City, during the term of his or her service with City, shall have any direct interest in this Agreement, or obtain any present or anticipated material benefit arising therefrom.

[SIGNATURES ON FOLLOWING PAGE]

DRAFT

SIGNATURE PAGE FOR PROFESSIONAL SERVICES AGREEMENT BETWEEN THE CITY OF ARCADIA AND EVAN BROOKS ASSOCIATES, INC.

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the date first written above.

CITY OF ARCADIA

By: _____
Dominic Lazzaretto
City Manager

Date: _____

ATTEST:

By: _____
City Clerk

APPROVED AS TO FORM

By: _____
Michael J. Maurer
City Attorney

EVAN BROOKS ASSOCIATES, INC.

By: _____
Signature

Its: _____

_____
Printed Name

Date: _____

By: _____
Signature

Its: _____

_____
Printed Name

DRAFT

EXHIBIT “A”

Scope of Services

The Scope of Services for the Interim Transportation Services Manager Coverage, as detailed in the Revised Cost Estimate provided by Evan Brooks Associates, Inc. on December 3, 2025, (including roles, task hours, and fees), is incorporated into this Agreement and shall include the following (Pages 14-15):

DRAFT

TASK	STAFF HOURS					TOTAL TASK HOURS	COST
	Martin Gombert, Sr. Transit Associate	Hal Suetsugu, Principal-in-Charge	Gloria Sandoval, Technical Analyst	Jorge Zarza/ William Imperial, GIS, Graphics, Planning Staff	Melissa Sandoval, Admin. Support		
	MAG	EBA	EBA	EBA	EBA		
	$150	$298	$143	$130	$113		
1. Oversight and Administration							
Day-to-day operations monitoring	16	20	70	0	6	**112**	$19,048
Transit operator management	32	4	12	0	6	**54**	$8,386
Budget management (e.g., monthly invoice verification & approval)	0	4	10	0	6	**20**	$3,300
Customer complaint triage & documentation	8	8	15	0	8	**39**	$6,633
2. Communication and Representation							
Metro BOS meeting representation	24	0	0	0	10	**34**	$4,730
Meeting attendance (e.g., department, transit operator meetings, etc.)	16	20	20	0	10	**66**	$12,350
3. Reporting							
Measure M quarterly reporting	0	2	10	0	10	**22**	$3,156
FTA, SCO, AQMD, and Metro coordination	8	4	8	0	10	**30**	$4,666
4. Transitional Meetings with Transportation Services Manager							
Pre-assignment onboarding meeting(s)	3	6	3	0	0	**12**	$2,667
Post-assignment debriefing meeting(s)	3	6	3	0	0	**12**	$2,667
5. Special Project							
Transit Rebranding/Outreach RFP	0	8	8	36	3	**55**	$8,547
TOTAL ESTIMATED HOURS PER STAFF	**110**	**82**	**159**	**36**	**69**	**456**	
						Estimated Labor Costs	**$76,150**
						Estimated Travel Costs	**$1,050**
						Not-to-Exceed Total Cost (Monthly Cost $12,867)	**$77,200**

The total cost for the effort outlined in the scope of work is shown in **Figure 1**. It will be billed on a time-and-materials basis, ensuring you only pay for the hours worked (no more, no less).

Figure 1. Total Cost

FIRM	TASK	ESTIMATED WEEKLY STAFF HOURS																							TOTAL LABOR HOURS	RATE	COST
		Week																									
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24			
MAG	Martin Gombert Sr. Transit Associate	15	5	5	6	1	1	5	6	1	1	5	6	1	1	5	8	1	1	5	6	1	1	7	16	110	$150	$16,500
EBA	Hal Suetsugu Principal-in-Charge	15	3	1	5	2	1	1	6	1	1	0	3	3	3	0	6	2	3	3	2	1	3	3	14	82	$298	$24,436
EBA	Gloria Sandoval Technical Analyst	16	9	4	5	6	4	5	3	6	9	5	4	6	8	7	10	5	5	9	7	5	4	4	13	159	$143	$22,737
EBA	Melissa Sandoval Admin. Support	6	1	6	2	2	2	5	2	1	0	4	1	2	1	1	6	2	1	3	2	0	1	7	11	69	$113	$7,797
EBA	William Imperial RFP Support	1	0	4	2	0	4	4	2	0	4	2	0	4	2	0	3	0	2	0	2	0	0	0	0	36	$130	$4,680
	TOTAL ESTIMATED LABOR HOURS PER WEEK	**52**	**18**	**16**	**18**	**11**	**8**	**16**	**17**	**9**	**11**	**14**	**14**	**12**	**13**	**13**	**30**	**10**	**10**	**20**	**17**	**7**	**9**	**21**	**54**	**456**	-	-
																											Estimated Labor Costs	**$76,150**
																											Estimated Travel Costs	**$1,050**
																											Not-to-Exceed Total Cost Monthly Cost	**$77,200** $12,867

Assumptions:

- **6 month period:** January 1, 2026- June 30, 2026.
- **Part-time, hybrid work:** In-person 8/hrs per week, remaining hours performed remotely.
- **Special projects:** RFP preparation for system rebranding & outreach is included in price. All other special projects will be performed as time permits and may not be completed as base work will be prioritized.
- **Travel expenses:** Calculated at .70/cents a mile.

EXHIBIT “B”

Schedule of Charges/Payments

Consultant will invoice City on a monthly cycle. Consultant will include with each invoice a detailed progress report that indicates the amount of budget spent on each task. Consultant will inform City regarding any out-of-scope work being performed by Consultant. This is a time-and-materials contract.

DRAFT

EXHIBIT “C”

Activity Schedule

All work shall be completed in accordance with the following schedule:

The term of this Agreement shall be from January 1, 2026, to June 30, 2026, unless earlier terminated as provided herein. The Parties may, by mutual, written consent, extend the term of this Agreement if necessary to complete the Project. All tasks under Exhibit “A” shall be adhered to and executed accordingly.

DRAFT

CITY OF ARCADIA

STAFF REPORT

ADMINISTRATIVE SERVICES DEPARTMENT

DATE: December 16, 2025

TO: Honorable Mayor and City Council

FROM: Henry Chen, Administrative Services Director

SUBJECT: APPROVE THE ANNUAL DEVELOPMENT IMPACT FEE REPORT FOR FISCAL YEAR 2024-25 PURSUANT TO GOVERNMENT CODE SECTION 66006
CEQA: Not a Project
Recommendation: Approve

SUMMARY

Pursuant to City Council Resolution Nos. 6498, 6602, and 7492, the City has been collecting various impact fees related to Transportation, Park Facilities, and Fire Facilities. Since the City collects these impact fees, annual reports to the City Council and the public are required pursuant to Government Code Section 66006. These fees are intended to provide funding to maintain infrastructure service levels and improvements needed due to growth and development. The City has been complying with all collection and expenditure requirements.

It is recommended that the City Council approve the Annual Development Impact Fee Report for Fiscal Year 2024-25 pursuant to Government Code Section 66006.

DISCUSSION

Impact Fees are collected from new development projects to help offset the increased demand they place on public infrastructure. The City collects Impact Fees for Transportation, Park Facilities, and Fire Facilities purposes. Government Code Section 66006 requires the City to prepare an annual report that describes certain information about the fees, such as the amount of fees collected, public improvements for which the fees were expended, fund balance, and other information. This fee information is attached hereto as:

Exhibit "A": The Park Facilities Fee Impact Fund currently has a balance of $5,810,284. Additional fund balance will be used in the coming years to continue implementation of the adopted Parks Master Plan, most notably, the completion of new concession buildings at Bonita and Hugo Reid Park.

Exhibit "B": The Transportation Fee Impact Fund currently has a balance of $900,299. Funds are spent regularly from this account for various traffic improvements throughout the City. Current projects include traffic signal improvements at Centennial Way and Baldwin Avenue.

Exhibit "C": The Fire Facilities Fee Impact Fund currently has a balance of $349,958. Funds are spent from this account for capital projects to improve the service capacity of the Fire Department. The Fire Department's Standards of Cover (SOC) study is currently being conducted to assess risk and future service improvement needs. Once the study is completed, recommendations for future projects to be funded by fire impact fees are expected to be identified.

ENVIRONMENTAL ANALYSIS

The proposed action does not constitute a project under the California Environmental Quality Act ("CEQA"), under Section 15061(b)(3) of the CEQA Guidelines, as it can be seen with certainty that it will have no impact on the environment.

FISCAL IMPACT

Funds from Arcadia's Impact Fee accounts make significant community improvement projects possible. Due to the variability of development activity in the community, the amount of revenue tends to vary substantially in any given year. In Fiscal Year 2024-25, all three funds combined added over $1.1 million in new revenue, including interest earned. Without these funds, the City would need to find other sources of revenue to offset the impacts caused by new development.

RECOMMENDATION

It is recommended that the City Council determine that this action is not a project under the California Environmental Quality Act ("CEQA"); and approve the Annual Development Impact Fee Report for Fiscal Year 2024-25 pursuant to Government Code Section 66006.

Approved:

Dominic Lazzaretto
City Manager

Attachments: Exhibit "A" Annual Park Facilities Impact Fee Report FY2024-25
Exhibit "B" Annual Transportation Impact Fee Report FY2024-25
Exhibit "C" Annual Fire Facilities Impact Fee Report FY2024-25

Exhibit "A"

City of Arcadia
Annual Park Facilities Impact Fee Report
Fiscal Year 2024-25

This annual report section has been prepared pursuant to the requirements of Government Code Section 66006.

Description of Fees

Pursuant to Resolution No. 6602, the Park Facilities Fee is collected to ensure that new development pays its fair share of costs associated with building new park facilities and infrastructure.

Amount of Fees

$2.85 per square feet for single family projects
$3.73 per square feet for multi-family projects

Beginning and Ending Balances of the Fund and Amount of Fees Collected and Interests Earned

Fiscal Year	Beginning Fund Balance	Fees Collected	Interest Earned	Expenditures	Other	Ending Balance
2024-25	$ 9,740,282	$ 488,968	$ 419,927	$ (5,474,573)	$ 635,680	$ 5,810,284
2023-24	8,517,942	1,814,156	430,654	(1,022,470)	-	9,740,282
2022-23	7,826,989	550,784	185,932	(45,763)	-	8,517,942
2021-22	7,421,829	570,486	(123,464)	(41,862)	-	7,826,989
2020-21	6,200,930	622,346	39,183	(278,380)	837,750	7,421,829
2019-20	11,841,628	883,959	281,397	(6,810,432)	4,378	6,200,930
2018-19	10,905,784	593,808	395,942	(53,906)	-	11,841,628
2017-18	9,962,795	916,233	53,122	(26,366)	-	10,905,784
2016-17	8,237,966	1,734,923	42,361	(52,455)	-	9,962,795
2015-16	6,151,955	2,096,641	90,231	(100,861)	-	8,237,966
Before 2016	(264,045)	9,308,400	116,309	(2,658,876)	(349,833)	6,151,955
	Total	**$ 19,580,704**	**$ 1,931,594**	**$ (16,565,944)**	**$ 1,127,975**	

An identification of each public improvement on which fees were expended and the amount of the expenditures on each improvement, including the total percentage of the cost of the public improvement that was funded with fees

Project	Years	Amount	% Funded by Fees
Museum Education Center	2008, 2014	$ 984,884	49%
City Hall Soccer Field	2010-2012	1,275,111	100%
Wilderness Park Restroom	2013	148,482	100%
City Park Improvements	2013-14	62,931	100%
Community Center Backup Generator	2014	154,250	100%
Recreation and Parks Master Plan	2014-18	212,900	100%
Eisenhower Park	2019-21	6,940,727	100%
Newcastle Park	2020-25	6,267,981	100%
Baseball Bleachers	2022-25	518,678	100%
	Total	**$ 16,565,944**	

Identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement, as identified in paragraph (2) of subdivision (a) of Section 66001, and the public improvement remains incomplete.

The anticipated completion date for Newcastle Park is November 2025. The design and construction for the concession buildings at Hugo Reid and Bonita Parks is anticipated to be completed in 2029.

Description of each interfund transfer or loan made from the account or fund, including the public improvement on which the transferred or loaned fees will be expended, and, in the case of an interfund loan, the date on which the loan will be repaid, and the rate of interest that the account or fund will receive on the loan.

There were no interfund transfers or loans.

Amount of refunds made pursuant to subdivision (e) of Section 66001 and any allocations pursuant to subdivision (f) of Section 66001.

There were no refunds nor allocations for some other purpose for which fees were collected.

Exhibit "B"

City of Arcadia
Annual Transportation Impact Fee Report
Fiscal Year 2024-25

This annual report section has been prepared pursuant to the requirements of Government Code Section 66006.

Description of Fees

Pursuant to Resolution No. 7151, the Transportation Impact Fee is collected to help pay for needed traffic improvements to maintain certain intersections at a Level of Service "D" or better.

Amount of Fees

$1,983 per PM Peak House vehicle trip

Beginning and Ending Balances of the Fund and Amount of Fees Collected and Interests Earned

Fiscal Year	Beginning Fund Balance	Fees Collected	Interest Earned	Expenditures *	Other Revenues *	Ending Balance
2024-25	$ 789,105	$ 126,771	$ 44,795	$ (60,372)	$ -	$ 900,299
2023-24	(85,024)	974,000	15,880	(115,751)	-	789,105
2022-23	1,293,061	121,931	36,737	(1,536,753)	-	(85,024)
2021-22	1,558,251	146,497	(22,166)	(389,521)	-	1,293,061
2020-21	1,795,980	230,538	6,371	(474,638)	-	1,558,251
2019-20	2,574,037	155,861	75,033	(1,008,951)	-	1,795,980
2018-19	2,955,109	517,563	101,503	(1,000,138)	-	2,574,037
2017-18	3,047,631	196,819	17,163	(306,504)	-	2,955,109
2016-17	1,977,886	1,553,561	12,414	(496,230)	-	3,047,631
2015-16	1,672,533	335,883	21,746	(52,276)	-	1,977,886
Before 2015	417,289	2,836,283	106,303	(1,687,342)	-	1,672,533
	Total	**$ 7,195,707**	**$ 415,779**	**$ (7,128,476)**	**$ -**	

* The Impact Fee Fund recorded certain grant revenues from other agencies which paid for some of the project expenditures. For the report to reflect only the activities related to the impact fees, a total of $3,075,631 was removed from **both** the expenditure and other revenues column.

An identification of each public improvement on which fees were expended and the amount of the expenditures on each improvement, including the total percentage of the cost of the public improvement that was funded with fees

Project	Years	Amount	% Funded by Fees
Sunset Blvd. Widening	2008	240,289	61.67%
Santa Anita Intersection Improvement	2008-12	440,205	20.15%
Huntington Drive Capacity Improvement	2012-15	694,368	33.27%
Duarte Road Intersection Widening	2012-17	539,725	98.22%
Transportation Impact Fee Study	2012-17	68,124	100.00%
Land Acquisition	2015-16	144,239	10.00%
Various Miscellanrous Traffic Signal Improvements	2017-24	979,275	100.00%
Duarte and Lovell Traffic Signalization	2018-19	343,381	100.00%
Huntington Arterial Rehabilitation	2018-21	751,677	38.00%
Santa Anita Corridor Traffic Signalization	2018-23	981,804	57.90%
Huntington Drive and Second Ave	2019	150,000	100.00%
Sunset and Fairview Traffic Signalization	2019-20	425,861	100.00%
Baldwin Ave Traffic Signal Fiber Optic Extension	2020-22	290,051	100.00%
Colorado Street - Complete Streets	2020-24	500,745	100.00%
Traffic Signal Fiber Optics Network Extension	2021-25	319,114	100.00%
Arterial Rehabilitation - Live Oak (Santa Anita to East City Limits)	2022	159,000	14.79%
Arterial Rehabilitation - Huntington Dr (Santa Clara to 5th)	2022	1,583	100.00%
Traffic Center Upgrades	2023-25	49,578	100.00%
Emergency Vehicle Preemption Signal Improvements	2023-24	49,457	100.00%
	Total	**$ 7,128,476**	

Identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement, as identified in paragraph (2) of subdivision (a) of Section 66001, and the public improvement remains incomplete.

The City utilizes the impact fees to fund various traffic signalization improvements and arterial rehabilitation projects on an annual basis. The projects that remain incomplete at the end of the fiscal year and their anticipated completion dates are as follows:

Project	Estimated Completion
Traffic Signal Improvements - Baldwin Ave	June 2026
Traffic Signal Improvements - Centennial Way	Summer 2027

Description of each interfund transfer or loan made from the account or fund, including the public improvement on which the transferred or loaned fees will be expended, and, in the case of an interfund loan, the date on which the loan will be repaid, and the rate of interest that the account or fund will receive on the loan.

There were no interfund transfers or loans.

Amount of refunds made pursuant to subdivision (e) of Section 66001 and any allocations pursuant to subdivision (f) of Section 66001.

There were no refunds nor allocations for some other purpose for which fees were collected.

Exhibit "C"

City of Arcadia
Annual Fire Facilities Development Impact Fee Report
Fiscal Year 2024-25

This annual report section has been prepared pursuant to the requirements of Government Code Section 66006.

Description of Fees

Pursuant to Resolution No. 7492, the Fire Protection Facilities Development Impact Fee is collected to ensure that new development pays its fair share of capital and infrastructure costs associated with increased demand for fire services from the new developments.

Amount of Fees

$0.35 per square feet for residential dwelling units
$1.91 per square feet for commercial units
$2.92 per square feet for office units
$1.04 per square feet for industrial units

Beginning and Ending Balances of the Fund and Amount of Fees Collected and Interests Earned

Fiscal Year	Beginning Fund Balance	Fees Collected	Interest Earned	Expenditures	Other	Ending Balance
2024-25	$ 310,486	$ 61,167	$ 18,045	$ (39,740)	$ -	$ 349,958
2023-24	-	310,714	5,272	(5,500)	-	310,486
	Total	**$ 371,881**	**$ 23,317**	**$ (45,240)**	**$ -**	

An identification of each public improvement on which fees were expended and the amount of the expenditures on each improvement, including the total percentage of the cost of the public improvement that was funded with fees

Project	Years	Amount	% Funded by Fees
Fire Training Facility	2023-24	$ 5,500	100%
Fire Station Remodel	2024-25	13,740	100%
Signal Preemption Project	2024-25	26,000	100%
	Total	**$ 45,240**	

Identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement, as identified in paragraph (2) of subdivision (a) of Section 66001, and the public improvement remains incomplete.

The Fire Department is currently conducting a Standards of Cover (SOC) analysis to assess risk and future service improvement needs. Once that study is complete, we anticipate having recommendations for future projects to be funded by the fire impact fees.

Description of each interfund transfer or loan made from the account or fund, including the public improvement on which the transferred or loaned fees will be expended, and, in the case of an interfund loan, the date on which the loan will be repaid, and the rate of interest that the account or fund will receive on the loan.

There were no interfund transfers or loans.

Amount of refunds made pursuant to subdivision (e) of Section 66001 and allocations pursuant to subdivision (f) of Section 66001.

There were no refunds nor allocations for some other purpose for which fees were collected.

CITY OF ARCADIA

STAFF REPORT

POLICE DEPARTMENT

DATE: December 16, 2025

TO: Honorable Mayor and City Council

FROM: Roy Nakamura, Chief of Police
By: Amber Abeyta, Management Analyst

SUBJECT: PURCHASE ORDER WITH MOTOROLA SOLUTIONS, INC. FOR THE PURCHASE OF MOBILE RADIOS IN THE AMOUNT OF $33,546; AND ACCEPT THE GRANT AWARD FROM THE U.S. DEPARTMENT OF HOMELAND SECURITY – STATE HOMELAND SECURITY PROGRAM ("SHSP") FOR REIMBURSEMENT OF THE MOBILE RADIO COSTS
CEQA: Not a Project
Recommendation: Approve and Accept

SUMMARY

The Arcadia Police Department has applied for a grant from the U.S. Department of Homeland Security to implement communications improvements. The grant is from the State Homeland Security Program ("SHSP") and will reimburse the cost of mobile radio equipment, in an amount not to exceed $33,546. The Department's funding request has been approved, and the Grant Agreement has been finalized. With City Council approval, the Department will be able to purchase three mobile radios. It is recommended that the City Council approve the purchase order with Motorola Solutions, Inc. for the purchase of mobile radios in the amount of $33,546 and accept the grant award from the U.S. Department of Homeland Security – State Homeland Security Program for reimbursement of the mobile radio costs.

BACKGROUND

The Police Department purchases portable handheld radios and mobile radios through the City's Equipment Replacement Program. To reduce the overall impact on the City's budget, and to ensure a supply of modern, reliable equipment on hand, a portion of the Department's radios are replaced each year.

Many police and fire agencies utilize the SHSP to help offset the extensive cost of upgrading communications equipment. For the 2023 grant period (grant period is two years behind the current calendar year), the Police Department was approved as a sub-recipient of the Los Angeles County Police Chiefs' Association ("LACPCA") grant for three mobile radios, under a larger Interoperable Communications Equipment Project.

The Department is in need of new mobile radios, as the existing Kenwood models are outdated and fail to meet the Department's current operational requirements. These radios have surpassed their service life and lack compatibility with Wi-Fi updates via Motorola Radio Management, which hinders the Department's ability to keep them up to date with necessary firmware and programming modifications. Investing in newer mobile radios will guarantee:

- Reliable communication
- Enhanced audio quality
- Consistent functionality throughout the vehicle fleet

The mobile radios will be installed in vehicles utilized by the Detective Bureau. This upgrade is vital for maintaining a dependable system and ensuring that officers are equipped with tools that facilitate safe and effective operations. Additionally, the Department will purchase the Motorola APX8500 model, which is P25 compliant. P25 is a set of standards for federal, state, and local public safety agencies to provide interoperable emergency communication within a jurisdiction, as well as between agencies and mutual aid response teams. The selected model provides unlimited mobility and interoperability, along with integrated Wi-Fi, data connectivity, and robust information security.

DISCUSSION

The grant is managed by the California Governor's Office of Emergency Services ("Cal OES"). Cal OES mandates that the City use its own documented procurement procedures, which reflect applicable federal, state, and local standards, in the award of any subcontracts. As such, the Department was required to conduct a Formal Request for Bids to comply with the grant's purchasing guidelines.

In November, the Department published a Notice Inviting Bids in the Arcadia Weekly newspaper and on the City's RFP/BID webpage. The Notice listed the equipment needs for three mobile radios. After a two-week submission period, one bid was received from Motorola Solutions (Attachment No. 1) in the amount of $33,546 ($10,119.26 per radio plus sales tax). The quote includes a 27.5% discount on the list price and is derived from the contract price for Los Angeles County. Following a thorough evaluation, it has been concluded that Motorola Solutions is a responsive bidder, with their bid meeting the necessary specifications.

By purchasing the mobile radio equipment from Motorola Solutions, Inc., the Department will ensure compatibility with existing radio infrastructure, P25 compliance, and realize significant cost savings.

ENVIRONMENTAL ANALYSIS

The proposed action does not constitute a project under the California Environmental Quality Act ("CEQA"), based on Section 15061(b)(3) of the CEQA Guidelines, as it can be seen with certainty that it will have no impact on the environment.

FISCAL IMPACT

Sufficient funds in the amount of $33,546 for the mobile radio purchase have been allocated in the FY 2025-26 General Fund Operation budget, under the SHSP Special Fund. The cost of the project will be offset by reimbursement at the end of the grant period, in an amount not to exceed $33,546.

RECOMMENDATION

It is recommended that the City Council determine that this action is not a project under the California Environmental Quality Act ("CEQA"); approve a Purchase Order with Motorola Solutions, Inc. for the purchase of mobile radios in the amount of $33,546; and accept the grant award from the U.S. Department of Homeland Security – State Homeland Security Program ("SHSP") for reimbursement of the mobile radio costs.

Approved:

Dominic Lazzaretto
City Manager

Attachment No. 1: Motorola Solutions, Inc. Quote

BIDDER'S PROPOSAL SHEET

BIDDER'S NAME Motorola Solutions, Inc.

A. Address from which the City will be serviced:

Company Name

Motorola Solutions, Inc.

Address, City, State and Zip Code

10680 Treena Street, Suite 200 San Diego, CA 92131

Telephone No. Email Address

858-864-3660

Taxpayer I.D. No.

361115800

B. Invoice terms of - % - (minimum of 20 days required). Unless otherwise stated NET 30 days shall apply.

C. Please indicate if this agreement will be extended to other agencies: X Yes No

Authorized Signature: Andy Grimm

Printed Name: Andy Grimm

Title: Sr. Account Manager

Date: 11/16/2025

Telephone Number: 858-864-3660 Email Address: agrimm@daywireless.com

BIDDER'S PROPOSAL SHEET

BIDDER'S NAME: Motorola Solutions, Inc.

CONSIDERATION CANNOT BE GIVEN TO PROPOSALS RECEIVED AFTER **11:00 A.M. November 21, 2025**	FOR FURTHER DETAILS CALL: **Lt. Ryan Mulhall** **(626) 574-5156** rmulhall@arcadiaca.gov	Quotation No. **SHSP2023 – APD – Mobile Radios**

ITEM NO.		DESCRIPTION OF ITEM	QTY.	UNIT	UNIT PRICE	TOTAL PRICE
1		Motorola or Equivalent APX8500 Mobile Radios	3	LS	$ 10,119.26	$ 30,357.78
					Total Amount of Scheduled Items:	$ 30,357.78
					Sales Tax (10.50%):	$ 3,187.57
					Discount (*If Applicable):	$ Discounted per LA Contract
					Shipping	$ 0.00
					TOTAL BID AMOUNT:	$ 33,545.35

TOTAL BID AMOUNT PROPOSAL WRITTEN IN WORDS:

Thirty-three thousand five hundred forty-five dollars and thirty-five cents

I Andy Grimm (Print Full Name), Sr. Account Manager (Title) am duly authorized to commit my company to sell/perform the products and/or services described herein. I understand by signing this bid I am not obligating the City to make this purchase, nor am I signing a contract to sell or perform this purchase. By signing this document, I agree to comply with all specifications described herein, unless specifically noted.

Company: Motorola Solutions, Inc.

Address: 10680 Treena Street, Suite 200 San Diego, CA 92131

Signature: Andy Grimm Date: 11/16/2025

Telephone No.: 858-864-3660 Email Address: agrimm@daywireless.com

MOTOROLA SOLUTIONS

QUOTE-3392461
Bid-SHSP2023-APD Mobile Radios

Billing Address:
ARCADIA POLICE DEPT, CITY OF
240 WEST HUNTINGTON DRIVE
ARCADIA, CA 91066
US

Shipping Address:
ARCADIA POLICE DEPT, CITY OF
250 W HUNTINGTON DR
ARCADIA, CA 91007
US

Quote Date:11/16/2025
Expiration Date:01/15/2026
Quote Created By:
Andy Grimm
agrimm@daywireless.com
858-864-3660

End Customer:
ARCADIA POLICE DEPT, CITY OF
Amber Abeyta
aabeyta@arcadiaca.gov
626-574-5136

Contract: LA COUNTY , CA MA-IS-2240228

Freight Terms:FREIGHT PREPAID
Payment Terms:30 NET

LUMP SUM Quote for Radio Bid
Bid-SHSP2023-APD Mobile Radios

Line #	Item Number	Description	Qty	List Price	Sale Price	Ext. Sale Price
	APX™ 8500					
1	M37TSS9PW1CN	APX8500 ALL BAND MP MOBILE	3	$13,862.00	$10,119.26	$30,357.78
1a	G90AC	ADD: NO MICROPHONE NEEDED APX	3			
1b	GA09007AA	ADD: OUT OF THE BOX WIFI PROVISIONING	3			
1c	G851AG	ADD: AES/DES-XL/DES-OFB ENCRYP APX AND ADP	3			
1d	G996AS	SOFTWARE LICENSE ENH: OVER THE AIR PROVISIONING	3			
1e	G72AD	ADD: APX O3 HANDHELD CH	3			
1f	GA00250AA	ADD: GNSS/BT-WIFI THRU MNT ANT, 17FT LOW LOSS PFP-100A/240, QMA	3			
1g	G67DE	ADD: REMOTE MOUNT 03 MP	3			
1h	GA00580AA	ADD: TDMA OPERATION	3			

Any sales transaction following Motorola's quote is based on and subject to the terms and conditions of the valid and executed written contract between Customer and Motorola (the ""Underlying Agreement"") that authorizes Customer to purchase equipment and/or services or license software (collectively ""Products""). If no Underlying Agreement exists between Motorola and Customer, then Motorola's Standard Terms of Use and Motorola's Standard Terms and Conditions of Sales and Supply shall govern the purchase of the Products.
Motorola Solutions, Inc.: 500 West Monroe, United States - 60661 ~ #: 36-1115800

Line #	Item Number	Description	Qty	List Price	Sale Price	Ext. Sale Price
1i	GA01513AB	ADD: ALL BAND MOBILE ANTENNA (7/8/V/U)	3			
1j	G51AT	SOFTWARE LICENSE ENH:SMARTZONE	3			
1k	GA09001AA	ADD: WI-FI CAPABILITY	3			
1l	G298AS	SOFTWARE LICENSE ENH: ASTRO 25 OTAR W/ MULTIKEY	3			
1m	B18CR	ADD: AUXILIARY SPKR 7.5 WATT APX	3			
1n	G444AH	ADD: APX CONTROL HEAD SOFTWARE	3			
1o	GA01517AA	DEL: NO J600 ADAPTER CABLE NEEDED	3			
1p	G806BL	SOFTWARE LICENSE ENH: ASTRO DIGITAL CAI OP APX	3			
1q	QA09113AB	ADD: BASELINE RELEASE SW	3			
1r	G361AH	SOFTWARE LICENSE ENH: P25 TRUNKING SOFTWARE APX	3			
1s	GA05100AA	ADD: STD WARRANTY - NO ESSENTIAL	3			

Subtotal $30,357.78

Estimated Tax $3,187.57

Grand Total $33,545.35(USD)

Notes:

- Shipping is included at no charge. Standard 1YR warranty is no charge. Taxable amount is $30,357.78. Tax Rate 10.5%.

Any sales transaction following Motorola's quote is based on and subject to the terms and conditions of the valid and executed written contract between Customer and Motorola (the ""Underlying Agreement"") that authorizes Customer to purchase equipment and/or services or license software (collectively ""Products""). If no Underlying Agreement exists between Motorola and Customer, then Motorola's Standard Terms of Use and Motorola's Standard Terms and Conditions of Sales and Supply shall govern the purchase of the Products.

Motorola Solutions, Inc.: 500 West Monroe, United States - 60661 ~ #: 36-1115800

MOTOROLA SOLUTIONS

Purchase Order Checklist NA OM

Marked as PO/ Contract/ Notice to Proceed on Company Letterhead (PO will not be processed without this)
PO Number/ Contract Number
PO Date
Vendor = Motorola Solutions, Inc.
Payment (Billing) Terms/ State Contract Number
Bill-To Name on PO must be equal to the *Legal* Bill-To Name
Bill-To Address
Ship-To Address (If we are shipping to a MR location, it must be documented on PO)
Ultimate Address (If the Ship-To address is the MR location then the Ultimate Destination address must be documented on PO)
PO Amount must be equal to or greater than Order Total
Non-Editable Format (Word/ Excel templates cannot be accepted)
Tax Exemption Status
Signatures (As required)

NOTE: When an email order is submitted a confirmation is sent from Motorola AutoNotify referencing a **case number**.
Once checklist is complete, order still must go through **Order Validation/Credit Approval**

MOTOROLA SOLUTIONS

QUOTE-3392461
Bid-SHSP2023-APD Mobile Radios

Billing Address:
ARCADIA POLICE DEPT, CITY OF
240 WEST HUNTINGTON DRIVE
ARCADIA, CA 91066
US

Shipping Address:
ARCADIA POLICE DEPT, CITY OF
250 W HUNTINGTON DR
ARCADIA, CA 91007
US

Quote Date:11/16/2025
Expiration Date:01/15/2026
Quote Created By:
Andy Grimm
agrimm@daywireless.com
858-864-3660

End Customer:
ARCADIA POLICE DEPT, CITY OF
Amber Abeyta
aabeyta@arcadiaca.gov
626-574-5136

Contract: LA COUNTY , CA MA-IS-2240228

Freight Terms:FREIGHT PREPAID
Payment Terms:30 NET

Itemized Quote for Radio Bid
Bid-SHSP2023-APD Mobile Radios

Line #	Item Number	Description	Qty	List Price	Sale Price	Ext. Sale Price
	APX™ 8500					
1	M37TSS9PW1CN	APX8500 ALL BAND MP MOBILE	3	$6,558.00	$4,787.34	$14,362.02
1a	G90AC	ADD: NO MICROPHONE NEEDED APX	3	$0.00	$0.00	$0.00
1b	GA09007AA	ADD: OUT OF THE BOX WIFI PROVISIONING	3	$0.00	$0.00	$0.00
1c	G851AG	ADD: AES/DES-XL/DES-OFB ENCRYP APX AND ADP	3	$941.00	$686.93	$2,060.79
1d	G996AS	SOFTWARE LICENSE ENH: OVER THE AIR PROVISIONING	3	$118.00	$86.14	$258.42
1e	G72AD	ADD: APX O3 HANDHELD CH	3	$1,114.00	$813.22	$2,439.66
1f	GA00250AA	ADD: GNSS/BT-WIFI THRU MNT ANT, 17FT LOW LOSS PFP-100A/240, QMA	3	$118.00	$86.14	$258.42
1g	G67DE	ADD: REMOTE MOUNT 03 MP	3	$350.00	$255.50	$766.50
1h	GA00580AA	ADD: TDMA OPERATION	3	$530.00	$386.90	$1,160.70

Any sales transaction following Motorola's quote is based on and subject to the terms and conditions of the valid and executed written contract between Customer and Motorola (the ""Underlying Agreement"") that authorizes Customer to purchase equipment and/or services or license software (collectively ""Products""). If no Underlying Agreement exists between Motorola and Customer, then Motorola's Standard Terms of Use and Motorola's Standard Terms and Conditions of Sales and Supply shall govern the purchase of the Products.
Motorola Solutions, Inc.: 500 West Monroe, United States - 60661 ~ #: 36-1115800

Line #	Item Number	Description	Qty	List Price	Sale Price	Ext. Sale Price
1i	GA01513AB	ADD: ALL BAND MOBILE ANTENNA (7/8/V/U)	3	$112.00	$81.76	$245.28
1j	G51AT	SOFTWARE LICENSE ENH:SMARTZONE	3	$1,766.00	$1,289.18	$3,867.54
1k	GA09001AA	ADD: WI-FI CAPABILITY	3	$353.00	$257.69	$773.07
1l	G298AS	SOFTWARE LICENSE ENH: ASTRO 25 OTAR W/ MULTIKEY	3	$871.00	$635.83	$1,907.49
1m	B18CR	ADD: AUXILIARY SPKR 7.5 WATT APX	3	$71.00	$51.83	$155.49
1n	G444AH	ADD: APX CONTROL HEAD SOFTWARE	3	$0.00	$0.00	$0.00
1o	GA01517AA	DEL: NO J600 ADAPTER CABLE NEEDED	3	$0.00	$0.00	$0.00
1p	G806BL	SOFTWARE LICENSE ENH: ASTRO DIGITAL CAI OP APX	3	$607.00	$443.11	$1,329.33
1q	QA09113AB	ADD: BASELINE RELEASE SW	3	$0.00	$0.00	$0.00
1r	G361AH	SOFTWARE LICENSE ENH: P25 TRUNKING SOFTWARE APX	3	$353.00	$257.69	$773.07
1s	GA05100AA	ADD: STD WARRANTY - NO ESSENTIAL	3	$0.00	$0.00	$0.00

Subtotal $30,357.78

Estimated Tax $3,187.57

Grand Total **$33,545.35(USD)**

Notes:

- Shipping is included at no charge. Standard 1YR warranty is no charge. Taxable amount is $30,357.78. Tax Rate 10.5%.

Any sales transaction following Motorola's quote is based on and subject to the terms and conditions of the valid and executed written contract between Customer and Motorola (the ""Underlying Agreement"") that authorizes Customer to purchase equipment and/or services or license software (collectively ""Products""). If no Underlying Agreement exists between Motorola and Customer, then Motorola's Standard Terms of Use and Motorola's Standard Terms and Conditions of Sales and Supply shall govern the purchase of the Products.

Motorola Solutions, Inc.: 500 West Monroe, United States - 60661 - #: 36-1115800

MOTOROLA SOLUTIONS

Purchase Order Checklist NA OM

Marked as PO/ Contract/ Notice to Proceed on Company Letterhead (PO will not be processed without this)
PO Number/ Contract Number
PO Date
Vendor = Motorola Solutions, Inc.
Payment (Billing) Terms/ State Contract Number
Bill-To Name on PO must be equal to the *Legal* Bill-To Name
Bill-To Address
Ship-To Address (If we are shipping to a MR location, it must be documented on PO)
Ultimate Address (If the Ship-To address is the MR location then the Ultimate Destination address must be documented on PO)
PO Amount must be equal to or greater than Order Total
Non-Editable Format (Word/ Excel templates cannot be accepted)
Tax Exemption Status
Signatures (As required)

NOTE: When an email order is submitted a confirmation is sent from Motorola AutoNotify referencing a **case number**.
Once checklist is complete, order still must go through **Order Validation/Credit Approval**